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ABSTRACT

This report presents the results of Phase I History/Architecture investigations (Ohio portion) conducted for the Brent Spence Bridge Replacement/Rehabilitation Project (PID 75119). Results of the Phase I History/Architecture investigations for the Kentucky portion will be submitted under separate cover. The proposed project is intended to improve the operational characteristics within a 6.5-mile segment of I-75 within the Commonwealth of Kentucky (state line mile 188.0) and the State of Ohio (state line mile 2.7). A total of five alternatives and 12 sub-alternatives is under study for the Brent Spence Bridge Replacement/Rehabilitation Project.

The literature review for this project entailed an examination of the Ohio Historic Inventory and the National Register of Historic Places (NRHP) files at the Ohio Historic Preservation Office in Columbus, Ohio. Additional historic map research was conducted at the Public Library of Cincinnati and Hamilton County in Cincinnati, Ohio, and the Hamilton County Auditor's Office. Construction dates were established using a combination of Hamilton County Auditor's Office records, historic map and atlas research, and field observations.

The project Area of Potential Effects (APE) is largely defined by pre- and post-1960 resources along the current alignment for I-75. Twenty-eight previously recorded Ohio Historic Inventory resources identified within or immediately adjacent to the APE and are listed below; of these, 17 have been demolished:

HAM-0010-28	HAM-0080-44	HAM-0081-44	HAM-0092-44
HAM-1295-43	HAM-1342-43	HAM-1395-43	HAM-1396-43
HAM-1444-43	HAM-1491-40	HAM-1500-43	HAM-1526-28
HAM-1656-43	HAM-1709-40	HAM-1710-40	HAM-1801-43
HAM-1802-43	HAM-1804-43	HAM-1960-40	HAM-2029-43
HAM-2304-43	HAM-5508-43	HAM-5530-43	HAM-5531-43
HAM-5532-43	HAM-5540-44	HAM-5571-43	HAM-5572-44

One of the resources, HAM-1295-43 (Union Terminal), is a National Historic Landmark. Four of the resources are listed in the National Register of Historic Places:

HAM-1295-43 (Union Terminal)
HAM-1804-43 (Our Lady of Mercy)
HAM-1656-43 (Baltimore & Ohio Railroad Freight Station and Storage Warehouse)
HAM-1802-43 (Thielman Building/Ohio National Guard Armory)

In addition, two National Register Districts were identified within the Area of Potential Effects: the Dayton Street Historic District (No. 73001457) and the West Fourth Street Historic District and Amendment (Nos. 76001443 and 79001861). Sixteen previously unrecorded historic resources were identified within the APE.

The 11, extant, previously recorded resources and NRHP-listed districts, as well as the 16 previously unrecorded historic resources, are documented in an Ohio Department of Transportation (ODOT) History/Architecture Resources Table. Two properties are recommended eligible for listing in the NRHP under Criterion C: previously recorded Resource HAM-1709-40 and previously unrecorded resource at 724 Mehring Way. In addition, two resources are recommended for Phase II investigations: Resource HAM-1342-43 and the previously unrecorded property at 801 West Sixth Street.

1.0 PROJECT INTRODUCTION

Interstate 75 (I-75) within the Greater Cincinnati/Northern Kentucky region is a major thoroughfare for local and regional mobility. Locally, it connects to I-71, I-74 and US Route 50. The Brent Spence Bridge provides an interstate connection over the Ohio River and carries both I-71 and I-75 traffic. The bridge also facilitates local travel by providing access to downtown Cincinnati, Ohio and Covington, Kentucky. Safety, congestion, and geometric problems exist on the structure and its approaches. The Brent Spence Bridge, which opened to traffic in 1963, was designed to carry 80,000 vehicles per day. Currently, approximately 150,000 vehicles per day use the Brent Spence Bridge and traffic volumes are projected to increase to 200,000 vehicles per day by 2025.

The I-75 corridor within the Greater Cincinnati/Northern Kentucky region is experiencing problems, which threaten the overall efficiency and flexibility of this vital trade corridor. Areas of concern include, but are not limited to, growing demand and congestion, land use pressures, environmental concerns, adequate safety margins, and maintaining linkage in key mobility, trade, and national defense highways.

The I-75 corridor has been the subject of numerous planning and engineering studies over the years and is a strategic link in the region's and the nation's highway network. As such, the Ohio Department of Transportation (ODOT) and the Kentucky Transportation Cabinet (KYTC), in cooperation with the Federal Highway Administration (FHWA), are proposing to improve the operational characteristics of I-75 and the Brent Spence Bridge in the Greater Cincinnati/Northern Kentucky region through a major transportation project.

1.1 Purpose and Need

The Brent Spence Bridge Replacement/Rehabilitation Project is intended to improve the operational characteristics within the I-71/I-75 corridor for both local and through traffic. In the Greater Cincinnati/Northern Kentucky region, the I-71/I-75 corridor suffers from congestion and safety-related issues as a result of inadequate capacity to accommodate current traffic demand. The purpose of this project is to:

- improve traffic flow and level of service,
- improve safety,
- correct geometric deficiencies, and
- enhance connections to key regional and national transportation corridors.

1.2 Study Area

The project study area is located along a 6.5-mile segment of I-75 within the Commonwealth of Kentucky (state line mile 188.0) and the State of Ohio (state line mile 2.7). The southern limit of the project is 2,800 feet south of the midpoint of the Kyles Lane Interchange on I-71/I-75 in Fort Wright, south of Covington, Kentucky. The northern limit of the project is 1,500 feet north of the midpoint of the Western Hills Viaduct interchange on I-75 in Cincinnati, Ohio. The eastern and western limits of the study area generally follow the existing alignment of I-75.

1.3 Conceptual Alternatives

1.3.1 Build Alternatives

A total of five alternatives and 12 sub-alternatives are under study for the Brent Spence Bridge Replacement/Rehabilitation Project. These Alternatives are shown on Exhibits 1-5:

- Alternative 1: Queensgate Alignment I-75. New Queensgate Bridge (2x5 lanes) for I-75 and rehabilitation of existing Brent Spence Bridge (2x2 lanes) for I-71 and local traffic.
- Alternative 2: Queensgate Alignment for I-75 and I-71. New Queensgate Bridge (2x7 lanes) for I-71/I-75 and rehabilitate existing Brent Spence Bridge (2x2 lanes) for local traffic.
- Alternative 3: New bridge just west of the existing bridge for I-75. New double-deck bridge (2x5 lanes) on west side of the existing Brent Spence Bridge for I-75 and new/rehabilitation double-deck bridge (2x2 Lanes) at existing Brent Spence Bridge for I-71 and local traffic.
- Alternative 4: New bridge just west of the existing bridge for all traffic. New double-deck bridge (2x5 lanes each direction on top) for I-75 and (2x3 lanes each direction on bottom) for I-71 and local traffic on west side of the existing Brent Spence Bridge and remove existing Brent Spence Bridge.
- Alternative 5: New bridges for I-75 traffic use on both sides of the existing bridge. New single-deck bridges (2x5 lanes) on each side of the existing Brent Spence Bridge for I-75 and rehabilitation of existing Brent Spence Bridge (2x3 lanes) for I-71 and local traffic.

The sub-alternatives include:

- I-75 Northbound KY 12th Street Ramp (two sub-alternatives)
- I-71/US 50 Interchange (two sub-alternatives)
- I-71/I-75/US 50 Interchange (three sub-alternatives)
- I-75 Ohio Collector - Distributor Road/Arterial Improvements (two sub-alternatives)
- Western Hills Viaduct Interchange (three sub-alternatives)

1.3.2 No Build Alternative

The No Build alternative consists of minor, short-term safety and maintenance improvements to the Brent Spence Bridge and I-75 corridor, which would maintain continuing operations. The No Build alternative does not meet the Purpose and Need goals; however, this alternative will be carried forward as a baseline for evaluation of the conceptual alternatives.

2.0 HISTORY ARCHITECTURE INTRODUCTION

A literature search and Phase I History/Architecture Survey of the Area of Potential Effects (APE) (Ohio portion) was conducted for the Brent Spence Bridge Replacement/Rehabilitation Project. The purpose of this report was to identify history/architecture properties in the APE so that the effects of the project on historic properties can be considered (ODOT OES 2004). Results of the Phase I History/Architecture investigations for the Kentucky portion will be submitted under separate cover. Historic properties within the APE were subject to visual inspection and documentation through completion of a Phase I History/Architecture Resources Table (ODOT/OES 2004:14).

2.1 Project Area of Potential Effects

The project APE for the History/Architecture Survey was developed in a manner to accommodate all possible design changes within the proposed alternatives. The APE generally is defined as the current right-of-way (ROW) in areas where improvements are confined to the ROW. Where proposed improvements are planned outside the current ROW, the APE generally follows a 1500-foot wide corridor to accommodate all possible design changes within the proposed alternatives. The APE was developed to follow street lines rather than simply cut across the landscape and to fully incorporate any historic districts wholly or partially included within the 1500-foot corridor. The project APE is reflected on Exhibit 6. No viewshed study areas were requested by OHPO.

2.2 Acknowledgments

The fieldwork for the Phase I History Architecture survey within the Ohio APE was undertaken November and December 2006. Patrick O'Bannon served as Project Manager and Brandon L. McCuin served as Principal Investigator. The property descriptions were developed by Doug Owen and the remainder of the report was authored by Mr. McCuin. Carly Meyer and Patrick Uphus prepared the graphics. Madonna M. Ledford edited the report and oversaw its production.

