Cincinnati Streetcar

Phase I Cultural Resources Investigations

PB PARSONS BRINCKERHOFF

HDR

GRAY & PAPE

Project No. 10-6301.001

Cincinnati Streetcar:
Phase I Cultural Resources Investigations

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ABSTRACT

This report presents the results of a Phase I History/Architecture survey conducted by Gray & Pape, Inc., of Cincinnati, Ohio, on behalf of Parsons Brinckerhoff of Cincinnati, Ohio, for the proposed Cincinnati Streetcar project in Hamilton County, Ohio. The City of Cincinnati is sponsoring the development of a streetcar transit system to serve as an urban circulator for the downtown area and adjoining neighborhoods. The City has identified streetcar transit as a potential tool for improving local circulation, supporting sustainable community and economic development, and complementing other components of the local and regional transportation system. The project will be partially funded by federal grants, administered through the Federal Transit Administration, therefore requiring compliance with the Section 106 consultation process, as defined in 36 CFR 800.

Gray & Pape defined an Area of Potential Effects (APE) for the undertaking that encompasses all parcels fronting the proposed streetcar routes. The APE is characterized by a dense, urban concentration of commercial and residential buildings located in Cincinnati's Central Business District and the Over-the-Rhine neighborhood.

The literature review for this project entailed an examination of the Ohio Historic Preservation Office's Online Mapping System and the City of Cincinnati's CAGIS mapping system. This review identified properties that are listed, or eligible for listing, in the National Register of Historic Places (NRHP), as well as previously identified and surveyed historic period (pre-1960) resources located within the APE. Historic map research was conducted at the Public Library of Cincinnati and Hamilton County in Cincinnati, Ohio.

The literature review revealed 17 properties listed in the NRHP, including the large Over-the-Rhine Historic District, as well as two other historic districts. Ten resources have been previously determined eligible for listing in the NRHP. Additionally, 104 resources previously documented in the Ohio Historic Inventory were identified within the APE, eight of which are no longer extant. One additional resource within the APE, Inwood Park at 2326 Vine Street, is recommended eligible for inclusion in the NRHP. As a result of consulting party comments, 16 properties were reexamined to determine NRHP eligibility. Four of these 16 properties are recommended eligible for listing in the NRHP. In total, 32 resources within the APE are listed or recommended eligible for inclusion in the NRHP.

The proposed undertaking will affect some historic properties within the APE by introducing new elements into the existing streetscape. These elements have the potential to affect the setting, feeling, and association of the historic properties. The new elements consist of streetcar tracks, placed within existing streets; overhead catenary poles that support the wires providing power to the cars; 22 stops, consisting of three curved posts supporting a simple canopied roof constructed on new concrete bump-out pads within the existing streets; four electrical substations, consisting of small utility buildings, and a streetcar maintenance and storage facility.

Gray & Pape applied the criteria of adverse effects outlined in 36 CFR 800.5 to the various elements that comprise the permanent infrastructure of the proposed streetcar system (tracks, catenaries, stops, substations, and the car storage facility). Gray & Pape concluded that the effects associated with the proposed undertaking will not "alter, directly or indirectly,

any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association" (36 CFR 800.5(a)(1)).

The proposed undertaking will result in limited ground disturbance, and that disturbance will be largely confined to city streets, which will be excavated to a depth of approximately 18 inches. The undertaking, including the streetcar tracks, overhead catenary poles, shelter stops, and substations, will have no adverse effect upon subsurface archaeological resources in these locations. One of the three alternative sites (Location 2) for a maintenance and storage facility (MSF) will require ground disturbance. Should this location be selected, a Phase I archaeology study will be required to determine whether there is a potential for significant subsurface archaeological resources. The other alternative sites for the facility will not require ground disturbance, and therefore, archaeological investigations are not warranted in these locations.

Due to the nature and schedule of the project, a Memorandum of Agreement (MOA) is currently being developed between the Federal Transit Administration (FTA), the City of Cincinnati and the Ohio Historic Preservation Office (OHPO) regarding coordination of detail design features associated with shelters, catenary poles, electrical substations and the MSF.

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1.0 INTRODUCTION

1.1 Description of Project

The City of Cincinnati is sponsoring the development of a streetcar transit system to serve as an urban circulator for the Downtown and Uptown districts and adjoining neighborhoods. The City has identified streetcar transit as a potential tool for improving local circulation, supporting sustainable community and economic development, and complementing other components of the local and regional transportation system. The City has assembled a turnkey strategy “DFBOM” (design, finance, build, operate, maintain) to develop the project using innovative finance, delivery, and construction methods, with substantial local and private investment.

The modern streetcar is a unique mode of transit that complements more conventional modes such as commuter rail, light rail, or bus rapid transit. These traditional transit modes primarily serve longer haul travel, often serving commuter trips from outlying areas to employment centers. Streetcars, as well as local bus service, primarily function as an urban circulator and as a pedestrian accelerator, supporting “walk-able urbanism” within downtowns and adjoining neighborhoods. National experience has shown that streetcars, with their permanent fixed guideway, convenient stops and vehicles, frequent and attractive service, and high visibility tend to attract greater ridership than comparable bus service. This has been demonstrated in cities such as Portland, Oregon, Tacoma and Seattle, Washington, and Little Rock, Arkansas. When supported by local planning, zoning, and incentives, streetcars can be part of an effective economic development strategy.

The Cincinnati Streetcar will connect downtown employees and residents, Uptown employees and residents, University of Cincinnati students and employees, and residents and employees in the Over-the-Rhine (OTR) neighborhood to workplaces and attractions in the urban core. Residents and visitors also will use the streetcar for lunch, dinner, or social activities, trips between business locations for mid-day meetings, shopping, and visitors circulating between hotels and major destinations. In addition, the availability of the circulator will make it much more convenient and practical for users to take conventional transit for their work trip, or even to drive to work or other locations, “park once” and use the streetcar circulator for other trips. This “park once” opportunity would be a convenience for students traveling to the University of Cincinnati or visitors to the hospital or medical centers in the Uptown area.

1.2 Alternatives

A Build Alternative and a No Build Alternative are being evaluated for the project. The Build Alternative travels through Downtown Cincinnati and OTR, between the Riverfront and Henry Street and will serve Uptown via Vine Street (Figure 1).

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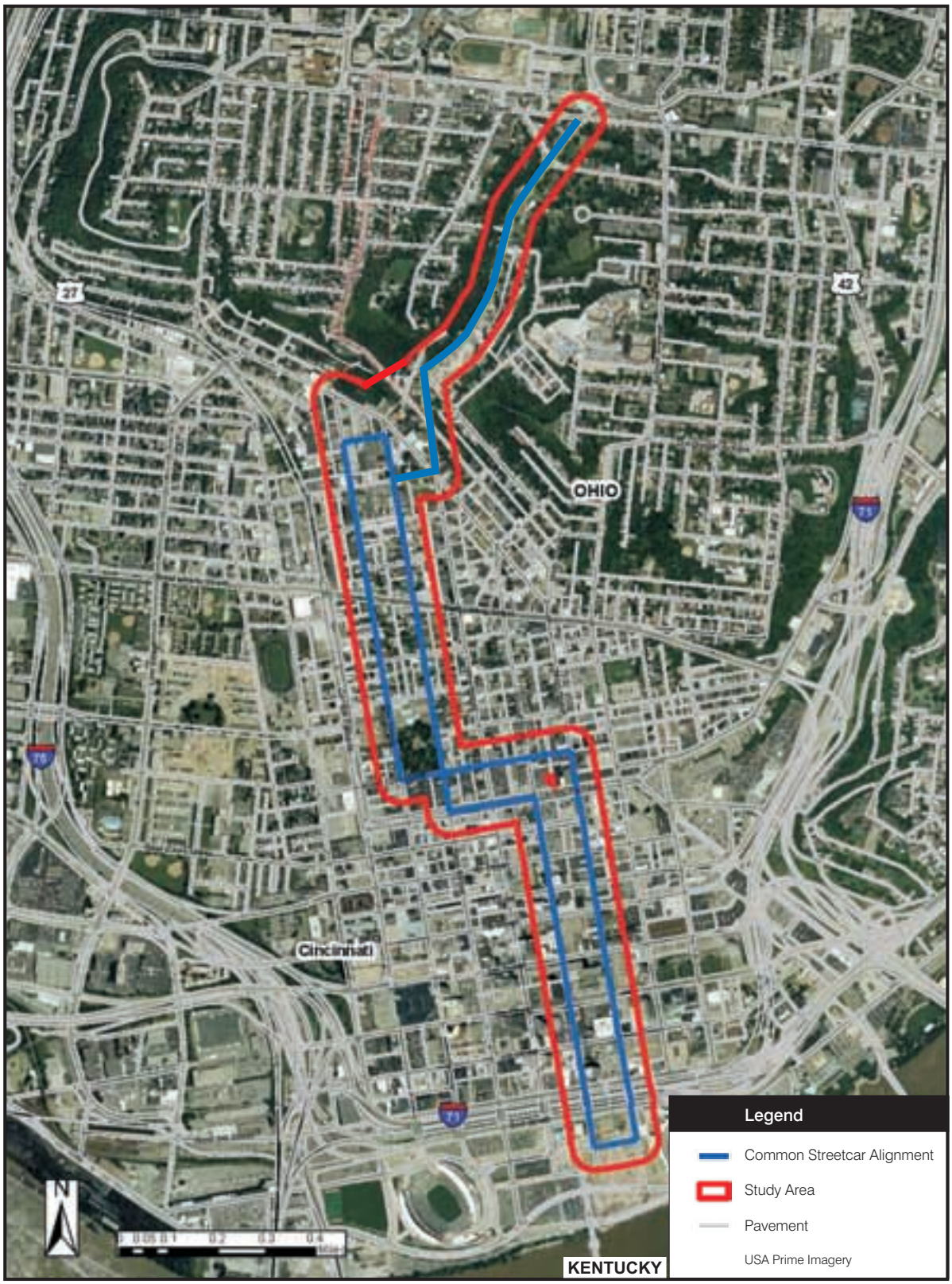


Project Build Alternative

GRAY & PAPE, INC.
ARCHAEOLOGY · HISTORY · HISTORIC PRESERVATION

Figure 1

Created in CorelDRAW X3, 05-19-2010

1.2.1 Build Alternative

The Build Alternative is 4.9 miles in length. It begins at the Great American Ballpark at Freedom Way and Main Street; runs north on Main Street to 12th Street; continues west on 12th Street to Elm Street; then proceeds north on Elm Street to Henry Street; east on Henry Street to Race Street; south on Race Street to Central Parkway; east on Central Parkway to Walnut Street; south on Walnut Street to Freedom Way; and east on Freedom Way to Main Street. The Build Alternative will include an Uptown connector alignment that follows Findlay Street to Vine Street, continuing north along Vine Street to Corry and Vine streets.

1.2.2 Maintenance and Storage Facility Alternatives

A maintenance and storage facility (MSF) is where transit vehicles are stored, maintained, dispatched for, and recovered from, service. The MSF building for the Cincinnati Streetcar project will be designed to store nine vehicles and will measure approximately 250 feet in length by approximately 50 feet in width. The building will accommodate the seven vehicles required for the currently proposed system, as well as additional vehicles, should the system be expanded in the future. Two service bays, washing equipment, parts and equipment storage, employee and administrative facilities will be accommodated within the MSF building. Three potential sites have been identified for the MSF.

Location 1: South Side of Henry Street (120 Henry Street)

This 36,000-square foot site is located in OTR. It currently is owned by Nineteen Ten Elm Street, LLC, and consists of a 30,000-square foot industrial building with basement. The area is zoned as an Urban Mix district. The concrete block building, constructed ca. 1965, is located within the NRHP-listed OTR Historic District, but is not a contributing resource within the district. Since the building is not at least 50 years old, it was not surveyed as a potential historic resource.

Location 2: 115 North Side of Henry Street (115 West McMicken Avenue)

This 27,000-square foot site is located in OTR. It currently is owned by VOA/ORV Property Company, Inc., and consists of a 21,000-square foot industrial building without a basement. The building currently serves as a halfway house for the Volunteers of America. The area is zoned Urban Mix District. This zoning district allows for a balance of uses. The building, constructed in 1947, is located within the NRHP-listed OTR Historic District, but is not a contributing resource within the district. The building is not eligible for inclusion in the NRHP as an individual resource.

Location 3: Broadway between Third Street and East Pete Rose Way

This 54,000-square foot site is owned by the City of Cincinnati. It is currently an open, unpaved construction staging site situated beneath expressway ramps. The area is zoned for Downtown Development.