3.0 PROJECT METHODS

3.1 Literature Review and Background Research Methods

The literature review and background research for this project included an examination of the Ohio Historic Inventory (OHI) and the National Register of Historic Places (NRHP) files at the Ohio Historic Preservation Office (OHPO) in Columbus, Ohio. In addition, historic maps and atlases provided a general overview of the development of the area and aided in the identification of the types of resources located within the area. Sanborn fire insurance maps, which detail individual buildings and structures, also were reviewed for properties over 50 years old within the Area of Potential Effects (APE) (Sanborn 1891-1934).

3.2 Architectural Field Methods

Fieldwork within the defined project APE was completed in December 2006. Aerial photographs of the project area were used as field maps, with the APE boundary delineated on each aerial photograph. Field investigations focused on documenting existing conditions with streetscape photographs and inventorying resources more than 50 years of age within the APE. NRHP historic districts (composed of multiple historic properties) were treated as a single resource. All previously recorded and unrecorded architectural resources within the APE were photographed and documented in an ODOT History/Architecture Resources Table located in Appendix A. Appendix B contains Plates B1-B126, which illustrate the architectural resources. References to plate numbers may not appear in sequential order in the text as they are numbered in the order that the resources are presented in the History/Architecture Resources Table (Appendix A).

All buildings within the project APE were evaluated for their architectural integrity and significance. Dates of construction for these resources were established through review of property records maintained by the Hamilton County Auditor's Office, field observation, and cartographic research. Documentation for each property included photographs of the primary and secondary facades, ownership information, building style or type, and integrity considerations. Properties less than 50 years old were not documented as part of this project.

4.0 HISTORIC CONTEXT FOR THE AREA OF POTENTIAL EFFECT

4.1 Cincinnati: Historic Exploration and Settlement

Although the lands west of the Appalachians were explored, and even crudely mapped, prior to 1783, settlement of the new frontier waited until the end of the Revolution. Indeed, it was a Revolutionary War veteran, Benjamin Stites, who led the small group that became the first white settlement in Hamilton County. They floated down the Ohio River to land about a mile west of the Little Miami River at a place they named Columbia. Congress had adopted means by which land in the new Northwest Territory could be sold and Stites returned to New York where the Congress was meeting. At this point John Cleves Symmes, New Jersey Supreme Court Judge and Congressional Delegate, became interested in purchasing some of the land between the Miami Rivers. Through a confusing series of events, including endless law suits which were brought because of unclear land titles, Symmes and his associates eventually received title to about 312,000 acres of this land, known as the Miami Purchase.

One of Symmes' associates was Mathias Denman, a speculator who bought the land across from the mouth of the Licking River (later to become downtown Cincinnati). Once he made his purchase, Denman sought partners who would help him establish a settlement on the land he had just purchased; his partners were Colonel. Robert Patterson and John Filson. These men, along with another surveyor, Israel Ludlow, set out to explore the Miami country. They were the first to assess the new settlement of Losantiville, named by John Filson. Mr. Filson's contribution to the community, however, ended with its name. He disappeared on this exploration and his share of the Losantiville site went to Israel Ludlow, who surveyed the streets in the new community. Ludlow's street plan was modeled after the city of Philadelphia where streets were aligned at right angles to one another and ran from the river to the hills.

In late December of 1788, Israel Ludlow, Mathias Denman, and 24 others landed in a small cove at the foot of Sycamore Street (later known as Yeatman's Cove) and erected three or four cabins east of the corner of Front and Main Streets. This location was reportedly the same location where General George Rogers Clark's soldiers had built cabins in 1782 (Greve 1904:186).

The new settlement was focused around the cove where the first party had landed. Ludlow's original survey went only as far west as Main Street. Eventually, his boundaries stretched from the river to Seventh Street (Northern Row), and Broadway (Eastern Row) to Central Avenue (Western Row). The ground between the river and Front Street was declared a public common, except for the privilege of establishing a ferry (Hamilton County Recorder's Office, Book D 1:74). Upon completing his survey, Ludlow announced the "conditions" for settling the lots. The tenets of this statement were: (1) settle; (2) plant two successive crops on not less than one acre; (3) build a house of 20 feet square, 1 1/2 stories high with brick, stone, or clay chimney, to be located in the front of the lot; (4) put the house in "tenantable repair" within two years; and (5) follow these rules under pain of forfeiture. The lots were sold by public lottery.

Because a decision was made to locate Fort Washington in Losantiville instead of in Columbia or North Bend, located near the mouth of the Great Miami River, Losantiville was destined to become the most important settlement in the Miami Purchase. The fort was built in 1789, on a 15-acre site which was located on the second terrace (Third Street) just east of Broadway. At that time, the principal streets with buildings were Front and Columbia between Broadway and Main, with some houses scattered along Sycamore and Main Streets. As suggested by the unsold lots in the original plat, some of the lands in the new settlement, particularly below the second terrace, were probably unsuitable for occupancy. This fact is attested to in a 1791 "Narrative" from Reverend O. M. Spencer in which he describes large ponds located between the foot of the second terrace and the river (Greve 1904:209).

4.2 Cincinnati Established as a Town: 1802-1820

The new settlement grew at a phenomenal rate and in 1802, it was officially incorporated as the town of Cincinnati. At that time, the town extended from its eastern boundary at Lawrence Street west to Vine Street (not yet cut through to the river), and from the river bank north to Seventh Street. In terms of development, Front, Sycamore, and Main Streets were the most important of the town because of the number and prominence. By 1809, Cincinnati boasted a population of over 2,000 and contained hundreds of buildings and improvements, but development was concentrated only near the river front. The town was divided into upper and lower sections along the topographic divide created by the slope of the second terrace at Third Street. Drake (1810) noted that, of the approximately 360 buildings in the town, two thirds of them were built in the bottoms in the vicinity of Main Street. The lands below Third and above Front Streets, west of Main Street, were still wet and swampy and remained undeveloped (Drake 1810).

As early as 1805, the city was becoming well established as a nexus for the trade and distribution of goods shipped on the Ohio River. These goods were first carried down the river in flatboats; however, because of their design, these boats were incapable of making the return trip against the current. Large scale trade with eastern markets awaited the design of the keelboats, which were faster and capable of traveling up and down river. Large warehouses were built along the waterfront for the storage of groceries and merchandise transported by these craft. The era of the keelboats was eclipsed in 1811, when the steamboat "Orleans" passed by Cincinnati. By 1819, the superiority of the steamboat was clearly established, as was Cincinnati's future as both a port of transshipment and a center of industries devoted to building, outfitting, and maintaining these vessels.

The advent of steamboats propelled Cincinnati into rapid growth after about 1815. Not only did these vessels increase the volume of trade, they also made the city accessible to increasingly large numbers of people. Prior to about 1819, local trades and manufacturers were concerned with the garment, building, and furnishing industries. However, the coming of the steamboat brought with it a broader industrial base, including foundries, machine shops, boilermakers, and ropemakers. The 1819 Cincinnati Directory provides some insight into just how fast Cincinnati had grown since 1810 (Farnsworth 1819). The population stood at 9,120 and the total number of buildings was tabulated as 1,890. There were 1,003 dwellings, 412 warehouses and other buildings, 214 factories and mills, 102 groceries, 95 stores, 11 druggists, and sundry other buildings.

4.3 Cincinnati's Rise to Prominence: 1820-1860

During the period between 1820 and 1853, the steamboat reigned supreme as the dominant force in the city's economic and physical development. The ability to transport large quantities of cargo to and from eastern, western, and southern markets via the Ohio River had several profound effects on the developing city. Cincinnati became the regional distribution center for goods produced, manufactured, or consumed throughout Ohio, southern Indiana, and northern Kentucky. As a result, the city attracted industries associated with the processing of raw materials and the distribution of bulk and finished goods. These types of industries included meat packers (and ancillary businesses such as tanning and soap making); distilleries and breweries; cotton, lumber, and grist mills; and extensive wholesale and warehouse businesses.

The desire to transport these goods into and out of the hinterlands surrounding the city created a network of inland transportation routes, and in response, the Ohio General Assembly created the Ohio canal system in 1825. The system was completed in 1845, linking inland producers and consumers with the river trade route. The eventual terminus of both the Miami and Erie and the Whitewater Canals was the Cincinnati riverfront. The Miami and Erie Canal flowed through a series of locks in the Deer Creek Valley (now Eggleston Avenue) to the river at the Public Landing. The Whitewater Canal ended in a stagnant pool at Plum Street.

Premier transportation made the Cincinnati riverfront the gateway to eastern markets. Only 27 percent of the 346 buildings accounted for in the city's Fourth Ward were constructed of brick. By comparison, in the Second Ward (which encompassed the central business district) 37 percent were brick of a total 685 buildings. The fire hazard created by the increased density of buildings in the city prompted construction of five cisterns, each with a capacity of 5,000 gallons, in 1826. Manufacturers, including the boat yards, flour mill, cotton factory, machine shops, and foundries, were concentrated in the southeastern section of town, east of Main Street, during this period. By the early 1840s, the town had grown beyond its original limits, but the heart of the city was still located in the vicinity of Main Street, followed by Broadway. These two streets were mostly devoted to residences, as were Third, Fourth, Seventh, and Vine Streets. The densely populated portion of Cincinnati did not extend much west of Elm Street. In 1831, Cincinnati's population was 27,645; however, only 3,000 people lived in the Fourth Ward, the least number of the town's four wards. In the same year, Pearl Street was built, which extended Lower Market Street from Main to Walnut Street. This new street was quickly built up with rows of brick warehouses.