1.2.3 No Build Alternative

The No Build Alternative is retained as a baseline for evaluation of the Build Alternative. It includes existing and programmed improvements in the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) Fiscal Year 2008–2011 Transportation Improvement Plan (TIP) for transit and roadways in the Cincinnati Streetcar project study area, specifically

Freedom Way and additional roads, sidewalks, signals and lighting within The Banks street grid project.

1.3 Area of Potential Effects

The Area of Potential Effects (APE) for the proposed project measures approximately 4.9 miles in length and extends from the Cincinnati riverfront to Uptown (Figure 2). The southern limit of the study area is Theodore M. Berry Way on the riverfront. The northern limit is Corry Street. The western boundary of the APE extends along the western property lines of those parcels fronting the west side of the westernmost route, while the eastern boundary of the APE extends along the eastern property lines of all parcels fronting the east side of the easternmost route. The APE was defined in accordance with 36 CFR 800.16. It encompasses the geographic area within which the undertaking may directly or indirectly cause changes in the character or use of historic properties.

1.4 Cultural Resources Coordination

The Section 106 of the National Historic Preservation Act of 1966 requires federal agencies to take into account the effects of their projects on historic properties. The Section 106 process requires the coordination of findings of the Section 106 investigations with the Ohio Historic Preservation Office (OHPO) as well as other defined consulting parties. Table 1 provides a list of local, state, and federal consulting parties identified for the Streetcar project.

Section 106 coordination with consulting parties was initiated in September 2010 by the Federal Transit Administration (FTA). Invitation letters were sent to the identified consulting parties requesting their participation in the project's Section 106 review process (Appendix B). The following responded that they would like to participate as consulting parties in the project:

- Eastern Shawnee Tribe
- Cincinnati Preservation Association
- Cincinnati Park Board
- Over-the-Rhine/Gateway Quarter Merchants Group
- Over-the-Rhine Foundation
- Over-the-Rhine Community Council

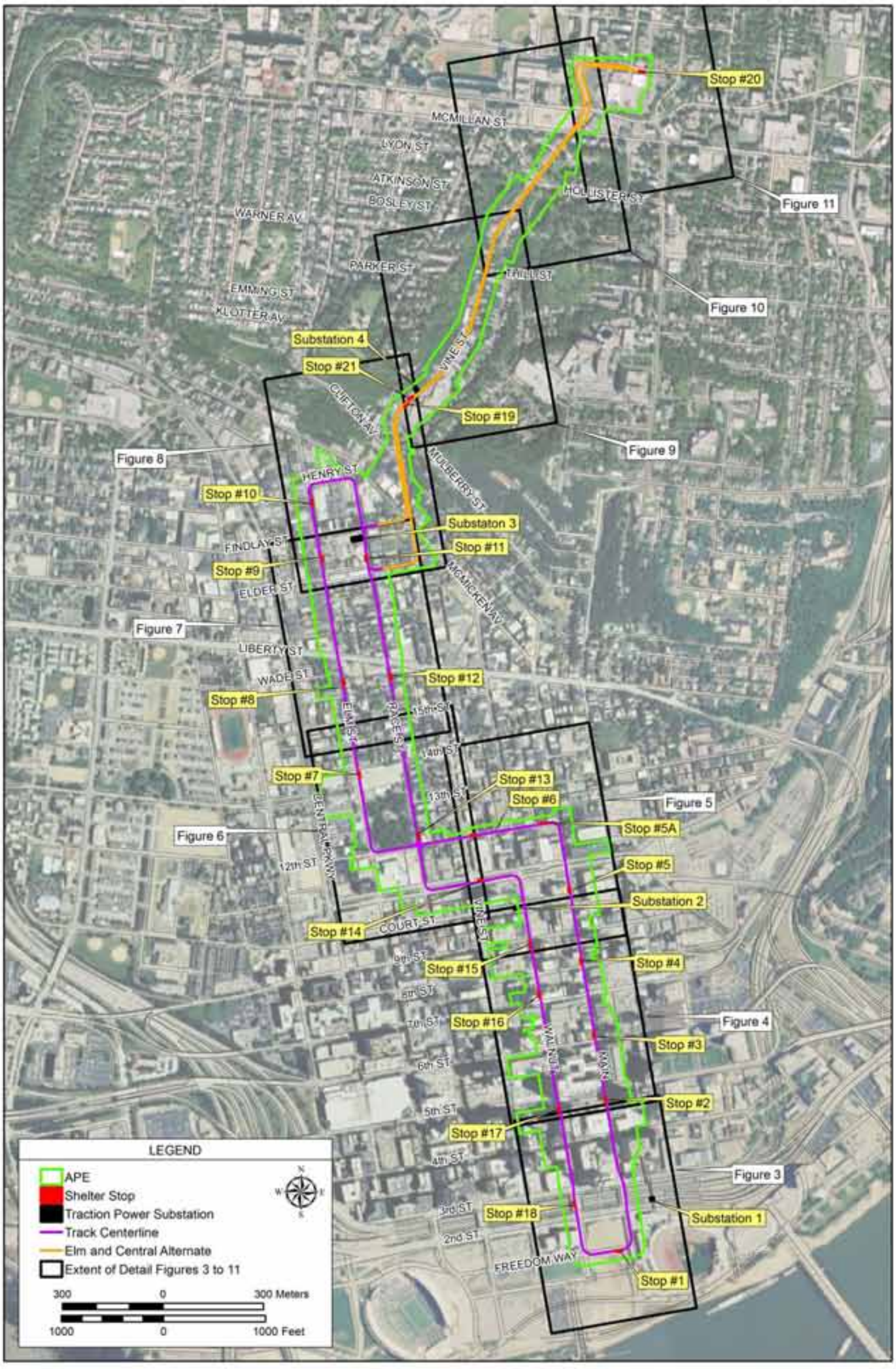
The City of Cincinnati and FTA will coordinate with the consulting parties throughout the project development process. The *Phase I Cultural Resources Investigations* report was distributed to consulting parties for review on December 10, 2010. Following circulation of this report, a consulting parties meeting was held on January 7, 2011 to discuss the determinations of eligibility and effect for the historic resources within the area of potential effects. Consulting parting comments resulting from this meeting are located in Appendix B.

Table 1. Consulting Parties Invitation List

	Consulting Party
Local Agencies and Community Groups	Cincinnati Historic Conservation Office Cincinnati Preservation Association Over-the-Rhine Chamber of Commerce Over-the-Rhine Foundation Over-the-Rhine Community Council Over-the-Rhine/Gateway Quarter Merchants Group Cincinnati Park Board Cincinnati Museum Center Merchants of Main Central Vine Business Association University of Cincinnati National Underground Railroad Freedom Center Cincinnati Center City Development Corporation Pendleton Community Council
State Agencies	Ohio Historic Preservation Office Ohio Department of Transportation Southwest Ohio Regional Transit Authority
Federal Agencies	Federal Highway Administration US Environmental Protection Agency
Indian Tribes	Citizen Potawatomi Nation Delaware Tribal Headquarters The Delaware Nation Forest County Potawatomi Keweenaw Bay Indian Community Miami Tribe of Oklahoma Ottawa Tribe of Oklahoma Prairie Band of Potawatomi Peoria Tribe of Indians of Oklahoma Shawnee Tribe of Oklahoma Eastern Shawnee Tribe of Oklahoma Absentee-Shawnee Tribe of Oklahoma Seneca Nation of Indians Seneca-Cayuga Tribe of Oklahoma Wyandotte Nation Turtle Mountain Band of Chippewa Indians

1.5 Acknowledgements

The fieldwork for the Phase I survey was undertaken in April and August 2010 by Douglas Owen, M.A, and Donald Burden, M.S.H.P. Jennifer Mastri Burden, M.S.H.P., and Mr. Burden prepared the resource descriptions and Mr. Owen wrote the remainder of the report, Patrick O'Bannon, Ph.D., oversaw all technical aspects of the History/Architecture study, and served as Principal Investigator and Project Manager. Ruth Myers and Carly Meyer provided the maps and prepared the graphics. Julisa Meléndez edited the report and Casey Fagin oversaw production.



Approximate Location of the
Area of Potential Effects

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Figure 2

2.0 PROJECT METHODS

In accordance with 36 CFR 800.4, Gray & Pape initiated an effort to identify historic properties within the project Area of Potential Effects (APE). This effort included a literature review of existing information, consultation with organizations knowledgeable about the identity and location of historic properties in the area, and field investigations designed to identify previously unidentified historic properties and to verify the condition, integrity, and National Register of Historic Places (NRHP) eligibility status of previously identified resources. As required by the regulations, Gray & Pape made a "reasonable and good faith effort to carry out appropriate identification efforts….tak[ing] into account past planning, research and studies, the magnitude and nature of the undertaking and the degree of Federal involvement, the nature and extent of potential effects on historic properties, and the likely nature and location of historic properties within the area of potential effects" (36 CFR 800.4(b)(1)).

2.1 Literature Review and Background Research

The literature review and background research for this project sought to identify historic resources listed or eligible for inclusion in the NRHP, as well as previously surveyed historic period (pre-1963) resources located within the defined project APE. The principal sources examined during this effort included the Ohio Historic Inventory (OHI), NRHP files available on the Ohio Historic Preservation Office's (OHPO) Online Mapping System, data from the City of Cincinnati's 2001 downtown historic resource survey and evaluation, and 2003 Over-the-Rhine survey and evaluation, both available in the City's Cincinnati Area Graphical Information System (CAGIS). The CAGIS data include recommendations regarding the NRHP eligibility of all surveyed resources. Gray & Pape reevaluated all these recommendations to assure that they remain appropriate.

Additionally, historic map research, including a review of Sanborn Fire Insurance maps, was conducted at the Public Library of Cincinnati and Hamilton County in Cincinnati, Ohio. The Hamilton County Auditor's online site was utilized to determine building construction dates. The City of Cincinnati's Historic Conservation Office (CHCO), and the Cincinnati Preservation Association (CPA) were consulted in order to identify properties designated as Local Landmarks and Local Historic Districts. Gray & Pape evaluated these Local Landmarks and Historic Districts to assess their eligibility for inclusion in the NRHP. The Historic Conservation Office and the Cincinnati Preservation Association also provided current information regarding NRHP eligibility recommendations and confirmed the accuracy and validity of the 2001 and 2003 surveys and evaluations.

The literature review identified 17 NRHP-listed properties within the APE. These include 14 individually listed properties and three historic districts, including the large Over-the-Rhine (OTR) Historic District. Within the project APE these three districts contain 429 contributing resources, of which 423 are located within the OTR District. Ten resources have been previously determined NRHP-eligible, according to the OHPO Online Mapping System. The eligibility of these resources was reevaluated as part of this project. An additional 104 resources within the APE are documented on OHI forms. Eight of these are no longer extant. NRHP evaluations for all of these resources were reevaluated as part of this project.

The city streets, including curbs and pavement, are not considered NRHP eligible resources or contributing resources within NRHP-listed or -eligible historic districts.