The increased number of factories along the eastern riverfront was supported by easy access to bulk cargo transportation on the canal and on the river. The eastern riverfront was slow to expand, primarily because merchants feared the waters of the Ohio after the devastation that took place during the 1832 flood (Cist 1841:18)

By 1845, the improved portion of the city included most of the riverfront from Butler to John streets. It extended north from the river almost to modern Eggleston Avenue; Charles Cist's enumeration of 1841 identified a total of 10,773 buildings in the city of Cincinnati, with the greatest number located in the central business district. This was closely followed by the area known as Over-the-Rhine, north of the Miami & Erie Canal. In 1850, Cincinnati was the fastest-growing city in the country, a condition that forced the

city to pay more attention to infrastructure improvements. During this period, several streets were graded and paved, and the first proposals were made for a city sewer system, gas illumination, and professional fire protection. The Electric West End Power Station, located at 649 West Mehring Way stands near the city's first gas holding and distribution tanks. Begun in 1837, the Cincinnati Gas, Light & Coke Company was granted an exclusive franchise to provide gas (manufactured from coal) to the city for 25 years (Giglierno and Overmyer 1988:27).

Interest in the trade potential provided by rail transportation was well established in 1837 when the city made funds available for the Little Miami Railroad. By 1846, this railway operated between Cincinnati and Springfield, Ohio. Its route, which followed the Ohio River as far as Columbia, in the east end of town, before turning north up the Little Miami River Valley, served the eastern side of the city. Its success prompted the creation of the Hamilton and Dayton Railroad, which was in place to serve the western part of the city, by 1851. In 1843, the Cincinnati and Whitewater Canal reached Cincinnati; seven years later, the Miami & Erie Canal brought 117,655 tons of merchandise to the city. Railroads included the Little Miami which provided two distinct routes to Lake Erie; the Cincinnati, Hamilton & Dayton; Baltimore and Ohio; Louisville and Nashville (which did not connect with Cincinnati until the L & N Bridge was built in 1872); and the Ohio & Mississippi.

Cincinnati was the transfer point in a network of various east bound transportation routes: canals, rail lines, and the river. However, the city's position changed as trade opened to markets further north and west. Rail lines supplanted water borne modes of transportation to these markets and rail routes shifted "from north south routes starting at Cincinnati, to east west routes through the middle and northern parts of the region" (Silberstein 1982:33).

A variety of causes conspired to prevent Cincinnati from capitalizing on this shift in rail traffic in the late 1800s: the generally poor economy of the 1850s, the fact that the early railroads were not generating profits, and the lack of public aid for private investors. In addition, when the Civil War closed commercial shipping on the Ohio River, and stopped railroad construction, Cincinnati's central location as a trading hub was greatly damaged" (Silberstein 1982:33).

Although Cincinnati's greatest period of growth came in the 1840s, the fact that it did not receive full benefit from the shift to rail transportation did not severely diminish its stature as a manufacturing center. Cist's third and final accounting of the city (Cist 1859) took stock of its manufacturing and industrial base, which was led by the clothing industry with 48 wholesale and 86 retail establishments followed by pork and beef packing and foundry castings; the next largest group was whiskey and wine, followed by boots and shoes, and finally, beer and ale. Not mentioned in this accounting, because it was not established until 1863, was the tobacco industry which grew to prominence after the Civil War (Greve 1904:847).

4.4 The Industrial City: 1860 - 1914

War time demands of the Civil War galvanized the city's industrial base and brought increased use of machinery, power tools, standardized parts, and mass production to its factories. By 1869, Cincinnati had established itself not only as a great industrial city but also as a cultural center for the arts (Stevens 1869). As a location for retail

establishments and fashionable promenade, Fourth Street was a center of attraction. Financial institutions, such as banks, insurance, and lawyer's offices, were concentrated along Third Street (Greve 1904:854).

The Civil War provided the impetus for the city to resume its efforts to build a permanent bridge across the river. During the "Siege of Cincinnati," a pontoon bridge had to be constructed for the transport of troops. This need hastened the completion of the Suspension Bridge, which was actually begun before the war. The bridge was opened for vehicular traffic in 1867. The bridge approach was changed in 1895 to accommodate tracks for the electric street railway which extended from Front to Second Street. This approach was again altered after the 1913 flood, extending it to Third Street in 1918.

In contrast to the above description, however, were local effects of the changes brought by the post Civil War order. People continued to pour into the city after the war, particularly those who were lured to the city by the attraction of "factory" jobs and steady wages, but also those who were disenfranchised by the struggle. At the same time, new modes of interurban transportation made relocation to the cleaner, quieter suburbs a pleasant possibility to those who could afford the move. By 1880, the city of 1850, which encompassed six square miles, had expanded through annexation to over 22 square miles. Thus, poverty and slums grew in the vacuum created by this residential shift towards the outer margins of the city.

The exodus of wealthy and middle class citizens from the Basin in the latter half of the nineteenth century dramatically changed the heart of the city. Railroads, warehouses, saloons, and flophouses fought a losing battle with the frequent flooding of the riverfront and eventually sought higher ground. Factories moved to the Mill Creek Valley and the banks and insurance companies relocated north to Fourth Street. The street railways from the various suburbs met on Fifth Street, allowing commercial development to naturally expand into the 10-block area around Fountain Square (Silberstein 1982:123 124).

During this period, Cincinnati was flush with river traffic; there were often as many as 50 boats along the levee at any one time. By 1870, the city had become infamous for its wide open waterfront (Hearn n.d.:2). This scene was to change, however, as river traffic diminished and rail lines became the prime mode of bulk transport.

During the 1880s and 1890s, changes in the city included the first use of electric lights and electric streetcars; the rapid growth of labor unions and rise of semi-skilled or unskilled labor; hilltop water reservoirs and an improved sewer system; expansion of industry in the Mill Creek Valley; increased municipal annexation; and a significant decline in population growth from almost 35 percent in the 1870s to less than 16 percent in the 1890s.

Information provided from reports of the Chamber of Commerce and Census Bulletin No. 154 (as cited in Greve 1904:1017 1018) document a 97 percent increase of commodities between 1897 and 1902. The increase for the same period in manufacturing was 34 percent, bank clearings 72 percent, production of leather 67 percent, boots and shoes 60 percent, soap 67 percent, harness and saddlery 41 percent, machinery 67 percent, vehicles 33 percent, clothing 30 percent, groceries 25 percent, pig iron 118 percent, petroleum 81 percent, lumber 196 percent, shipments of meat 22 percent. Large gains also were made in the output of electrical equipment, machine tools, pianos, etc.

Cincinnati continued as the leading center of pork packing until the late nineteenth century when hog farming and packing houses began to move west. In 1832, the number of hogs packed was 85,000; by 1852, this figure had risen to 310,000 and peaked in the year 1878 when a record number of 778,000 was reached. In the early years, pork packing was a seasonal business, carried out only in the winter months when the cold temperatures would deter spoilage. However, in 1872, artificial refrigeration made meat packing a year-round business, thus delaying the decline of the industry in Cincinnati until 1879. To illustrate the decline in the number of hogs packed per year, the total for 1903 was 498,000, a figure 280,000 less than the number posted for the peak of the industry in 1879.

During this period, Cincinnati became the nation's leading producer of soap while continuing to hold the country's first position in the sale of pig iron. The city was not only a leading manufacturer of the product, but was also a major transshipment center between the furnaces and points of destination. Indicative of the future decline of the riverfront as the focus of shipment in the city, lumber and coal, both major raw material commodities, were beginning to be transported by rail lines at this point.

4.5 The Modern City: 1914 - Present

Of greater consequence to Cincinnati than the growth of industry was the wholesale trade, which between World War I and World War II, was fast becoming one of the city's leading industries. Because of its unique location between southern growers and northern consumers, the city attracted an unusual concentration of fresh fruit and vegetable wholesalers. During the period which preceded sales from cars on team tracks (ca.1890), produce dealers were confined to an area along Sixth Street between Elm and Central Avenue. By 1939, more than 15,000 persons were employed by wholesale firms which generated a payroll of over 27 million dollars (Cincinnati Planning Commission 1939). As city planning gained greater control over shaping future developments in the central riverfront region, wholesale businesses became the preferred land use. By the early twentieth century, produce activities had migrated to the riverfront where they could take advantage of direct access to the railroads.

In order to improve a complex rail lines system, which consisted of seven lines operating out of five stations, planning for a central rail terminal in Cincinnati was first proposed in the early part of the twentieth century. For years, the city had operated as a railway bottleneck, but floods, inter-railroad negotiations and the First World War delayed an official plan until the late 1920s. By the mid-1920s, it was apparent that serious changes were necessary to meet the needs of Cincinnati's growing city, and in 1925, Cincinnati became the first large city to adopt a comprehensive city plan to address transportation and development concerns and ultimately expansion of business and industry into the West End.

The location chosen for the central rail terminal was Lincoln Park, a popular green space in the city founded in 1858. During the early twentieth century, Lincoln Park was one of the most popular parks in the city, but by the 1920s, had become viewed as a vast slum, and its redevelopment was viewed as a civic improvement. Designed by New York architects Alfred Fellheimer and Steward Wagner, the original designs for the new terminal building were inspired by Neoclassical motifs; however, in 1930, Paul Phillipe Cret joined as a consultant to the team and influenced the team to use a more modern

and cost effective Art Deco style for the building. Construction on the ten-story building began in August 1929, and the building opened for service on March 19, 1933. Consisting of 22 buildings on 287 acres of land, at its peak the terminal served seven major railroads with 16 tracks, accommodating 17,000 passengers and 216 trains a day. But this success was short lived, for in the 1950s, the sudden expansion of interstates and airlines led to the rapid decline of the railroad industry, and the number of trains passing through the building each day had dropped to around 60.