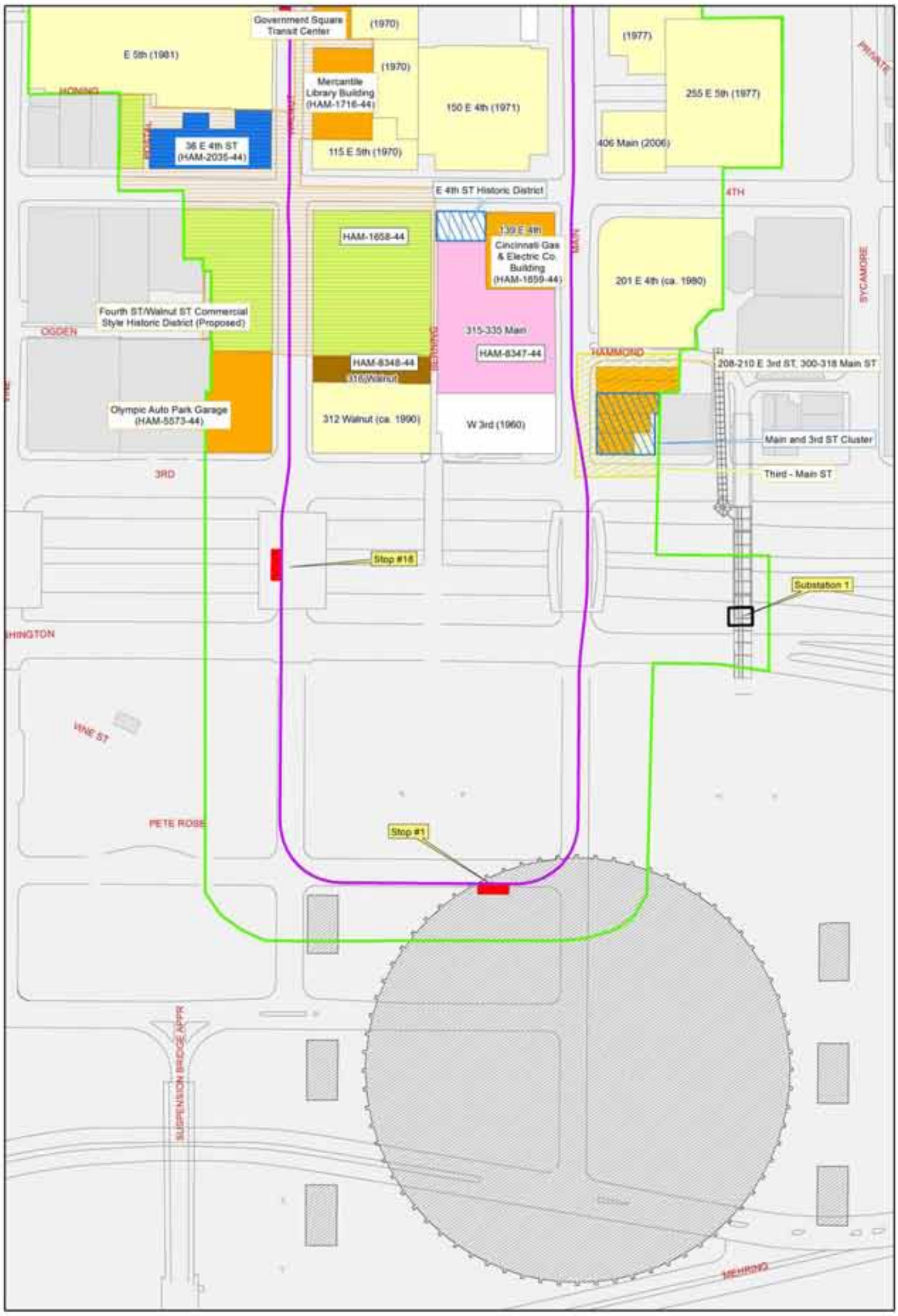
2.2 Architectural Field Survey

Gray & Pape utilized the results of the literature review and background research to prepare mapping that details the location of all NRHP listed resources within the APE, including the boundaries of historic districts. Resources previously determined NRHP-eligible were also mapped. The CAGIS system provided locational information for all previously surveyed resources recommended as NRHP eligible in the 2001 and 2003 city surveys.

The 2001 and 2003 surveys provide NRHP eligibility evaluations for virtually every resource located within the APE. Consultation with CHCO and CPA indicated that these recommendations have been accepted by OHPO for evaluation of Housing and Urban Development (HUD) and Community Development Block Grant (CDBG) program efforts. Consequently, Gray & Pape conducted a limited field survey to confirm the continued presence of previously surveyed resources and the continued applicability of the eligibility recommendations. All resources recommended as NRHP-eligible are indicated as such on project mapping (Figures 3-11). A list of all historic resources within the APE is located in Appendix E, Volume 2.

Within the three previously listed historic districts, Gray & Pape identified contributing and non-contributing resources based upon the NRHP nominations and confirmed the continued applicability of these evaluations by means of a windshield survey. Contributing resources within listed historic districts are identified on project mapping. However, the historic property under consideration for the assessment of effects is the historic district, not the individual contributing resources within the district. Individual contributing resources may not, by themselves, possess the qualities of significance and integrity required to meet NRHP eligibility criteria, but as a collection, they may form a unified entity, a district, that possesses significance and may be NRHP eligible (36 CFR 60). Resources located within historic districts that are individually listed in the NRHP separate from the district, were evaluated as individual resources.

In August 2010 Gray & Pape conducted a field survey to identify historic resources along Vine Street, north of the OTR Historic District. This area had been surveyed as part of the 2001-2001 Cincinnati Historic Inventory of Mount Auburn. The goal of this survey effort was to identify and document resources more than 50 years of age, and evaluate their NRHP eligibility.



LEGEND

- Track Centerline
- Elm and Central Alternate
- Shelter Stop
- Traction Power Substation
- APE
- NRHP District
- Proposed District
- Local Historic District

Building Status (Within APE)

- NRHP Not Eligible
- NRHP Listed
- Determined Eligible
- Recommended Eligible
- Recommended Not Eligible
- Contributing
- Non-Contributing
- Less than 50 Years Old
- Demolished

50 0 50 Meters

150 0 150 Feet

Resources within the APE,
Sheet 1 of 9

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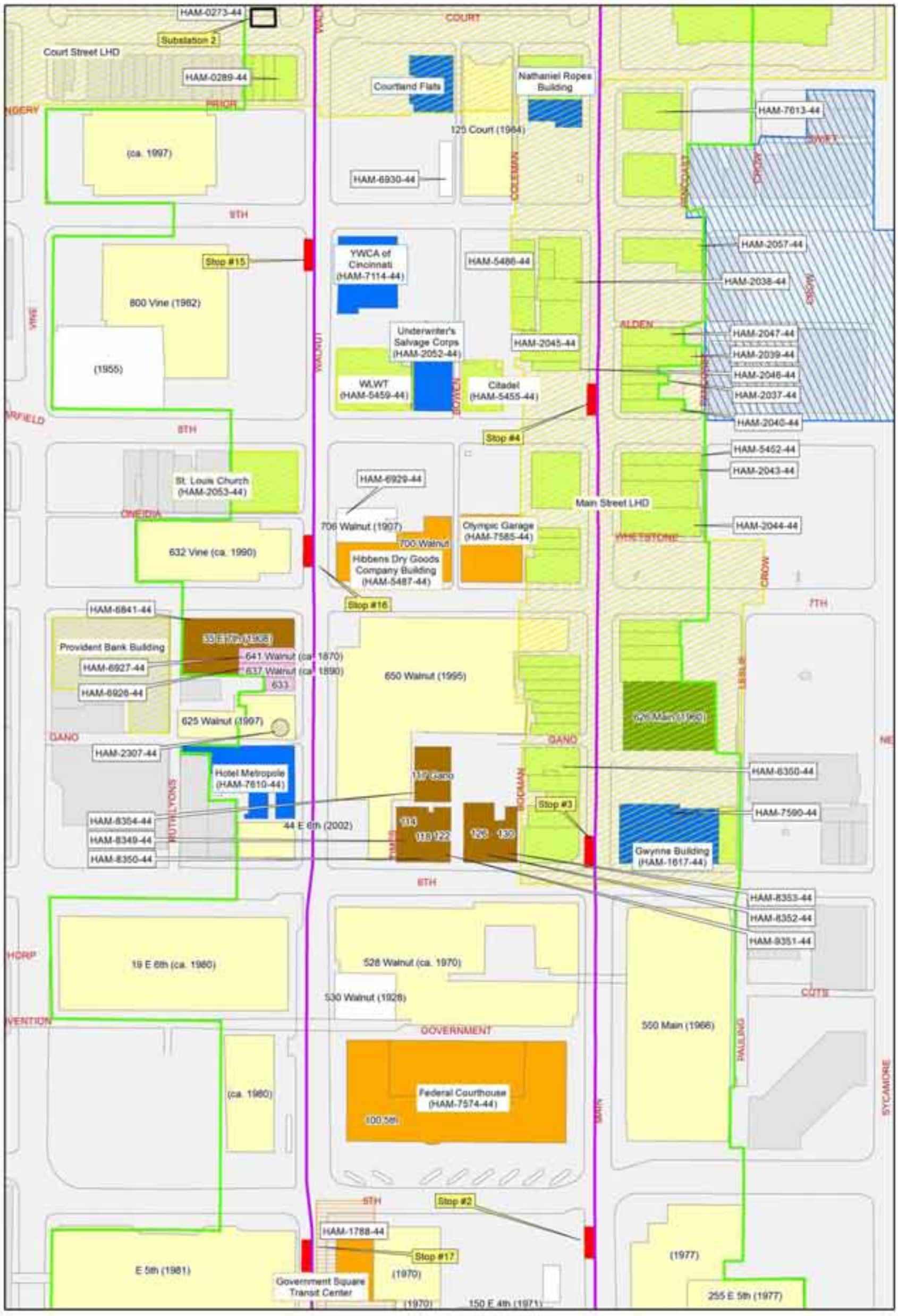
Figure 3



LEGEND

- Track Centerline
- Elm and Central Alternate
- Shelter Stop
- Traction Power Substation
- APE
- NRHP District
- Proposed District
- Local Historic District

Building Status (Within APE)

- NRHP Not Eligible
- NRHP Listed
- Determined Eligible
- Recommended Eligible
- Recommended Not Eligible
- Contributing
- Non-Contributing
- Less than 50 Years Old
- Demolished

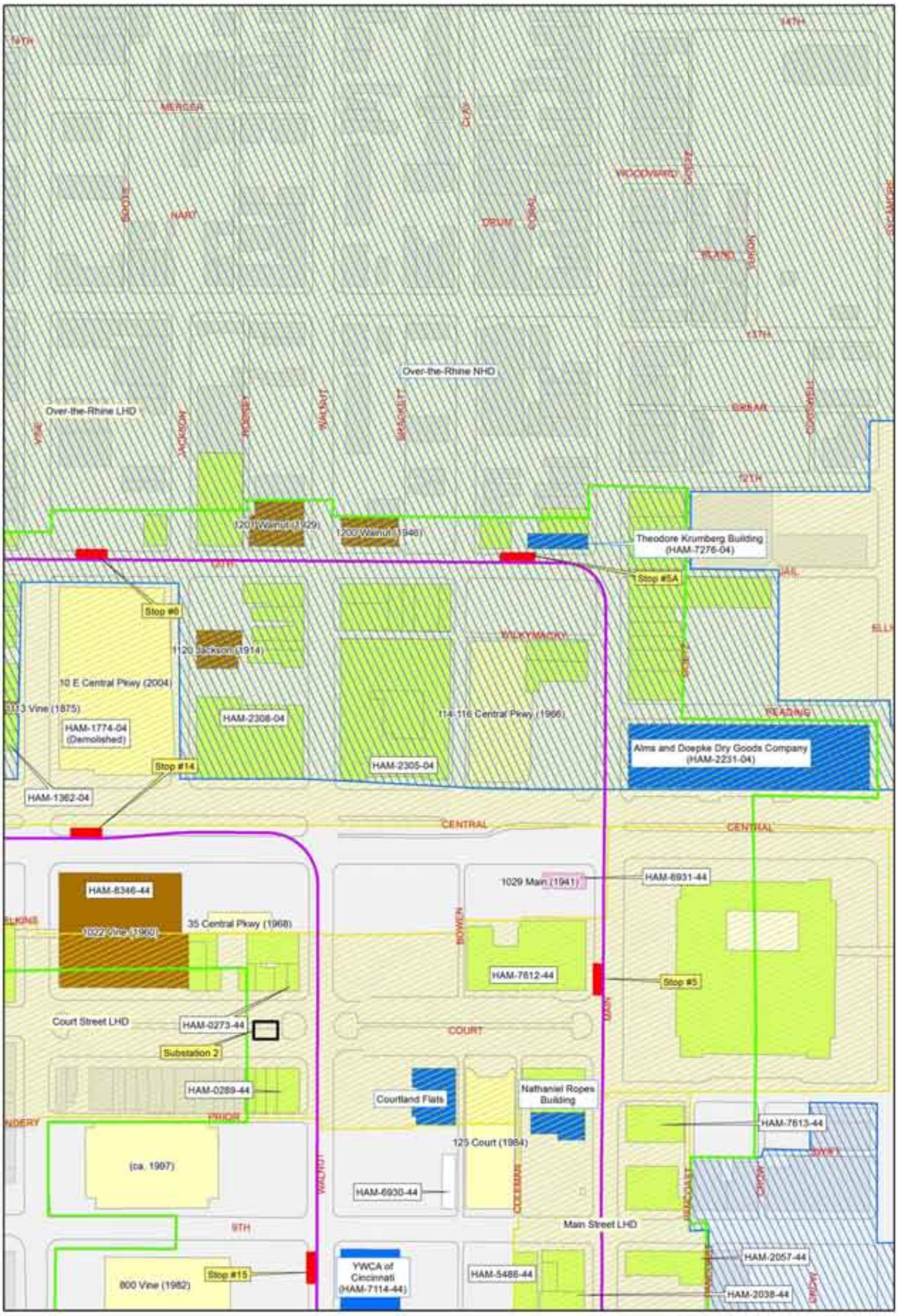
50 0 50 Meters

150 0 150 Feet

Resources within the APE, Sheet 2 of 9

GRAY & PAPE, INC.

Figure 4



LEGEND

- Track Centerline
- Elm and Central Alternate
- Shelter Stop
- Traction Power Substation
- APE
- NRHP District
- Proposed District
- Local Historic District

Building Status (Within APE)

- NRHP Not Eligible
- NRHP Listed
- Determined Eligible
- Recommended Eligible
- Recommended Not Eligible
- Contributing
- Non-Contributing
- Less than 50 Years Old
- Demolished

50 0 50 Meters

150 0 150 Feet

Resources within the APE,
Sheet 3 of 9

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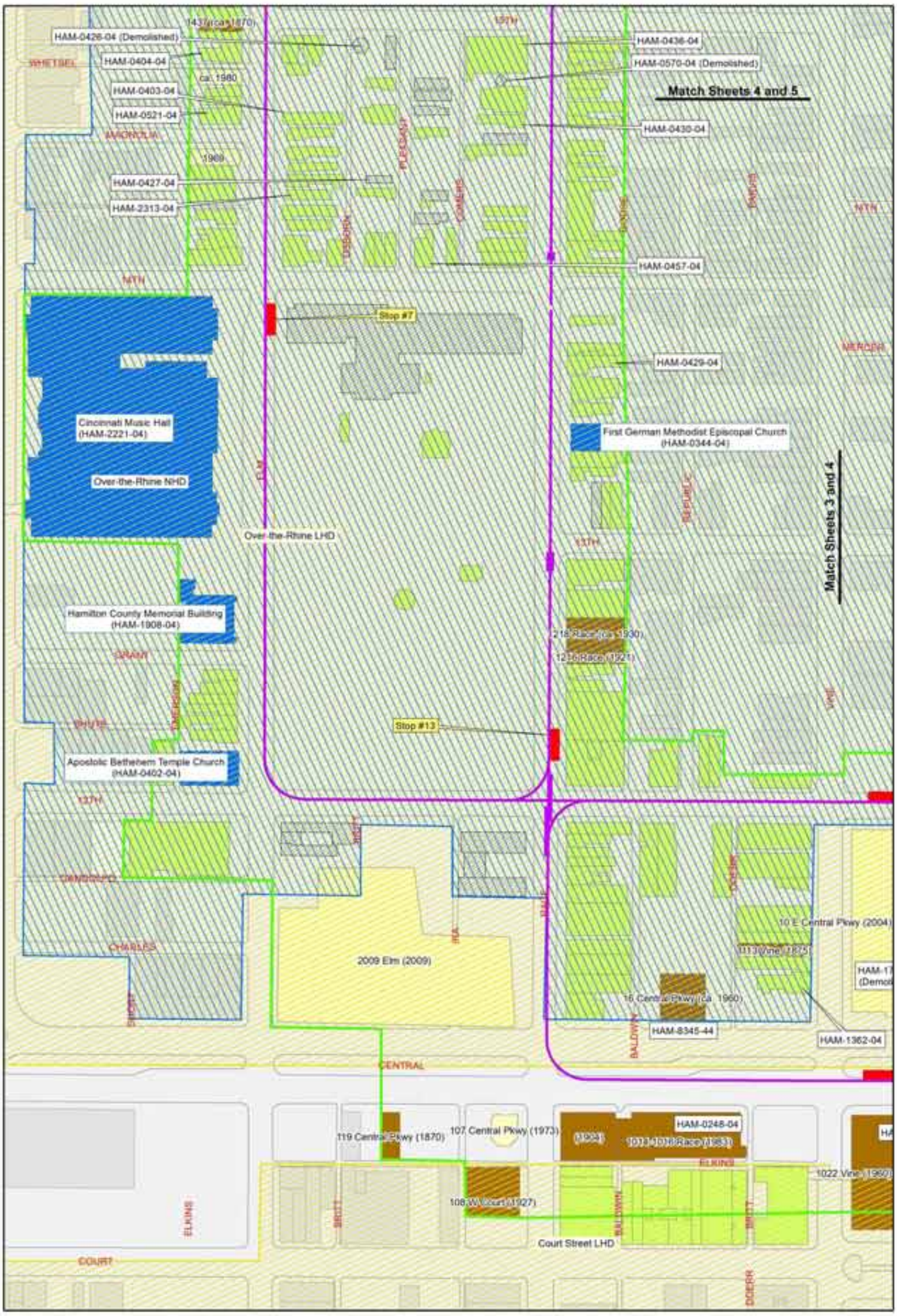
Figure 5



LEGEND

- Track Centerline
- Elm and Central Alternate
- Shelter Stop
- Traction Power Substation
- APE
- NRHP District
- Proposed District
- Local Historic District

Building Status (Within APE)

- NRHP Not Eligible
- NRHP Listed
- Determined Eligible
- Recommended Eligible
- Recommended Not Eligible
- Contributing
- Non-Contributing
- Less than 50 Years Old
- Demolished

50 0 50 Meters

150 0 150 Feet

Resources within the APE, Sheet 4 of 9

GRAY & PAPE, INC.

Figure 6

LEGEND

- Track Centerline
- Elm and Central Alternate
- Shelter Stop
- Traction Power Substation
- APE
- NRHP District
- Proposed District
- Local Historic District

Building Status (Within APE)

- NRHP Not Eligible
- NRHP Listed
- Determined Eligible
- Recommended Eligible
- Recommended Not Eligible
- Contributing
- Non-Contributing
- Less than 50 Years Old
- Demolished

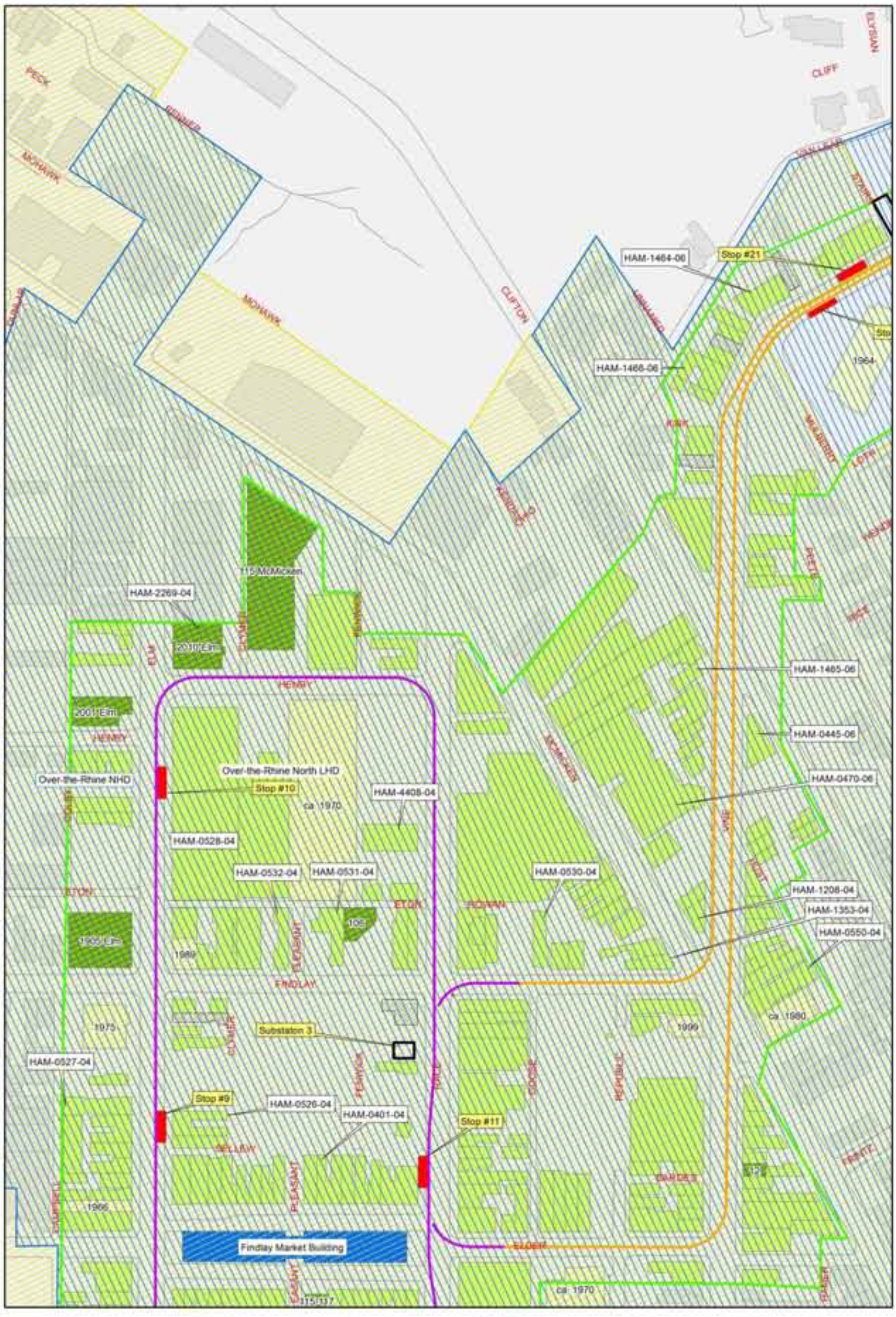
50 0 50 Meters

150 0 150 Feet

Resources within the APE,
Sheet 5 of 9

GRAY & PAPE, INC.

Figure 7



LEGEND

- Track Centerline
- Elm and Central Alternate
- Shelter Stop
- Traction Power Substation
- APE
- NRHP District
- Proposed District
- Local Historic District

Building Status (Within APE)

- NRHP Not Eligible
- NRHP Listed
- Determined Eligible
- Recommended Eligible
- Recommended Not Eligible
- Contributing
- Non-Contributing
- Less than 50 Years Old
- Demolished

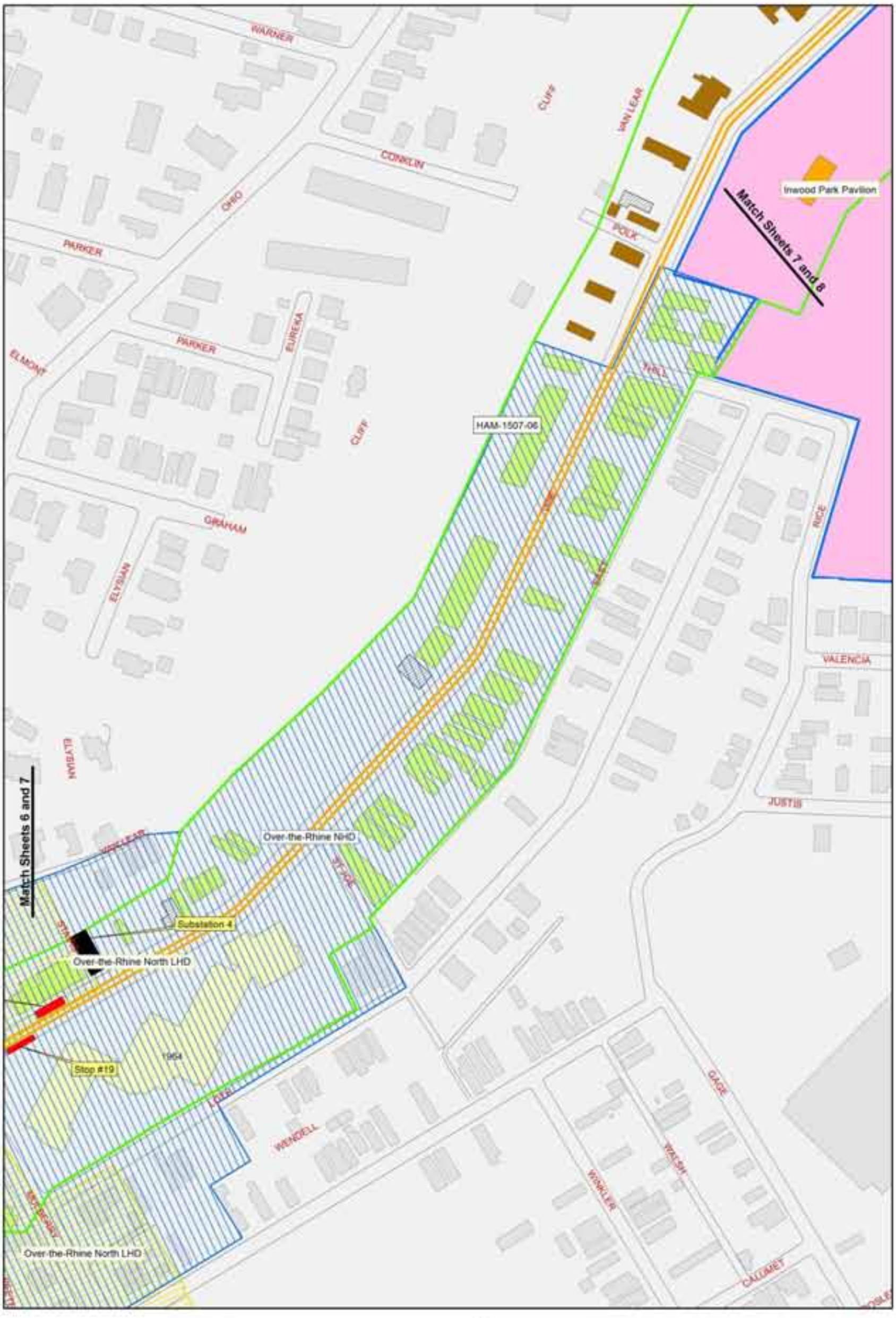
50 0 50 Meters

150 0 150 Feet

Resources within the APE,
Sheet 6 of 9

GRAY & PAPE, INC.