4.5.1 Rise of the Automobile

In 1915, automobile registration in the United States (US) was 2,332,426; by 1935, that number had increased to 22,567,827. With a growing dependence on the automobile, car manufacturers and automobile-related industries began lobbying government officials for a more uniform and efficient national highway system. The outbreak of World War II further strengthened the automobile lobby, and during the early 1950s, the political climate of the Cold War provided the final stimulus for the formation of an elaborate interstate system in the US. Automobile lobbyist argued a better expressway system was necessary in order to safely move people and goods from the larger cities during a time of national emergency. In 1954, President Dwight Eisenhower appointed a committee to study the nation's highway system, and two years later, the Interstate Highway Act officially became law. The act provided federal funding for 90 percent of a 41,000-mile long system (Jackson 1985:162-165).

The 1948 Cincinnati Metropolitan Master Plan indicated a lack of industrial sites close to the city, and noted that much of the West End was unsuitable for residential use. By the late 1950s, city planners began plans for an industrial development that would ultimately become known as Queensgate I. While large sections of the West End had already been demolished for the construction of Union Terminal, the Postal Annex, and federal housing projects, some of the oldest and densely developed areas remained intact. This dense mix of housing and industry made the Kenyon-Barr district, stretching from Clark Street and Lincoln Park Drive south to Fourth Street, initially too expensive to clear, but when federal highway funds became available in the late 1950s, demolition became reality. In 1956, the Highway Act allowed the city to acquire land for the Mill Creek Expressway (I-75) which would divide the industrial and residential areas of the new West End. Voters approved a \$9 million urban redevelopment bond issue and clearance of the West End began immediately. City planners claimed the redevelopment of the area represented a new era for the city, creating 13 "superblocks" of industrial complexes dedicated to light industry, warehousing, and service businesses. However the development had a dramatic effect on the community, with approximately 8,600 families being displaced (Gigliano and Overmyer 1988:15).

One of the major points established in the 1940s Master Plan (Cincinnati Planning Commission 1948) was the need for a Millcreek Expressway (I-75) and a Third Street Distributor to facilitate traffic flow. The implementation of these plans, in tandem with the West End redevelopment, involved the relocation of 18,800 families, and would eventually mean the largest demolition and rebuilding project the city had ever witnessed.

Construction for I-75 through Cincinnati began in 1941, and lasted 22 years. The majority of the roadway was constructed along the route of the old Miami-Erie Canal, a thoroughfare that parallels the Mill Creek valley, an industrial basin varying in width

between one and two miles. The Mill Creek Valley was originally the prehistoric path of the Ohio and Licking Rivers, and represents some of the flattest land in the region, and as a result, was quickly developed by industries in the nineteenth and twentieth centuries.

Cincinnati's topography and irregular street layout prohibited the construction of I-75 to establish a uniform system of interchanges or lengths of roadway between them, resulting in segments of the expressway that are now the source of constant overcrowding. The construction of I-75 through the project area created a dramatic change to the West End and the Kenyon-Barr district, with approximately 450 acres and 3,700 buildings being cleared south of present-day Ezzard Charles Drive between the rail yards and Central Avenue (Gigliano and Overmyer 1988).

5.0 PROJECT RESULTS

5.1 Results of Literature Review and Background Research

5.1.1 State Site Files

A review of the Ohio Historical Inventory (OHI) and National Register of Historic Places (NRHP) online mapping database for Hamilton County, dated September 2006, for properties located in and immediately adjacent to the Area of Potential Effects (APE), revealed 28 resources documented in the OHI Files. Four of these resources also are listed in the NRHP, and one resource, HAM-1295-43, is a National Historic Landmark. Background information and OHI forms for these resources were provided by the Ohio Historic Preservation Office (OHPO) in October 2006 and are located in Appendix C. A review of the documentation, combined with field observations, revealed that resources HAM-0010-28, HAM-0081-44, HAM-0092-44, HAM-1395-43, HAM-1396-43, HAM-1444-43, HAM-1491-40, HAM-1500-43, HAM-1526-28, HAM-1710-40, HAM-1801-43, HAM-1802-43, HAM-1960-40, HAM-2304-43, HAM-5530-43, HAM-5531-43, and HAM-5532-43 are no longer extant. All 28 previously recorded resources and the two NRHP Districts are summarized in Table 1 and shown on Exhibit 6. Official NRHP eligibility recommendations are noted in parentheses. The remaining 11 previously recorded resources are described below.

Table 1. Previously Recorded Architectural Properties in the Project APE				
Resource Number	Name	Address	Construction Date/ Condition	National Register/ Landmark Status
HAM-0010-28	Brundage House	808 Dayton Street	ca. 1868/ Demolished	NA
HAM-0080-44	Goering & Goering	220 West 3 rd Street	ca. 1890/ Altered	Not eligible 1993 (OHPO Concurrence)
HAM-0081-44	Cincinnati Gas & Electric Co. Garage	114-118 West 3 rd Street	ca. 1890/ Demolished	NA
HAM-0092-44	NA	235 Mcfarland	ca. 1850/ Demolished	NA
HAM-1295-43 NRHP No. 72001018	Union Terminal	Lincoln Park Drive	1933/ Excellent	NRHP 1972, National Historic Landmark 1977
HAM-1342-43	Harriet Beecher Stowe Elementary School (Stowe Adult Education Center)	635 West 7th Street.	1923	Not Eligible under Criteria C 1977; May be eligible under Criteria B, recommended for Phase II 2006
HAM-1395-43	Railway Buildings	Gest & 3rd Streets	Demolished	NA
HAM-1396-43	NA	1094 Liberty	1875/ Demolished	NA
HAM-1444-43	Cincinnati Terminal Warehouse 1	49 Central Avenue	1924/ Demolished	NA

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Table 1. Previously Recorded Architectural Properties in the Project APE

Resource Number	Name	Address	Construction Date/ Condition	National Register/ Landmark Status
HAM-1491-40	NA	2511-13-15 Cook Street	Demolished	NA
HAM-1500-43	St. Heinrich Church	1057 Flint Street	1892/ Demolished	NA
HAM-1526-28	Langmeads	Central	1891/ Demolished	NA
HAM-1656-43 NRHP No. 86003521	Baltimore Ohio RR –Freight (Longworth Hall)	700 Pete Rose Way	1904/ Rehabilitated	NRHP 1986
HAM-1709-40	Chem-Pack Inc.	2261 Spring Grove Avenue	1890/ Good	Eligible 2007
HAM-1710-40	Boutwell Staple Company	2277 Spring Grove Avenue	1885/ Demolished	NA
HAM-1801-43	Jobs Corps Screening Unit or Magrue House	1413 Western Avenue	1875/ Demolished	NA
HAM-1804-43 NRHP No. 80003070	Our Lady of Mercy	1409 Western Avenue	1897/ Altered	NRHP 1980
HAM-1802-43 NRHP No. 80003069	Thielman Building (Ohio National Guard Armory)	1437-39 Western Avenue	Demolished	NRHP 1980
HAM-1960-40	NA	2508 Cook Street	ca. 1890/ Demolished	NA
HAM-2029-43	Police Patrol Station No. 4	748 West 4th Street	ca. 1890/ Altered	Not Eligible 2002 (OHPO Concurrence)
HAM-2304-43	Big Four Building	517-19 West 3rd Street	1891/ Demolished	NA
HAM-5508-43	West End Electric Generating Station	Front & Rose Street at Spence Bridge	1918/ Altered	Not eligible 2007
HAM-5530-43	Old Spaghetti Factory	417 West Pete Rose Way	ca. 1870/ Demolished	NA
HAM-5531-43	Simpson Building	521-523 West Pete Rose Way	ca. 1920/ Demolished	NA
HAM-5532-43	Second Street Saloon	525 Pete Rose Way	ca. 1918/ Demolished	NA
HAM-5540-44	Head First Café	218 West 3 rd Street	ca. 1918/ Altered	Not eligible 1993 (OHPO Concurrence)
HAM-5571-43	Hennegan Co.	444 West Third Street	1923	Not eligible 2007
HAM-5572-44	Business Information Storage	318 West 3 rd Street	ca. 1900	Not eligible 2007
NRHP No. 73001457	Dayton Street Historic District	West End	1860-1880	NRHP Listed 1973
NRHP Nos. 76001443 and 79001861	West Fourth Street Historic District and Amendment	Central Business District	1870-1927	NRHP Listed 1976 Amended 1979

Chem-Pack, Inc. (HAM-1709-40)

Located just outside the project APE at 2261 Spring Grove Avenue, Resource HAM-1709-40 (Chem-Pack, Inc.) is a ca. 1890 industrial building with Victorian elements (Plate B30). The building has a rock-faced ashlar foundation and walls clad in brick. The roof is flat and window openings on the primary façade are one-over-one, double-hung sash with brick, arched pediments. The side façade windows have plain lintels and lug sills. The building sits next to a busy street and is just north of the Western Hills Viaduct. The Hamilton County Auditor's website lists year of construction for this building as 1891; however, the building does not appear on the 1891 Sanborn Map. The building first appears on the 1904 Sanborn as The Eureka Soap Company, "Manufacturers of Toilet Soap & Perfumes" with an address of 2261-2275 Spring Grove Avenue. The building is listed as a four-story building connecting to an iron-clad, one-story warehouse. The Sanborn map shows an office located on the first-floor of the northeast corner of the building, and the building had an open elevator.

The updated 1904-1950 Sanborn states that the building was owned by the Duncan & Ohio Company, Paper Box Factory. An office is shown on the first floor (street side) and the warehouse has a small, one-story addition. The building does not appear to be associated with any significant events or persons and, therefore, does not meet NRHP Criteria A or B. The current footprint of the building is largely unchanged from the 1950s Sanborn, and the building retains all aspects of integrity and represents a well-preserved example of Victorian architecture adapted to an industrial building. As a result, it is recommended eligible for listing in the NRHP under Criterion C.