Figure 8



LEGEND

- Track Centerline
- Elm and Central Alternate
- Shelter Stop
- Traction Power Substation
- APE
- NRHP District
- Proposed District
- Local Historic District

Building Status (Within APE)

- NRHP Not Eligible
- NRHP Listed
- Determined Eligible
- Recommended Eligible
- Recommended Not Eligible
- Contributing
- Non-Contributing
- Less than 50 Years Old
- Demolished

50 0 50 Meters

150 0 150 Feet

Resources within the APE,
Sheet 7 of 9

GRAY & PAPE, INC.

Figure 9

LEGEND

- Track Centerline
- Elm and Central Alternate
- Shelter Stop
- Traction Power Substation
- APE
- NRHP District
- Proposed District
- Local Historic District

Building Status (Within APE)

- NRHP Not Eligible
- NRHP Listed
- Determined Eligible
- Recommended Eligible
- Recommended Not Eligible
- Contributing
- Non-Contributing
- Less than 50 Years Old
- Demolished

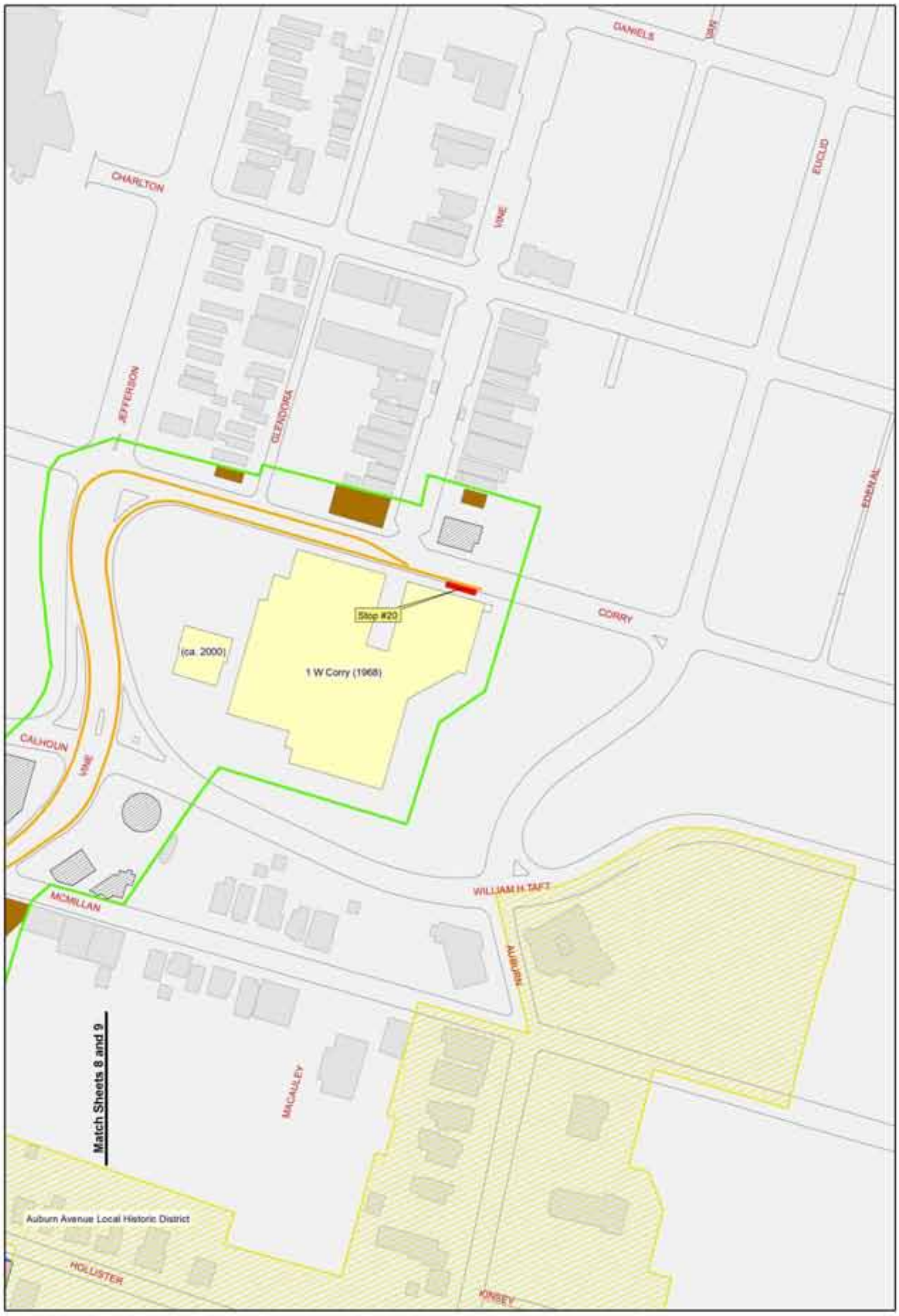
50 0 50 Meters

150 0 150 Feet

Resources within the APE,
Sheet 8 of 9

GRAY & PAPE, INC.

Figure 10



LEGEND

- Track Centerline
- Elm and Central Alternate
- Shelter Stop
- Traction Power Substation
- APE
- NRHP District
- Proposed District
- Local Historic District

Building Status (Within APE)

- NRHP Not Eligible
- NRHP Listed
- Determined Eligible
- Recommended Eligible
- Recommended Not Eligible
- Contributing
- Non-Contributing
- Less than 50 Years Old
- Demolished

50 0 50 Meters

150 0 150 Feet

Resources within the APE,
Sheet 9 of 9

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Figure 11

2.3 National Register of Historic Places Evaluation Criteria

Four criteria are outlined for evaluating properties for eligibility and inclusion in the NRHP. 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).

If the resource meets an eligibility criterion, it also must retain historic integrity to be considered eligible for NRHP listing. The National Park Service (NPS) has defined seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association (USDOI-NPS 1995:2).

2.3.1 Criteria Considerations

Certain properties, such as museum artifacts, cemeteries, birthplaces or graves of historic figures, religious properties, reconstructions, and properties less than 50 years old generally are not eligible. However, they may qualify if they are part of historic districts or meet one of the following criteria exceptions:

(A) A religious property deriving primary significance from architectural or artistic distinction or historic 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 historic 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 historic significance; or

(G) A property achieving significance within the past 50 years if it is of exceptional importance (USDOI-NPS 1995:2).

3.0 HISTORIC CONTEXT

3.1 Hamilton County

As a result of the Land Ordinance of 1785, Ohio was surveyed and subsequently divided into townships. Land was available for purchase by the time Benjamin Stites, a veteran of the American Revolution, left Pennsylvania for Kentucky in the spring of 1786, hoping to pursue trade (Works Progress Administration [WPA] 1987:3; Knepper 1989:66). Upon arriving in Kentucky, Stites became interested in the area between the Miami Rivers, because he saw the potential it held for profitable land speculation. Consequently, Stites traveled to New York in an effort to convince Congress of the economic potential in the area. He gained the interest of John Cleves Symmes, a Congressman and judge from New Jersey (Knepper 1989:66–67). Symmes, upon visiting the western territory and seeing for himself the possibilities it presented, bought one million acres from Congress. The Symmes (Miami) Purchase comprised lands that now include sections of Hamilton County (Marzulli 1984). In November 1788, Stites built some huts on land that he received from Symmes, calling the area Columbia. This became the first of several settlements that soon developed along the Ohio River between the two Miami rivers (Knepper 1989:67).

3.1.1 City of Cincinnati – Establishment

In December 1788, Israel Ludlow, Mathias Denman, and 24 other settlers arrived in Ohio and established a settlement on the north side of the Ohio River, opposite the mouth of the Licking River. The settlement's name, Losantiville, was a summation of its geographic location: "*L* stood for the Licking River; *os* was Latin for mouth; *anti* was opposite or across from; and *ville* was for city" (Knepper 1989:66). This new settlement was protected by a new nearby military outpost, Fort Washington. Fort Washington offered local settlers protection and refuge during periods of conflict with local Indian tribes, while the Ohio River connected the new settlement to markets both upstream and downstream. In 1790, Arthur St. Clair, governor of the Ohio territory, arrived in Losantiville and renamed the rapidly growing town Cincinnati after the Society of the Cincinnati, a veterans' organization with its origins in the Revolutionary War (Knepper 1989:66–67).

River, rail, and road transportation developed over the course of the nineteenth century to create a tightly woven network of routes that linked Hamilton County and Cincinnati to the increasingly urbanized eastern seaboard and the frontier west. Efficient transportation provided a means for shipping locally produced agricultural and commercial goods to distant markets, as well as shaping local patterns of settlement.

Cincinnati's topographic configuration consists of the Ohio River, hills, and valleys of tributary streams. As a result, for the first 75 years after its establishment, geography essentially hemmed the city into an alluvial plain bounded on the south by the Ohio River and surrounded by steep hills. When the plain had been fully developed, subsequent growth was established on hilltops surrounding the central city. To link the outlying communities with the urban core, early land and water transportation routes necessarily followed the river banks and tributary valleys (Condit 1977:4). The influence of the local topography on shaping Cincinnati's development patterns still can be discerned in the extant built environment and transportation corridors.

3.1.2 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. 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 still was located in the vicinity of Main Street, followed by Broadway. These two streets mostly were 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 existing 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 (Giglierano 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 followed the Ohio River as far as Columbia, in the east end of town, before turning north up the Little Miami River Valley. 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; the Baltimore and Ohio; the 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 eastbound 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 waterborne 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).

Cincinnati's greatest period of growth came in the 1840s; however, 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 (Greve 1904:847).

3.1.3 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 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 again was altered after the 1913 flood, extending it to Third Street in 1918.

After the Civil War, people continued to pour into the city, particularly those who were attracted by "factory" jobs and steady wages. 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 had expanded through annexation to over 22 square miles. 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, and 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. By 1903, this number declined to 498,000.

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.

3.1.4 Passenger Rail: Horsecars, Incline Planes, Streetcars, and Interurbans

By the mid-nineteenth century, Cincinnati was a prosperous city with an active industrial and commercial base that was encroaching upon the city's early residential communities located within the basin. This growth was not compatible with ideals of residential living, resulting in increasing numbers of wealthy residents moving to the hilltops surrounding the basin. Widespread suburbanization could not occur, however, until efficient modes of transportation developed that would carry people to and from the surrounding hilltops. The first forms of mass public transportation were horse-drawn street railroads, introduced in the mid-nineteenth century (Silberstein 1982:120). Horsecar lines were slow and could not carry heavy loads up steep grades, but several neighborhoods in Cincinnati were made accessible to the new residents as a result of horsecar transit.

Cincinnati addressed the steep grades on the hills surrounding the downtown basin by constructing a series of inclines. Five inclines eventually carried passengers and freight up the steep hillsides. In general, these consisted of parallel tracks supported by wood trestles. At the top of the hill was an incline house that protected the engine, winding drums and cables (Wagner and Wright 1968). The Mount Adams Incline, which could hoist streetcars, and later autos and buses, operated until 1948.

Beginning in the early 1890s, electric streetcar lines rapidly replaced horsecars, sparking rapid growth in the neighborhoods surrounding Cincinnati's urban core. The construction of the city's streetcar lines entailed an extensive system of steel rails and switches placed within paved streets and miles of overhead electrical wire suspended across streets and supported by wooden poles (Figures 12 and 13). Streetcars were faster, and could carry heavier loads than horsecars, which opened new neighborhoods to public transportation. They offered a reliable, relatively inexpensive means of travel (Condit 1977:166). Streetcar lines contained approximately 222 miles of track within the city limits at their height (Singer 2003:9).

Interurbans also played an important role in the development of Cincinnati's eastern outlying suburbs. Until 1888, when the electrified street railway system was built, many of the hilltop communities east of Cincinnati were beyond public transportation. This isolation began to disappear with the construction of local railroad lines (interurbans) (Condit 1977:91).

The Ohio River flood of 1913 proved devastating to many interurban and streetcar companies. Combined with the advent of the automobile, this natural disaster marked the beginning of a steep decline in passenger rail service in Cincinnati (Condit 1977:169–170).

Before the railroads, interurbans, and streetcar systems extended into outlying communities, these small villages typically relied upon an agricultural based economy, with large greenhouse businesses and small business districts consisting of wagon makers, general stores, and a coach stop. Hamilton County's network of railroads, interurbans, and streetcars, however, allowed commuters to live farther outside the crowded downtown and new suburbs were established. Annexation by the City of Cincinnati of many of these communities in the late nineteenth and early twentieth centuries characterized the next wave of development in Hamilton County. As many of Hamilton County's outlying communities were annexed, they received new schools and other municipal services, including water works and fire stations. Industries established along the railroad lines provided work for suburban residents, resulting in a decline in the importance of the urban

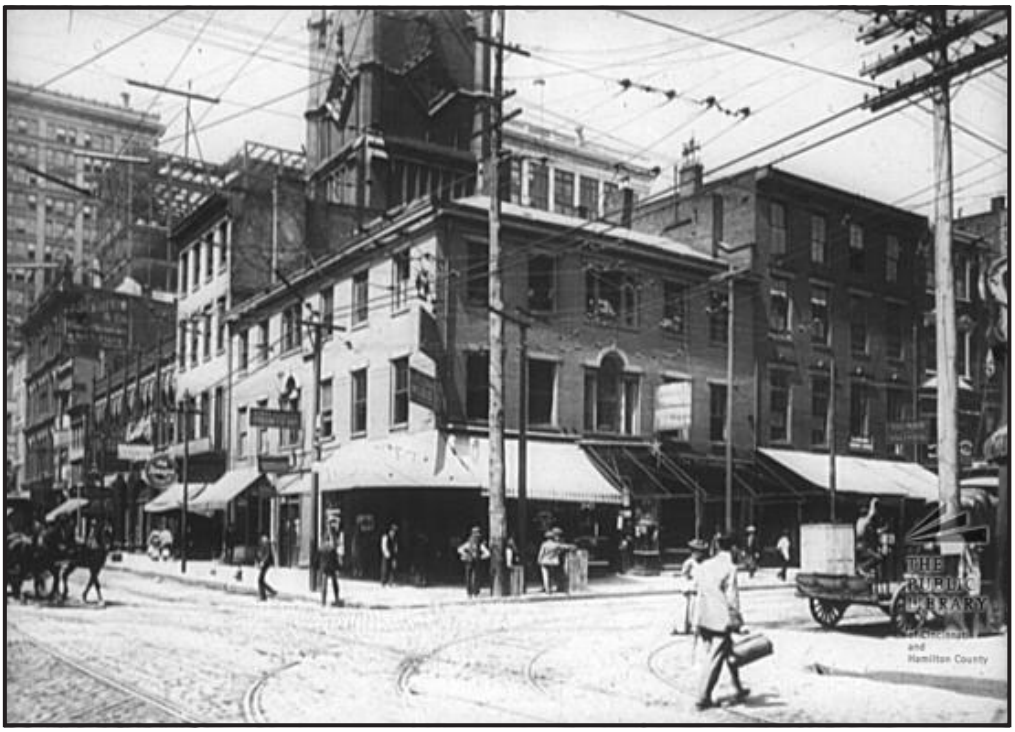


Figure 12. Ca. 1900 view of Main and Fourth Street intersection in Cincinnati, showing former streetcar tracks, catenary poles, and wires. Photograph available from the Greater Cincinnati Memory Project.

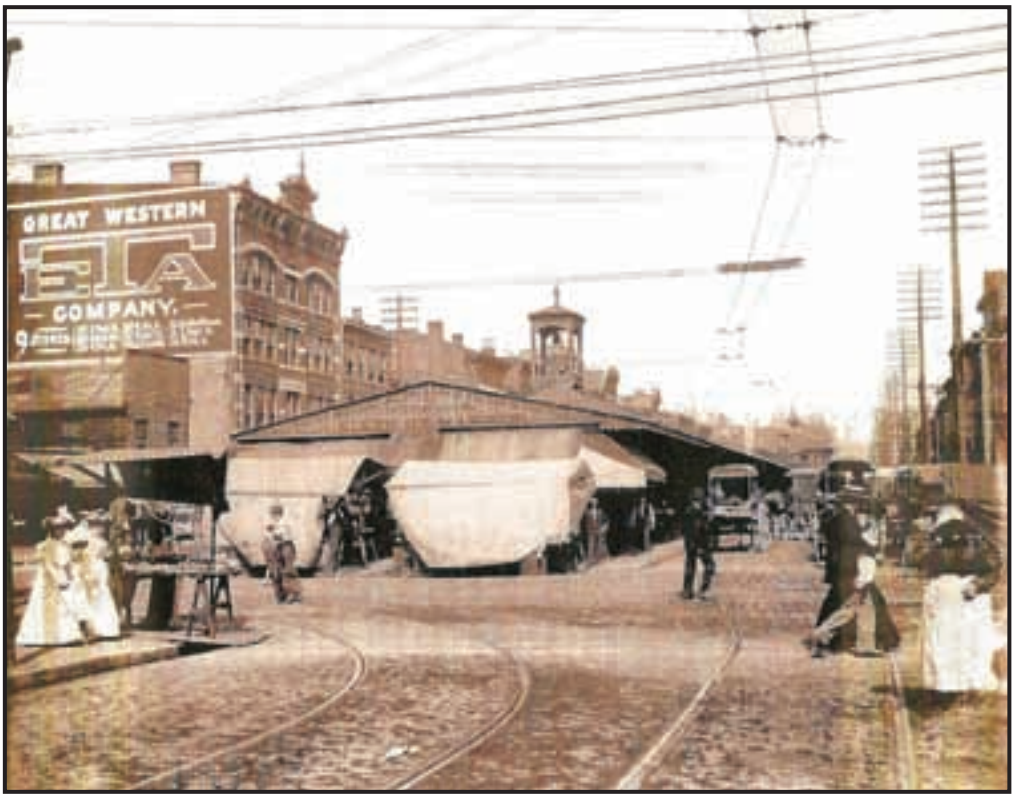


Figure 13. Ca. 1900 view of Sixth Street in Cincinnati, showing former streetcar tracks and wires. Photograph available from the Greater Cincinnati Memory Project.

core as a source of employment. This trend was strengthened with the rise of private automobiles. Streetcar service in Cincinnati officially ended in 1951 as the lines were converted to trolleybus and diesel bus lines.

3.1.5 The Modern City: 1914–Present

Between World War I and World War II, wholesale trade became 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. By 1939, more than 15,000 persons were employed by wholesale firms that 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 system, which consisted of seven lines operating out of five stations, planning for a central rail terminal in Cincinnati first was proposed in the early part of the twentieth century. The city had operated as a railway bottleneck, but floods, inter-railroad negotiations and World War I 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. 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 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 Union 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. However, 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.

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 lobbing 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. Automobile lobbyists argued that 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. One of the major points established in the 1948 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.

By the late 1950s, city planners began plans for an industrial development that would ultimately became 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, or 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 (Giglierano and Overmyer 1988:15).

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. 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, quickly was developed by industries in the nineteenth and twentieth centuries.

The construction of I-75 through the 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 (Giglierano and Overmyer 1988).

3.1.6 Over-the-Rhine Historic District

The Over-the-Rhine Historic District (NR #83001985), listed in the NRHP in 1983, comprises 362.5 acres and 943 buildings. The district is roughly bounded by Dorsey, Sycamore, Liberty, Reading, Central Parkway, and Vine streets, just north of the downtown business district. The district initially was home to large numbers of German immigrants who settled north of the Miami-Erie Canal (present day Central Parkway) beginning in the 1830s. As successive waves of German immigrants arrived in the following decades, many chose to settle in Over-the-Rhine, producing a close-knit German community. By 1890, Cincinnati’s German population peaked at 57.4 percent of the city’s total population. In the twentieth century, the ethnic cohesiveness of the neighborhood broke down, as German immigrants moved to other parts of the city. Appalachian whites and African-Americans began to move

into the area. Despite the German dispersal from the neighborhood, their houses, businesses, churches, and community buildings survive and continue to represent the most intact example of German-American community development in the nineteenth century (USDOI-NPS 1979:8.0).

Because of its location in the Ohio River basin, the surrounding hillsides concentrated development. The majority of buildings in the district were constructed between 1850 and 1890, the major period of German settlement, and include Italianate, Queen Anne, Greek Revival, and vernacular styles. The buildings in this dense urban environment are mostly single family or mixed commercial/residential in use, and consist of row houses, detached row houses, single family detached buildings, or free-standing commercial, industrial, or institutional buildings (USDOI-NPS 1979:7.0). The Over-the-Rhine Historic District offers extensive streetscapes composed of buildings reflecting a similarity of scale, materials, and architectural detailing that provide “an impression of aesthetic qualities resulting in a decided consciousness for a sense of time and a feeling of place” (USDOI-NPS 1979:8.1).

4.0 PROJECT RESULTS

This chapter presents the results of the literature review and field surveys conducted for this project. The literature review identified resources that have been previously listed in the National Register of Historic Places (NRHP), determined eligible for the NRHP, designated as local landmarks, included within NRHP or local historic districts, or recommended as NRHP eligible as a result of previous surveys and inclusion within the Ohio Historic Inventory (OHI). The field survey entailed a reevaluation of previous NRHP eligibility recommendations (including determination of contributing and non-contributing resources within NRHP and local historic districts) and new survey and eligibility evaluation for resources more than 50 years of age that are located within the project APE in areas that have not been previously subject to survey and evaluation efforts. The results are presented in both tabular and narrative formats.

4.1 Results of Literature Review and Background Research

4.1.1 Previous Work in the Area of Potential Effects

The literature review for the Cincinnati Streetcar project, conducted in April 2010, identified several previous studies conducted within the project Area of Potential Effects (APE) (Table 2).

Table 2. Previous Surveys in the APE

ID	Title	Author	Organization	Date
NRHP Multiple Property Documentation Form	The Historic Resources of the Cincinnati Park and Parkway System	Nancy Recchie, Historic Preservation Consultant	Benjamin D. Rickey & Co.	2008
N/A	Phase I Architectural Survey of the Proposed I-71 LRT Corridor, Hamilton County, Ohio	Leah Konicki	Gray & Pape, Inc.	2001
H00138	Cincinnati's Historic Properties	N/A	Cincinnati City Planning Department, Historic Conservation Office	1983/1989
H00350	City of Cincinnati Historic Inventory Part I	N/A	Cincinnati City Planning Department	2001
H00382	City of Cincinnati Historic Inventory Part II	N/A	Cincinnati City Planning Department	2003
H00424	Over-the-Rhine Conservation Plan	N/A	Cincinnati City Planning Department	2002/2006
H00444	Fourth Street: A Bridge to the Future: A Conservation/ Development/Design Strategy	Geddes Brecher Qualls Cunningham	Cincinnati City Planning Department, Historic Conservation Board	1985

4.1.2 State Site Files

The literature review identified 104 resources within the APE that have been previously documented in the Ohio Historic Inventory (OHI). Eight of these resources are no longer extant. A table of resources within the APE previously recorded on OHI forms is located in Appendix C.

4.1.3 National Register of Historic Places

The literature review identified 17 resources within the APE that are listed in the National Register of Historic Places (Table 3).

Table 3. Properties Listed in the National Register of Historic Places

NRHP Number	Resource Name	Address	Listed Date
83001984	Main and Third Streets Cluster	300-302, 304-306 Main Street, & 208-210 E 3rd Street	1983
88000078	East Fourth Street Historic District	123, 127, & 135-137 E 4th Street	1988
08000802	Union Trust Building	36 E 4th Street	2008
79001856	Gwynne Building	6th & Main Streets	1979
09000443	Hotel Metropole	609 Walnut Street	2009
82003589	Underwriters Salvage Corps	110-112 E 8th Street	1982
82003591	Young Women's Christian Association of Cincinnati	9th & Walnut Streets	1982
82003585	Nathaniel Ropes Building	917 Main Street	1982
84001046	Courtland Flats	117-121 E Court Street	1984
83001985	Over-the-Rhine Historic District	Bounded by Dorsey, Sycamore, Liberty, Reading, Central Parkway, McMicken Avenue & Vine Street	1983
80003035	Alms and Doepke Dry Goods Company Building	222 East Central Parkway	1980
82001467	Theodore Krumberg Building	1201 Main Street	1982
73001453	Apostolic Bethlehem Temple Church	1205 Elm Street	1973
78002076	Hamilton County Memorial Building	Elm and Grant Streets	1978
70000496	Cincinnati Music Hall	1243 Elm Street	1970
80003054	First German Methodist Episcopal Church	1310 Race Street	1980
72001020	Findlay Market Building	Esplanade at Elder Street between Elm & Race Streets	1972

In addition to the 17 properties listed in the NRHP, 10 properties have been previously determined eligible for listing in the NRHP (Table 4).