Police Patrol Station #4 (HAM-2029-43)

Located within the project APE at 748 West Fourth Street, Resource HAM-2029-43 (Police Patrol Station #4) is a ca. 1890 Romanesque Revival police station that is currently the location of a Butternut Bread facility (Plates B46-B48). Architect Samuel Hannaford designed this and several other police and fire stations throughout the city. The rectangular plan, two-story building has an ashlar foundation, walls clad in brick, and a flat roof. This long police station has a narrow façade distinguished by four arcaded windows on the second floor. A large portal once opened on the first floor, but it has been filled in. Ashlar lintels, brick corbelling, nameplates, and the words "Police Patrol Station #4" also enhance the façade. Before the automotive age, this station housed horse patrol units. The building is located in a commercial-warehouse environment. Most windows on the western façade have been bricked in and there is a very large addition covering the entire east side. The building is now incorporated within a parking lot of tractor trailers for the previously unrecorded bakery complex which currently operates on the site. Police Patrol Station #4 was recommended not eligible for the NRHP by Historic Preservation Associates in 2002 due to the loss of original building integrity and its diminished location context. This recommendation remains appropriate today.

West End Electric Generating Station (HAM-5508-43)

Located within the project APE at the intersection of Front and Rose Streets, Resource HAM-5508-43 (West End Electric Generating Station) is a 1918 power station constructed on the site of the Cincinnati Gaslight West Coal Piles (1887 Sanborn). (Plates B20-B21 and B122-B126). This station acted as a supplementary source for manufactured gas during peak demands. Cincinnati utilized natural gas early, with the

first natural gas transported from central Ohio in 1907. In 1910, a pipeline was completed between West Virginia and Cincinnati that passed through Covington and supplied both sides of the river with natural gas. Cincinnati Gas & Electric (CG&E) had a partnership with Union Light, Heat, and Power to supply gas to the Kentucky side. Electric generation for Cincinnati was concentrated at the Plum Street Station, while the West End Electric Generating Station served as a “producer gas plant” in response to the particularly cold winter of 1916-1917 (Keagy and Strunk 1959).

Architecturally, the West End Electric Generating Station is utilitarian in design. The building has a concrete foundation, brick walls, and was originally a much larger building. For many years, this electric generating station was a supplier of electricity for CG&E. Boilers supplying the generators burned natural gas, which contributed to its retirement during the energy crisis. Cooling water was obtained from the Ohio River and returned to the river with ease due to the power station’s close proximity to the river. The original generators were retired, and the power house was converted into a substation during the 1960s (Farley 2007).

The 1922 Sanborn Map shows the building footprint for the generating station, which was considerably larger than it is today. The Generating Station was one of approximately 11 buildings and one Gasometer south of Front Street. Eight buildings and five Gasometers associated with the plant were located north of Front Street in 1922.

The 1934-1937 Sanborn offers a detailed map with notes on each building of the Generating Station complex. The Generating Station is labeled “West End Power House” and is shown as steel construction with concrete floors. The extant part of this building (portion facing the river) is listed as the Generator Room, and the rear two-thirds of the building (no longer extant) is listed as the Boiler House. A Filter House, Coal Tipple, Garage, Iron Gasometer, Office Building, and Coal Pit, along with rail tracks, also are shown on the map.

The 1904-1950 Sanborn Map shows very little change since 1937. A few small additions are indicated on buildings south of West Front Street. A small side (west) addition appears on the Power House, and only five buildings (and one Gasometer) remain north of West Front Street. Today, only the small west addition and the southern portion of the Generating Station building (originally the generator room) are extant. The rear portion of the Generating Station was demolished in the early 1980s, and the buildings north of Front Street were taken down in the 1990s. Gravel was brought in to cover the train tracks and remaining Boiler House foundation. All the original equipment located in the West End Generating Station was removed (Farley 2007).

The West End Electric Generating Station has been significantly altered since its construction in 1918, with two thirds of the building demolished in the 1980s. The OHI form listed the resource as ineligible for the NRHP under Criterion C in 1989, due to diminished architectural integrity and this assessment remains appropriate today. While this building was associated with Cincinnati’s early twentieth century public utilities, it was only a secondary producer of natural gas, and does not appear to be associated with any historical events significant under NR Criterion A. In addition, it is not associated with any significant individuals and thus does not meet NR Criterion B. Due to the disturbance of the site, it is not expected to contain important information and, therefore, does not meet NR Criterion D.

Hennegan Company (HAM-5571-44)

Located within the project APE at 444 West Third Street, Resource HAM-5571-44 (Hennegan Company) is a three-story, reinforced concrete, industrial warehouse (Plates B8-B9, and B104-B105) built in 1923 by the Ferro Concrete Construction Company of Cincinnati. The building features segmental arched openings on the first story, although the west four bays have been altered by the addition of rolling garage doors. The east four bays have recessed infill of brick with small single window openings. A single door entrance is located in the center bay. The spandrels above the first-story openings on the west and south facades display wire-cut brick laid in a herringbone pattern, while the second-story spandrels are faced with smoothly finished cement. The building is crowned by parapet walls with decorative diamond and lozenge panels in the frieze. The large window openings are separated by narrow brick piers that rise from the ground to the top of the parapet walls. The window openings contain replacement industrial sash with tinted glass. A large modern entryway has been added to the east façade, consisting of aluminum doors and an arched aluminum portico covered with flared glass and steel. A concrete loading dock is located on the rear (north) facade. In addition to the rear loading dock, there is a two-story concrete and brick addition. Built as the third Station Post Office in 1923, this building replaced an earlier group of religious structures occupied by the Sisters of Mercy. The building was later used as a greeting card warehouse and a printing company, and is now vacant. The building is completely surrounded by on-ramps and off-ramps for Fort Washington Way, I-71, and I-75, compromising its integrity of setting. This resource does not appear to be associated with any significant historical events and, thus, does not meet NR Criterion A. It is not associated with any significant individuals and, thus, does not meet NR Criterion B. It has several alterations and additions that have compromised its architectural integrity and does not meet NR Criterion C. It is not expected to potentially contain important information and, therefore, does not meet NR Criterion D.

Harriet Beecher Stowe Elementary School (HAM-1342-43)

Located within the project APE at 635 West Seventh Street, Resource HAM-1432-43 is a three-story Italian Renaissance elementary school built in 1923 (Plates B38-B40). The building has a concrete foundation and walls clad in glazed brick. Extensive terra cotta molding is used throughout the building's façades. The hipped-roof is covered in red tile and window openings are tinted plate-glass replacement sash. The building originally served as the Harriett Beecher Stowe Elementary School. It served African-American children until the end of segregation when it was turned into an adult education center. The building is now home to local television station WXIX Fox19. The building is associated with Dr. Jennie D. Porter, the first African-American woman to earn a Ph.D. at the University of Cincinnati. Based on her experiences teaching in the Cincinnati Public School system, Porter advocated segregated education as the best advantage for African-American children. While her views became controversial in the 1950s and 1960s, they have recently gained attention in the movement for Africentric academies. The Harriet Beecher Stowe School may be eligible for the NRHP under Criterion B for its association with Dr. Porter, and Phase II History/Architecture investigations are recommended.

Resource HAM-0080-44

Located within the project APE at 220 West Third Street, the Goering and Goering building is a three-story brick building with a stucco exterior, stone foundation, and cast iron pilasters flanking a modified storefront (Plate B102). The window openings have been modified and contain replacement sash. This property was surveyed in 1993 and recommended not eligible for listing in the NRHP by ODOT (with concurrence from OHPO) in a letter dated July 16, 1993.

Head First Café (HAM-5540-44)

Located within the project APE at 218 West Third Street, this one-story commercial building has a concrete foundation, walls clad in brick, and a flat roof (Plate B102). The main façade exhibits an asymmetrical façade highlighted by a soldier course interior cornice, rectangular panel, and stepped parapet with corbelled brick courses. Original fenestration has been blocked up and a drive in dock door has been enlarged. This property was surveyed in 1993 and recommended not eligible for listing in the NRHP by ODOT (with concurrence from OHPO) in a letter dated July 16, 1993.

Business Information Storage (HAM-5572-44)

The building at 318 West Third Street is two early-twentieth century buildings connected by a third, post-1930 addition (Plates B106-B110). The five-story brick building at the northern end of the complex on McFarland Street has an altered storefront and original two-over-two sash. A ghost sign on the east elevation of the McFarland building denotes the building's past use as "Steinkamp & Co., Dealers in Furniture, Carpet, Stoves, and Household Goods." Windows on the south façade have been covered over. The post-1930 addition, also on McFarland Street, has metal industrial sash and an inset receiving dock on the north façade. Little of the Third Street building is visible because of the elevated ramps from Fort Washington Way to the Brent Spence Bridge approach. While the building appears on the 1904 Sanborn map, it has been heavily altered to allow for the highway construction, and has been covered with a new brick façade and glass block windows. This resource does not appear to be associated with any significant historical events and, thus, does not meet NR Criterion A. It is not associated with any significant individuals and, thus, does not meet NR Criterion B. Its original form and design have been heavily altered and it represents an undistinguished example of a common architectural style and type, and does not meet NR Criterion C. It is not expected to potentially contain important information and, therefore, does not meet NR Criterion D.

5.1.2 National Register of Historic Places

Four previously recorded resources also were listed on the NRHP: Cincinnati Union Terminal (No. 72001018), the Cincinnati Job Corps Center (No. 80003070), the Baltimore & Ohio Railroad Freight Station and Storage Warehouse (No. 86003521), and The Ohio National Guard Armory (No. 80003069). Fieldwork revealed that the Ohio National Guard Armory building is no longer extant. In addition, two NRHP historic districts were identified within the project APE. These properties included the Dayton Street Historic District (No. 73001457) and the West Fourth Street Historic District and Amendment (Nos. 76001443 and 79001861). These resources are included in Table 1, and described below. All NRHP resources are shown on Exhibit 6.

Union Terminal (HAM-1295-43, NRHP No. 72001018)

Located within the project APE at the western terminus of Ezzard Charles Drive, Resource HAM-1295-43 (Union Terminal) is an Art Deco train station distinguished by a large quarter sphere rotunda flanked by two curvilinear arms originally designed to admit three lanes of motor vehicles (Plates B34-B36). The dome and façade are buttressed by two large angular pillars decorated with carved stone figures. The dome face is marked by two central pilasters supporting a large clock and nine tall sets of windows that conform to the dome design. Union Terminal has a concrete foundation, concrete and steel bearing walls and a steel quarter sphere roof. Railroad tracks are located behind the terminal and a quarter mile long drive bordered by lawns and parking lots leads to the terminal from Western Avenue and I-75. Lampposts and a fountain-reflecting pool are situated immediately in front of the building. The Cincinnati Union Terminal Company began construction of the building in 1929 and the terminal was completed and opened to operation by 1933. The building was originally owned and operated by seven truck lines and the Norfolk and Western, Baltimore and Ohio, Louisville and Nashville, Southern, New York Central, Chesapeake and Ohio, and Pennsylvania Railroads. At its peak, the terminal accommodated up to 17,000 people and 216 trains per day. Murals located in the rotunda and concourse were laid by Mr. Winold Reiss, a native of Germany, however, the concourse murals were removed to the Greater Cincinnati/Northern Kentucky Airport when the concourse was razed. The principal architects for the Terminal were Alfred Fellheimer and Steward Wagner, and James Stewart & Co., Inc., were the builders. Union Terminal is currently occupied by the Cincinnati Museum Center, which includes the Cincinnati History Museum, Cincinnati Museum of Natural History, Cincinnati Children's Museum, the Omnimax Theater, and the Cincinnati Historical Society Library. The building also serves as a stop for Amtrak. Cincinnati's Union Terminal became a National Historic Landmark in 1977 and was listed on the NRHP in 1972 (Gigliero and Overmyer 1988: 113-115).

Cincinnati Job Corps Center (HAM-1804-43, NRHP No. 80003070)

Located just outside the project APE at 1409 Western Avenue, this resource was documented in the OHI as HAM-1804-43. Also known as the Our Lady of Mercy High School, this building was designed by Samuel Hannaford and Sons in 1897 (Plates B31-B33). The building originally functioned as an academy of the Cincinnati Order of Our Lady of Mercy. The four and one-half story building features pressed yellow brick wall treatments and Renaissance overtones. Slightly recessed within the southeast corner is a tall, stepped-back, four-sided tower with arched belfries and an octagonal slate cap. The front façade exhibits a Flemish parapet and cross, arched bays on the first floor, slightly projecting end pavilions, and a wrought iron gate with the word "academy" in the arch. The south side of the front façade is marked by arched, two-story bay windows. The 13-bay south façade is distinguished by slightly projecting pavilions, occasional use of arched bays, and plain fenestration. The main building has a steep, hipped roof with hip dormers. Other noteworthy features include continuous lintels and lug sills, a raised ashlar foundation, and various religious ornamentation on the front façade. A chapel is attached to the rear. The current building replaced a Greek Revival building on the site of the main building. In 1928, the academy was converted into a high school for Catholic girls. Since 1970, it has been used as offices by the Job Corps. The building was added to the NRHP in 1980.

Baltimore & Ohio Railroad Freight Station and Storage Warehouse (HAM-1656-43, NRHP No. 86003521)

Located within the project APE at 700 Pete Rose Way, Resource HAM-1656-43 (Baltimore & Ohio Railroad Freight Station and Storage Warehouse also known as Longworth Hall) is a large, five-story, common bond brick railroad freight storage building exhibiting details associated with the Romanesque style (Plates B10-B15). It is distinguished by its great length of 1,160 feet. Located just west of the central business district, in an area containing numerous mixed industrial uses, the building has a concrete foundation and a flat roof and possesses a high degree of integrity despite several changes to its exterior. The front façade has three bays with an arcade treatment. The first floor has rock-faced ashlar piers supporting columns rising to the fourth floor, from which decorative semi-circular arches adorn the façades. The warehouse was designed by M.A. Long and built in 1904 in order to consolidate several smaller obsolete warehouses. The B & O Railroad had placed an emphasis on Cincinnati as a major shipping center and transfer point, and the warehouse contributed to the functioning of the railroad until competition from trucks reduced its effectiveness and profitability. Originally 1,277 feet long, the east end of the warehouse was reduced by 150 feet in 1961 to allow for the supporting piers of elevated IR-71/75. A five-story 30,000 square foot brick addition was then built onto the northeast corner. A fire in the original building destroyed part of the fifth floor which was never rebuilt. The warehouse is an important surviving example of an industry that is losing its older distinctive buildings. A two-story brick building associated with the boiler room and scales is also associated with this resource, and is documented as part of Longworth Hall in Appendix A. The Baltimore & Ohio Railroad Freight Station and Storage Warehouse was listed on the NRHP in 1986.

West Fourth Street Historic District and Amendment (NRHP Nos. 76001443 and 79001861)

Located within the project APE, the West Fourth Street Historic District and Amendment represents the most intact remnant of Cincinnati's late nineteenth century downtown streetscape (Plates B50-B53). Dominated by Italianate and Second Renaissance Revival commercial buildings, the district reflects the height of development of residential wholesale, retail, and industrial activities within the downtown Central Business District between 1870 and 1927 (Gigliano and Overmyer 1988: 30-33). Listed on the NRHP in 1976, the district is bounded by Central Avenue, West Fifth Street, Plum Street, and McFarland Street (Central Business District). The boundaries of the West Fourth Street Historic District were amended August 13, 1979, to include an area generally bounded by West Fifth Street and Perry Street between Central Avenue and Plum Street and Fourth Street between Central Avenue and Race Street.

Dayton Street Historic District (NRHP No. 73001457)

Located within the project APE, the Dayton Street Historic District is a neighborhood of primarily Italianate Residences in Cincinnati's West End. The district is roughly bounded by Bank, Linn, and Poplar Streets, and Winchell Avenue. It includes 399 buildings on 670 acres (Plates B66-B72). The area, once known as "Millionaire's Row", was first developed in the 1860s. Many of these early homes had been given highly ornamented façades, and several newer homes were built in the richly embellished Italian Renaissance Revival Style. Part of the district's early attractiveness was its proximity to business in the basin. By the early decades of the twentieth century, most upper-class

residents had moved from the West End to be replaced by lower-income residents, including European immigrants and African Americans. By the mid-1960s, preservation efforts were under way, lead by the Miami Purchase Association (MPA), which made the Hauck House at 812 Dayton Street its headquarters and main project. The MPA moved out of the district in 1988 (Giglierano and Overmyer 1988:119-120). The Dayton Street neighborhood was named a local historic district and protection area in 1965 and was listed on the NRHP in 1973.

5.1.3 Historic Map Research

An examination of historic maps and atlases dating from 1880 to 1950 provided an overview of the development and landscape changes in the area and aided in the identification of the types of resources located within the project APE. These maps visually demonstrate the dominate presence of the rail lines along the Cincinnati riverfront at its peak development during the late-nineteenth century, as well as the dramatic changes to the city's West End (Exhibits 7-9).

The M & R Burgheim map of 1880 shows principal waterways, streets and street names, public buildings, parks, bridges, rail lines, and ferry boat crossings. Neighborhood names appear in bold. The Roebling Suspension Bridge, the Louisville & Cincinnati Railroad Bridge, and the Cincinnati Southern Railroad Bridge all appear on the map. Both Cincinnati and Covington are already platted (Exhibit 7).

The Rand McNally & Company's 1891 Map, shows very little change to the built environment since 1880. Streets and street names, public buildings, principal waterways, bridges, rail lines, and railroad buildings and ferry boat crossings, are all depicted on the map (Exhibit 8).

Sanborn Fire Insurance maps, which detail individual buildings, including building footprints, additions, and materials, also were reviewed for properties over 50 years old within the APE. These maps were extremely useful in determining the dates of construction, and years of additions for individual buildings. Due to the size of the project APE, copies of detailed Sanborn Maps are not included in this report (Sanborn 1891-1950).

The 1914 USGS Quad Map for Cincinnati shows houses and principal buildings, streets, waterways and bridges, and reveals a riverfront dominated by rail yards. Both Cincinnati and Covington appear on the map. This map reveals a more accurate count of the residential buildings present in West Covington at the time, with individual buildings shown rather than blocks (Exhibit 9).

5.2 Results of Field Investigations

The majority of the resources that are more than 50 years old are located within the Dayton Street and West Fourth Street historic districts. The built environment within the APE is somewhat mixed. The majority of the project APE is dominated by industrial complexes and office buildings, however, small sections consist of high-density residential development, with the houses placed close together on small lots and with shallow setbacks from the street (Plates B66-B72). Near the southern limits of the APE, along the river, the area is dominated by open parking lots and industrial fields (Plates B96-B101). This area includes the Longworth Hall complex as well as the West End

Electric Generating Station. North of the Ohio River and west of the existing I-75 right of way, the built environment is dominated by light industrial facilities, office parks, and commercial buildings located within the Queensgate development area. The APE encompasses the Union Terminal District Boundary within Hopkins and Kenner Streets, and then narrows to follow the existing right of way for I-75, between Western and Winchell Avenues. Resources north of Union Terminal are mostly industrial in nature, with the exceptions being residential properties bordering the APE along Winchell Avenue (Plate B66).