Table 4. Properties Previously Determined Eligible for Inclusion in the National Register of Historic Places

Reference Number	Resource Name	Address	OHI Number
NRHP 83001984	Extension of Third and Main Streets Cluster Historic District	308-310 Main Street 312-314 Main Street 316-318 Main Street	N/A
100010	Proposed Fourth & Walnut Street Commercial Style Historic District	432 Walnut Street 414 Walnut Street 41 East Fourth Street 101 East Fourth Street 36 East Fourth Street	HAM-1788-44 HAM-1716-44 HAM-1713-44 HAM-1658-44 NRHP 08000802
N/A	Main Street Locally Certified Historic District	Main Street between East Sixth and East Court streets	N/A
N/A	Court Street Locally Certified Historic District	Court Street between Plum and Sycamore streets	N/A
N/A	Cincinnati Gas & Electric Company Building	139 E. 4th Street	HAM-1659-44
N/A	St. Louis Church, Cincinnati Local Landmark	29 East Eighth Street	HAM-2053-44
N/A	Hibbens Dry Goods Company Building	700 Walnut Street	HAM-5487-44
N/A	Olympic Auto Park Garage	38 E. 3rd Street	HAM-5573-44
N/A	Federal Courthouse	100 E 5th Street	HAM-7574-44
N/A	Olympic Garage	116-120 E 7th Street	HAM-7585-44

4.1.4 Locally Certified Historic Districts and Landmarks

The literature review identified four locally designated historic districts and two locally designated landmarks within the project APE (Table 5).

Table 5. Locally Certified Historic Districts and Landmarks

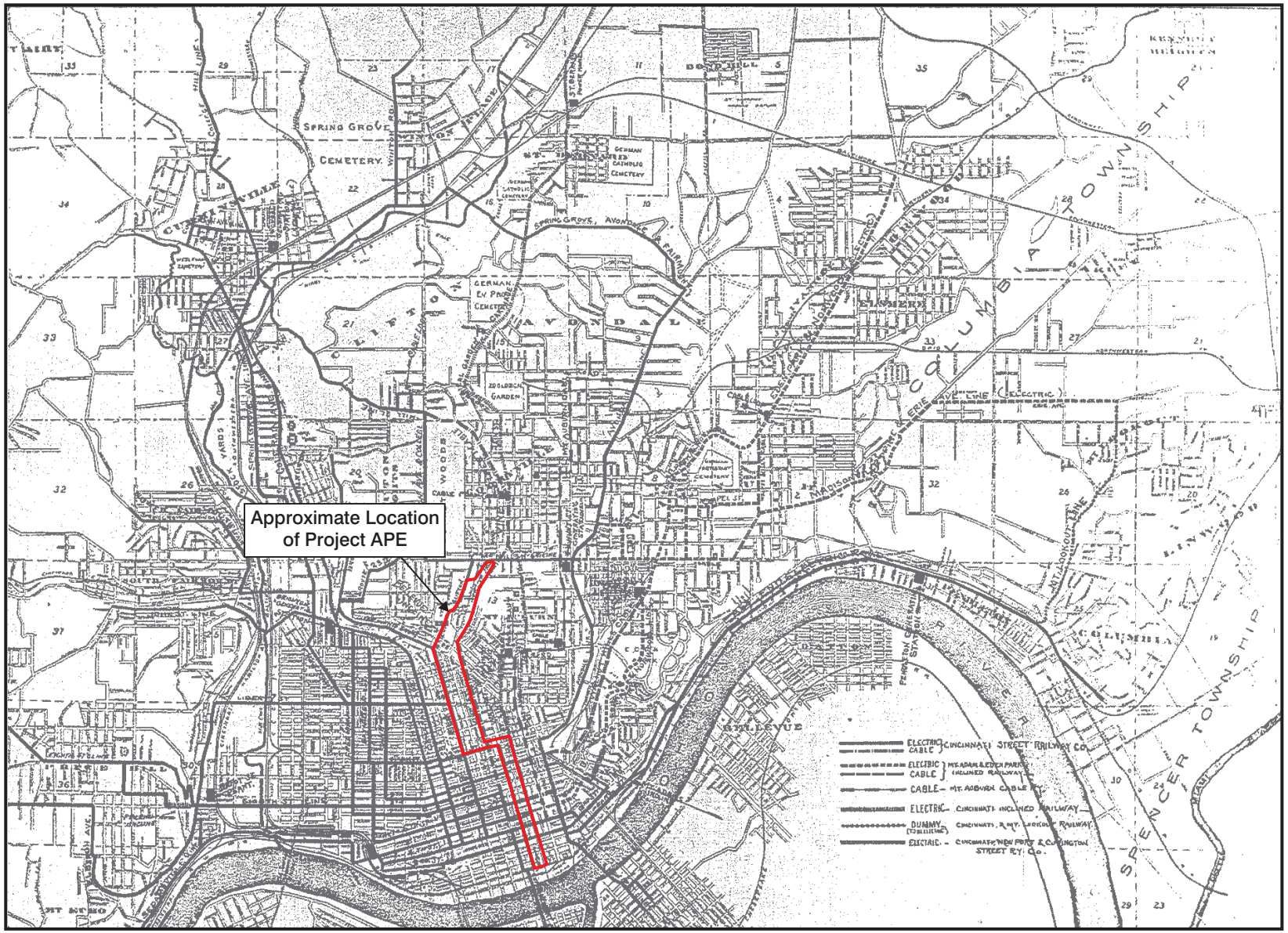
Resource Name	Address
Third-Main Street Historic District	Third and Main streets
Main Street Historic District	Main Street between East Sixth and East Court streets
Court Street Historic District	Court Street between Plum and Sycamore streets
Over-the-Rhine Historic District	Various Streets
St. Louis Church	29 East Eighth Street
Citadel Building	118-120 East Eighth Street

4.1.5 Historic Map Research

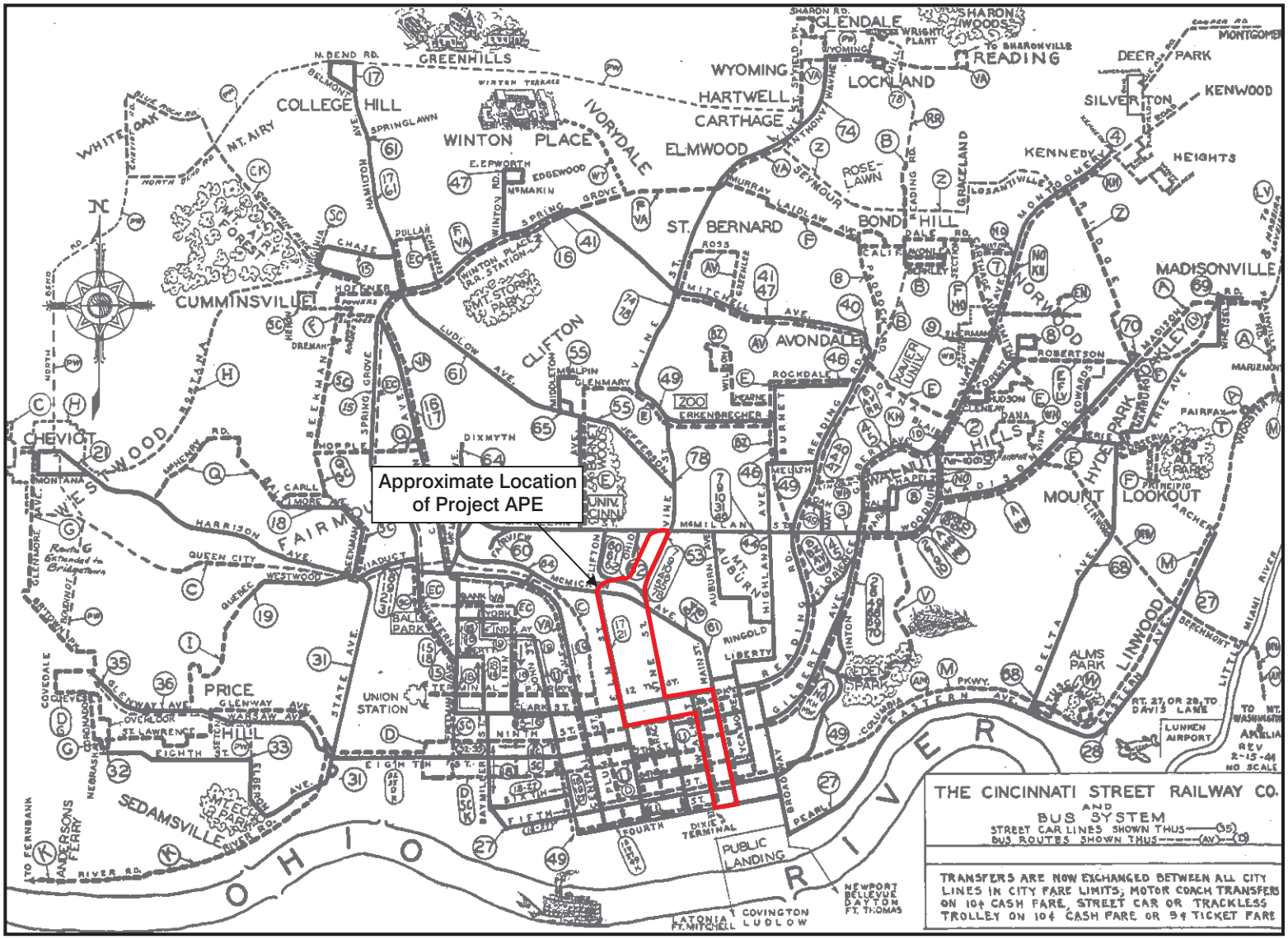
An examination of historic maps and atlases dating from 1894 to 1944 provided general information on the development of the project area and aided in identification of the types of resources located within the APE. These maps were more intensively studied to determine the extent of historic streetcar lines.

The 1894 Cincinnati Streetcar Map (Figure 14) depicts the routes of the Cincinnati Street Railway Company, the Mt. Adams & Eden Park Inclined Railway, the Mt. Auburn Cable Company, the Cincinnati Inclined Railway, the Cincinnati & Mt. Lookout Railway, and the Cincinnati, Newport, & Covington Street Railway Company (Wagner and Wright 1969). The 1944 Cincinnati Street Railway Company map (Figure 15) shows Cincinnati Streetcar lines in solid black and new bus routes in dashed lines. Also included are route numbers for the various lines (Wagner and Wright 1984). The historic maps clearly indicate that the Central Business District and Over-the-Rhine neighborhoods supported a dense network of streetcar lines.

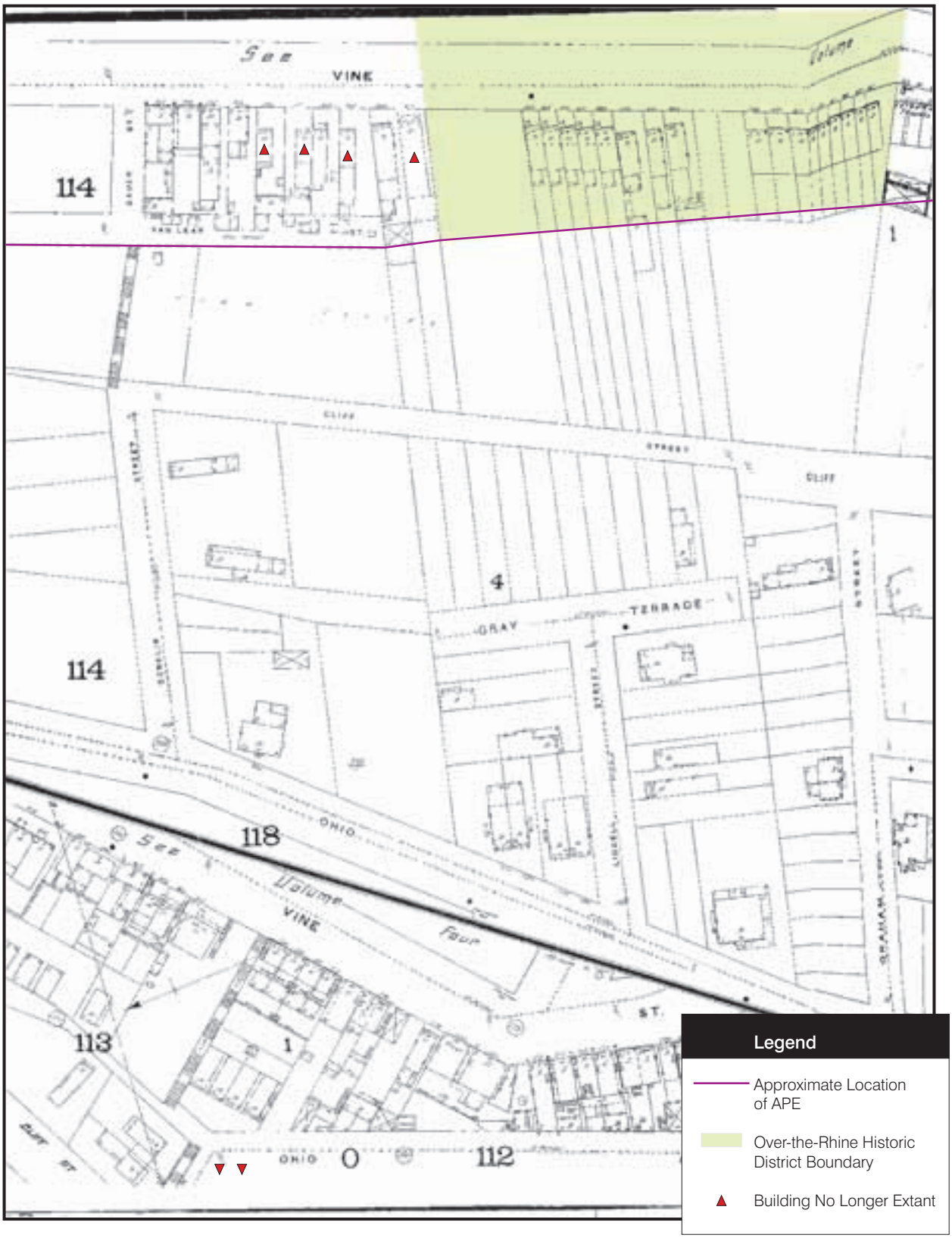
Sanborn Insurance Maps from 1891 (Figures 16-18) were useful for providing approximate construction dates for the resources along Vine Street, north of the Over-the-Rhine Historic District. They also indicate buildings in this area that are no longer extant.