5.3 Architectural Resources Descriptions

The architectural survey produced documentation on 15 previously undocumented resources within the APE, which included five industrial buildings, five commercial buildings, two warehouse buildings, two residences, and one brewery complex. These resources were mapped, photographed, and recorded on the History Architecture Resources Table and are described in detail below (Appendix A). The photo key for resources documented during the architectural survey is shown on Exhibits 10-12.

824 Mehring Way

Constructed in 1948, this two-story concrete block building has a concrete block foundation, boarded over window openings and a flat roof (Plates B1-B2). A concrete block outbuilding is also associated with this property. The building retains integrity of location, design, and materials but does not retain sufficient integrity to meet NRHP eligibility under Criterion C.

725 Front Street

This 1931, one-story brick building has a poured concrete foundation and a simple hipped roof covered in green tile (Plates B3-B4). Window openings are mostly boarded over with the exception of two replacement sash on the east façade. A chimney is located on the rear (south). This building first appears on the 1934-1937 Sanborn Map as an office associated with the West Virginia Coal and Coke Company complex. The complex consisted of seven coal storage tanks, rail lines, and a tipple. The 1904-1950 Sanborn depicts the coal storage tanks and the office building still associated with the West Virginia Coal and Coke Company, and coal piles located east of the building. The West Virginia Coal and Coke Company was a mining company with headquarters in Omar, West Virginia. The company supplied coal and coke throughout the Midwest and Northeast, and operated their own railroad. This building is now vacant. This resource is not associated with any significant historical events and, thus, does not meet NR Criterion A. It is not associated with any significant individuals and, thus, does not meet NR Criterion B. While this resource retains all aspects of integrity, it represents an undistinguished example of a common architectural style and type, and does not meet NR Criterion C. In addition, this building is not expected to potentially contain important information and, therefore, does not meet NR Criterion D.

690 West Third Street

This one-story warehouse building has a poured concrete foundation, brick walls, a flat roof and industrial sash window openings (Plates B5-B6). A two-story administration building built in the same style is attached to the main warehouse. The building retains

integrity of location, setting, workmanship, design, and materials but does not retain sufficient integrity to meet NRHP eligibility under Criterion C.

605 West Third Street

Constructed in 1935, this small, one-story, filling station has a concrete foundation and walls clad in concrete block (Plate B7). There is a central bay with a metal hipped roof on the north façade. Window openings exist only on this bay and consist of a modern three-pane bay window covered with wire screens. The roof is flat and castellated. Sanborn maps indicate this building was originally used as a filling station. The building sits between piers carrying the elevated I-75 highway and the Brent Spence Bridge approach. The building retains integrity of location, design, and materials but does not retain sufficient integrity to meet NRHP eligibility under Criterion C.

726 Mehring Way

The industrial complex located at 726 Mehring Way is dominated by a large concrete block building with a flat roof (Plates B16-B17). Window openings are eight-pane industrial sash. A late nineteenth century commercial building is attached to the 1955 building with the words "Federal Equipment Co" on the north façade. The 1922-1950 Sanborn map shows three buildings at this location, including a machine shop, a woodworking building, and a storage facility. The building has had many alterations and additions which have limited its integrity, and it is not recommended eligible for the NRHP.

724 Mehring Way

Located at 724 Mehring Way, this 1877, three-story, Greek Revival style building has brick-bearing walls, a flat roof, and window openings of two-over-two sash, although some are boarded up (Plates B18-B19). The foundation is obscured. The south façade is clad in sandstone. There is a small balcony over the first story with a stone railing that is partially collapsed. The building appears to have been the residence of John M. Mueller, Sr., the proprietor of the Buena Vista Excelsior Freestone Works, which was located across Mehring Way at 403-425 West Front Street. The original address for this resource was 408 Mehring. By the 1900s, the house was incorporated into the Standard Marble Works, with John Mueller, Jr., proprietor. The business and the building remained in the Mueller family through at least 1938 (Warminski 2007). The building retains integrity of location, design, and materials, and represents a rare surviving example of mid- to late-nineteenth century residential architecture in this area of Cincinnati. Research revealed John Mueller, Sr., was a prominent merchant in this section of Cincinnati and this resource appears to be the only surviving building closely associated with Mueller and his business; additional research may reveal this resource is significant under Criterion B. The use of sandstone as an exterior construction material sets this house apart from other nineteenth century residential buildings located near downtown Cincinnati, and as a result, this building is recommended eligible for listing in the NRHP under Criterion C.

646 Mehring Way

This three-story, side-gabled building, located at 646 Mehring Way, sits amid a large parking lot directly across from the West End Electric Generating Plant (Plate B22). Currently owned by Cincinnati Gas & Electric Company (CG&E), the building has a stone foundation; walls clad in brick, and arched window openings with replacement

sash on the north façade. Additional window openings on the first floor of the south façade have been bricked in. While this building does not appear on the 1887 Sanborn map, the purifying house associated with the Cincinnati Gaslight West Station is shown at this location. The 1922 Sanborn map depicts the current building as one of eight buildings and five Gasometers associated with CG&E plant located north of Front Street. It is displayed as a two-story building connected to a larger, one-story building (on the west). The 1934-1937 Sanborn depicts the building at 646 Mehring Way as a two-story Pipe Shop, still associated with CG&E. The 1904-1950 Sanborn map only depicts five buildings (and one Gasometer) of the CG&E facility remaining north of West Front Street and this building is one of those remaining resources. The western one-story addition at 646 Mehring has been demolished, and the building continued to function as the Pipe Shop. The building is currently owned by Duke Energy, and is used for company functions. While this building retains integrity of location and materials, its architectural integrity has been compromised by the demolition of a historic one-story addition, introduction of replacement windows and window infill, and the introduction of new window openings on the south façade. In addition, while this building has long been associated with CG&E, it has been dramatically altered from its original use as a pipe shop. This resource does not appear to be associated with any significant historical events and, thus, does not meet NR Criterion A. It is not associated with any significant individuals and, thus, does not meet NR Criterion B. This resource is an undistinguished example of a common architectural style and type, and does not meet NR Criterion C. In addition, this building is not expected to potentially contain important information and, therefore, does not meet NR Criterion D.

603 West Pete Rose Way

Located at 603 West Pete Rose Way, this one-story building has walls clad in brick and a side-gabled roof with overhanging eaves (Plates B23-B24, and B119-B121). The eaves cover loading dock overhead doors. The 1887 Sanborn map depicts a one-story freight house building associated with the Pittsburgh, Cincinnati, Chicago and Saint Louis Railroad (P.C.C. & St. L. RR) located near this building, but it does not appear to be the current resource. A building associated with this resource first appears on the 1891 Sanborn maps as the Pan Handle Smith Street Freight Station, and it appears on the 1922 Sanborn as the P.C.C. & St. L. RR Freight House, a one-story building with a two-story east addition. The 1904-1950 Sanborn Map shows this building as a Scrap Iron & Paper Warehouse with a concrete floor and wood trusses. The building retains integrity of location, workmanship, and materials, but alterations and the intrusion of elevated I-75 piers have compromised its integrity of setting. While this resource has historically been associated with the railroad, it does not appear to be associated with any significant historical events and, thus, does not meet NR Criterion A. It does not appear to be associated with any significant individuals and, thus, does not meet NR Criterion B. This resource is an undistinguished example of a common railroad building and its setting has been compromised by the construction of I-75, and as a result it does not meet NR Criterion C. In addition, this building is not expected to potentially contain important information and, therefore, does not meet NR Criterion D. As a result, it is recommended not eligible for the NRHP.

2108 Winchell

The former Young and Bertke Company industrial complex consists of two buildings. The two-story main building, built in 1907, has a stone foundation; walls clad in brick, a flat roof, and arched window openings on the second story, west façade (Plates B25-

B26). The first story windows are boarded over. The secondary building, built in 1936, has a brick foundation, a flat roof, and window openings with industrial sash. A rear front-gabled addition housed the loading docks. The addition has a concrete block foundation and overhanging eaves covering the dock doors. The building retains integrity of location, association, and materials, but does not retain sufficient integrity to meet NRHP eligibility under Criterion C.

1101 Alfred Street

This three-story Italianate building has a stone foundation and walls clad in brick. A storefront on the east façade is supported by squared pilasters (Plates B27-B28). Frieze windows are present below the cornice set between Italianate brackets. This building appears on the 1891 Sanborn Map and is listed as a three and one-half story shop building with a rear three-and-one-half story section connected by a stairwell. The 1904 Sanborn depicts this building as a saloon with a building footprint essentially the same as the 1891 Sanborn. The 1904 map lists the walls as 12 inches thick. The 1904-1950 Sanborn depicts the building as an office building with a rear stairwell, connected to a one-story cotton warehouse (with wire glass skylights) on the south. The building is located in an area historically dominated by light industry, and was originally part of "C'ol John Riddle's Subdivision" (Sanborn 1922). While this resource has historically been associated with commercial activities, it does not appear to be associated with any significant historical events and thus does not meet NR Criterion A. In addition, it does not appear to be associated with any significant individuals and, thus, does not meet NR Criterion B. While this resource is relatively intact, despite the replacement windows, it represents an example of a common architectural style found in the area, but its setting has been compromised by the construction of I-75. As a result, it does not meet NR Criterion C. In addition, this building is not expected to potentially contain important information and, therefore, does not meet NR Criterion D. The building retains integrity of location, materials, design, and workmanship, but replacement windows and the addition of multiple billboards to the building have compromised its architectural integrity, and as a result, it is recommended not eligible for the NRHP.

1130 and 1132 Draper Street

The dwellings at 1130 and 1132 Draper Street are two-story, linear plan Italianate buildings with stone foundations and walls clad in brick (Plate B29). Window openings are one-over-one replacement sash. The buildings retain architectural details such as window molding, decorative cornice brackets, and frieze windows. Original iron fences line the front yards of the properties. Both buildings retain integrity of location, workmanship, design, and materials, but do not represent an exceptional example of the Italianate style and are not recommended eligible for the NRHP.

1100 Gest Street

This 1950 commercial building has a concrete foundation and walls clad in concrete block. The south façade is clad in yellow brick (Plate B37). Window openings on the south façade are one-over-one sash and the roof is flat. A metal awning covers the windows and door of the south façade. The building retains integrity of location, setting, and materials, but does not retain sufficient integrity to meet NRHP eligibility under Criterion C.

Butternut Bakery Complex West Fifth Street

A portion of the bakery complex on West Fifth Street originally served as Police Patrol Station #4 (HAM-2029-43 at 748 West Fifth Street). This two-story building is Italianate in design and dates to ca. 1890 (Plate B46-B48). Walls are clad in brick and the arched window openings are bricked in. The remainder of the complex, located between Linn Street and Mill Street, was not documented in the OHI. The complex is made up of one- and two-story concrete block buildings constructed between 1950 and 1970. The complex also includes a large concrete addition which connects the historic police station to a second historic Italianate warehouse building. The complex retains integrity of location, but many additions have compromised other aspects of integrity. The complex is not recommended eligible for the NRHP.

801 West Sixth Street, Hudepohl Brewery Building

Located within the project APE at 801 West Sixth Street (or 505 Gest Street), the Hudepohl Brewery building is a complex of 1850s-1950s industrial buildings originally constructed for the Lackman and Sandman Brewery (Plates B43-B45, and B111-B118). The Lackman Brewing Company operated within the building from 1890-1919. The Nisser Ice Cream Company occupied the building during Prohibition, and Hudepohl purchased the building in 1934 for the production of canned beer. By the 1950s, the brewery was a multi-building complex that included a bottling house, washhouse, beer cellar and fermenting room, beer storage building, a repair shop and office tower (Sanborn vol. 1, 1934-Apr. 1950, Sheet 27). Hudepohl moved all its operations to this plant by 1967. The original building has a large 1880s addition as well as large 1940s and 1960s additions (Gigliano and Overmyer 1988:91). One character-defining feature of the complex is the tall brick smokestack rising from the center of the building emblazoned with the "Hudepohl" name. The building is currently in a state of disrepair and partially demolished. The 1946 corner building at the intersection of West 6th Street and Gest Street remains standing, but the adjacent beer cellar building, and the beer storage building have been demolished. According to the 1950 Sanborn, the beer cellar was built in 1937 and the adjacent storage building in 1885. Some rear portions of the central 1947 building have also been demolished, as well as the ca. 1885 garage building. The 1940 bottling house and adjacent storage buildings to the west remain intact. Demolition of the smaller 1885 components at the rear of the complex, along West 5th Street, occurred prior to the demolition of the cellar and storage components. The complex was most recently occupied by an electrical contracting firm and is currently owned by Hudepohl Square, LLC., which has ongoing plans to renovate the complex into mixed-use office and residential or light industrial space.

Hudepohl Beer was a very popular brand in Cincinnati, thanks in part to the city's large German population. Founded in 1885 by Ludwig Hudepohl II, Hudepohl grew to become one of the top five brewers in Cincinnati by the time of Prohibition in 1918. Hudepohl survived prohibition by making soft drinks and "near-beer". The brewery returned to beer production in 1933 after Prohibition was repealed. Faced with high demand in Cincinnati and Northern Kentucky, Hudepohl was content to focus on the regional market, while larger breweries, such as Budweiser, Schlitz, and Pabst, dominated the national market. By the 1950s, these national brands began to drive local breweries out of business. Hudepohl survived this initial wave of closures by purchasing Burger Beer recipes in 1973 and Christian Moerlein in 1981. The Sixth Street plant closed in 1986 when Hudepohl was sold to the Schoenling Cincinnati brewery and all operations were moved to the Central Parkway plant. In 2001, Hudepohl-Schoenling beer brand

production was moved to Frederick, Maryland, and LaCrosse, Wisconsin, ending Hudepohl's Cincinnati brewing history (http://en.wikipedia.org/wiki/Hudepohl_Brewing_Company). The Hudepohl Brewery has lost a great deal of its architectural integrity due to non-historic additions and demolition of the Beer Cellar building, the Beer Storage building, the garage building and rear portions of the central 1947 building, and as a result, it is not recommended eligible for the NRHP under Criterion C. However, because Hudepohl is one of the few surviving nineteenth century brewery complexes associated with Cincinnati's rich Germany heritage, Phase II investigations are recommended in order to determine its eligibility under Criterion A.

516-528 Linn Street, Queensgate Correctional Facility

The current Queensgate Correctional Facility, located within the APE at 516-528 Linn Street, was built ca. 1906 and operated as the Kruse Hardware Warehouse (Plates B41-B42). It continued in operation as a warehouse for various companies until 1990. The building is currently owned by Corrections Corp of America, LLC. CCA purchased the building in 1990 and converted it to a prison which opened in 1992. The building is utilitarian in architecture and has had several major additions and alterations. The main building is an eight-story L-plan consisting of five bays on the south and seven on the north. The building is clad in brick. No window openings are present on the north façade, while the south façade contains replacement sash. The property is surrounded by a large chain link and barbed wire fence. The Queensgate Correctional Facility was originally planned as a three-year temporary solution to overcrowding in the Hamilton County Justice Center. However, since no new prison has been built since the facility opened, Queensgate continues to operate as a prison. Although originally intended for minimum security inmates only, the Queensgate facility has had to take on medium and maximum security inmates because of continued overcrowding problems in Hamilton County's three other correctional facilities. The Queensgate Correctional Facility has lost integrity due to numerous additions and alterations and is not recommended eligible for the NRHP.

302 West Third Street

Located on the corner of West Third and Plum Streets, inside the project APE, the building at 302 West Third Street originally served as a manufacturing complex (Plate B103). Sanborn research indicates that the original part of this building was constructed in 1918, with a large addition constructed along West Third Street in 1929 which created an L-shaped building. This resource originally served as the Crown Overall Manufacturing Company, a business that by the 1930s consisted of a multi-building operation that occupied 300-322 West Third Street (Sanborn 1934). By the 1950s the complex was confined to the L-shaped building at the corner of Plum and Third, with many of the support buildings being used by other businesses (Sanborn 1950). The original 1918 facility is an industrial building featuring classical elements and Beaux Arts Detailing. Constructed using concrete wall construction, and clad in brick, the building originally had steel sash window openings that have since been replaced. The building has been heavily modified since its original construction, with a portion of the first floor converted into a garage, and a large four story office addition on the top of the building. The building is currently an office building and serves as the Cincinnati headquarters for Al Neyer Inc. This building has lost integrity due to numerous additions and alterations and is not recommended eligible for the NRHP.

5.4 Evaluation Criteria

Every building within the APE was examined for its potential to meet the criteria for National Register eligibility. Four criteria are outlined for evaluating properties for eligibility and inclusion in the National Register. These criteria are:

- Criterion A: Association with events that have made a significant contribution to the broad patterns of our history;
- Criterion B: Association with the lives of persons significant in our past;
- Criterion C: Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; and
- Criterion D: Yielded, or may be likely to yield, information important in prehistory or history. The application of Criterion D presupposes that the information imparted by the site is significant in history or prehistory and that at least one of the other National Register criterion is satisfied (U.S. Department of the Interior, National Park Service [USDOI-NPS 1995:2]).

5.4.1 Criteria Considerations

Certain properties, such as museum artifacts, cemeteries, birthplaces or graves of historical figures, religious properties, moved structures, reconstructions, or commemorative monuments, and properties less than 50 years old, are generally not eligible. However, they may qualify if they are part of historic districts or meet one of the following criteria exceptions. The APE contained no resources eligible for listing in the NRHP under the following criteria considerations:

- A. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- B. A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- C. A birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his productive life; or
- D. A cemetery that derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

- F. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
- G. A property achieving significance within the past 50 years if it is of exceptional importance (USDOI-NPS 1995:2).

6.0 CONCLUSIONS AND RECOMMENDATIONS

Eleven extant, previously recorded Ohio Historic Inventory (OHI) resources were identified in the project Area of Potential Effect (APE) during the literature review: HAM-0080-44, HAM-1295-43, HAM-1342-43, HAM-1656-43, HAM-1709-40, HAM-1804-43, HAM-2029-43, HAM-5508-43, HAM-5540-44, HAM-5571-43 and HAM-5572-44. Three of these resources, HAM-1295-43, HAM-1656-43, and HAM-1804-43, are also listed in the NRHP. In addition, two National Register of Historic Places (NRHP) Historic Districts are located within the project APE: The Dayton Street Historic District (No. 73001457) and the West Fourth Street Historic District and Amendment (Nos. 76001443 and 79001861). Of these resources, Phase II investigations are recommended for HAM-1342-43. Resource HAM-1709-40 is recommended eligible for listing in the NRHP under Criterion C. A total of 16 previously unrecorded architectural resources was identified during the fieldwork. Of these resources, only the property at 724 Mehring Way is recommended eligible for listing in the NRHP. Phase II investigations are recommended for the property at 801 West Sixth Street.

All extant, previously recorded resources and the 16 previously unrecorded resources are documented in an ODOT History/Architecture Resources Table located in Appendix A.

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