1894 Map of Cincinnati Streetcars
(Wagner and Wright 1969)



1944 Map of Cincinnati Streetcars
(Wagner and Wright 1984)



1891 Sanborn Map Showing Approximate Location of the Area of Potential Effects (Sanborn Map Company 1891) (Map 1 of 3)

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Figure 16

Created in CorelDRAW X3, 05-19-2010

1891 Sanborn Map Showing Approximate Location of the Area of Potential Effects
(Sanborn Map Company 1891)
(Map 2 of 3)

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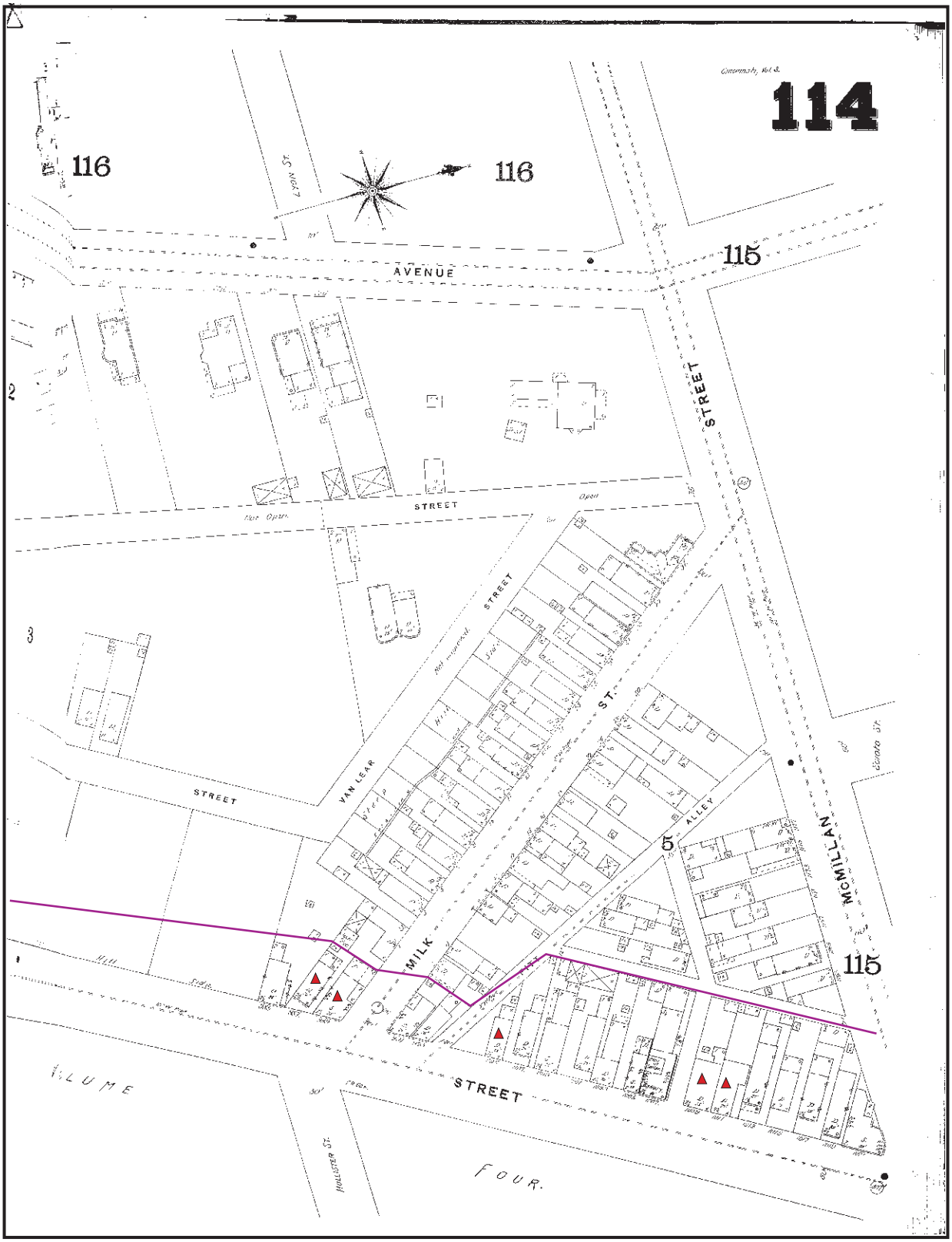
Figure 17

Created in CorelDRAW X3, 05-19-2010

10-6301



1891 Sanborn Map Showing Approximate Location of the Area of Potential Effects (Sanborn Map Company 1891) (Map 3 of 3)

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Figure 18

Created in CorelDRAW X3, 05-19-2010

4.2 Results of Field Investigations

The project Area of Potential Effects (APE) includes all parcels fronting the Build Alternative. Architecturally, the APE is dominated by dense commercial and residential development. The majority of the properties within the APE are over 50 years old. These resources include building styles and types associated with varying architectural traditions.

The Cincinnati Historic Conservation Office (CHCO) funded surveys of the majority of the APE in 2001 and 2003. This work included evaluations of National Register of Historic Places (NRHP) eligibility that have been accepted by the Ohio Historic Preservation Office (OHPO) for Housing and Urban Development (HUD) and Community Development Block Grant (CDBG) projects. Gray & Pape reviewed these surveys and found them to conform to current professional standards. Consequently, along those portions of the project APE covered by the 2001 and 2003 survey efforts, Gray & Pape confined field survey efforts to verification and confirmation of the previous eligibility recommendations. In areas of the APE previously not surveyed, Gray & Pape conducted field investigations that documented every building 50 years of age or older and evaluated the NRHP eligibility of each resource, as well as any potential historic district. This work, conducted in August 2010, took place along Vine and Corry streets, north of the Over-the-Rhine Historic District. One individual resource, Inwood Park at 2326 Vine Street, was recommended as eligible for inclusion in the NRHP.

Discussions with consulting parties resulted in the request for additional information on 16 resources within the APE. Consulting Party comments are located in Appendix B. New Ohio Historic Inventory (OHI) forms were prepared for 10 of these resources, and updated OHI forms were prepared for four additional resources. Central Parkway and the Woodward Building and Loan building (1029 Main Street) are discussed below. The 16 resources are listed in Table 6. New and updated OHI forms are located in Appendix D.

Table 6. Consulting Party Requests for more Information

Address	OHI	Date of Construction	Recommendation
16 Central Parkway West	HAM-8345-44 (new)	ca. 1960	Not Eligible
1022 Vine Street	HAM-8346-44 (new)	ca. 1960	Not Eligible
315-335 Main Street (139b E. Fourth Street)	HAM-8347-44 (new)	1953	Eligible
316 Walnut Street	HAM-8348-44 (new)	ca. 1930	Not Eligible
114 E. Sixth Street	HAM-8349-44 (new)	ca. 1910	Not Eligible
118 E. Sixth Street	HAM-8350-44 (new)	ca. 1910	Not Eligible
122 E. Sixth Street	HAM-8351-44 (new)	ca. 1910	Not Eligible
126 E. Sixth Street	HAM-8352-44 (new)	1923	Not Eligible
130 E. Sixth Street	HAM-8353-44 (new)	1891	Not Eligible
117 Gano Street (Tuskegee Lane)	HAM-8354-44 (new)	ca. 1910	Not Eligible
1014-1016 Race Street	HAM-0248-44 (update)	1904/ 1983	Not Eligible
633-637 Walnut Street	HAM-6926-44 (update)	ca. 1870	Eligible
641 Walnut Street	HAM-6927-44 (update)	ca. 1860	Eligible
645 Walnut Street	HAM-6841-44 (update)	ca. 1910	Not Eligible
Central Parkway	HAM-7571-40	ca. 1928	Not Eligible
1029 Main Street	HAM-6931-44	1943	Eligible

Central Parkway (HAM-7571-40)
Central Parkway was originally part of the Kessler Park Plan of 1907, developed by noted landscape architect George Kessler. Central Parkway, planned to follow the route of the former Miami and Erie Canal through Cincinnati, was originally intended to be the main parkway of a larger system, with several other parkways branching off the main road. While many of the secondary expressways were never built, Central Parkway became a major artery in Cincinnati, connecting the Central Business District and Over-the-Rhine to the neighborhoods of Clifton, the West End, and Northside (Recchie 2008: Section E, page 24).

While conceived as part of the 1907 Kessler Plan, Central Parkway was not dedicated until 1928. The original plan called for the creation of a rail rapid transit tunnel, or subway, in the former Miami and Erie Canal bed, to be covered by Central Parkway. However, funding for the subway ran out in 1927 and the plan was abandoned, thus leading the way for the construction of Central Parkway (Recchie 2008: Section E, page 33). Central Parkway was planned and originally constructed as a "linear landscaped park, embellished with seating, decorative lighting, plantings and walks." However, the central greenspace of the parkway has been reduced in size and original elements such as walkways and benches have been removed due to roadway expansion from the 1950s through recent years. Parkways were originally designed for automobiles only and specially excluded street railways, trucks, and buses (Recchie 2008: Section F, page 80). These restrictions have been repealed, and currently several bus routes travel on Central Parkway.

According to the Multiple Property Documentation (MPD) prepared in 2008 for the Historic Resources of the Cincinnati Park and Parkway System (Recchie 2008), parkways are eligible under Criterion A as a 20th century development of Cincinnati's park system that sought the integration of park and transportation goals, and under Criterion C as expressions of the vision of noted American landscape architect George Kessler and the quality of the engineering, design and construction that resulted in the city's linear parks. In order to be considered eligible, parkways must still convey their original intent of combining a road with planned and natural landscapes to create a linear park setting for traveling through the city. Parkways must retain historic integrity; road widening or minor changes in landscaping of the parkways or development along the parkways will not necessarily compromise the character of an individual parkway. If some portions are compromised, the listing of the portions with integrity should be considered (Recchie 2008: Section F, page 80).

According to the registration requirements laid out in the MPD, Central Parkway does not appear eligible for listing in the NRHP. Road widening, especially between Walnut and Main streets, has greatly compromised the feeling of the parkway by removing most of the original greenspace. The original parkway included seating, decorative lighting, plantings and walks, but Central Parkway currently lacks any seating or walks, and much of the greenspace has been eliminated for additional through- and turning-lanes. The original landscaping, curbing, seating, and lighting have all been replaced, further diminishing the parkway's integrity. Parkways were designed to exclude transportation other than automobiles. Today, trucks are not restricted on Central Parkway and several bus routes travel along the roadway. Due to the many alterations to the parkway undertaken since the 1950s, Central Parkway has lost integrity of materials, workmanship, design, setting, feeling, and association and is recommended not eligible for listing in the NRHP. Figures 19 and 20 provide historic and contemporary views of Central Parkway, showing the dramatic changes of the resource.

10-6301

Figure 19. Ca. 1929 View of Central Parkway at Walnut Street

Figure 20. 2011 View of Central Parkway at Walnut Street

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1029 Main Street – Woodward Building & Loan (HAM-6931-44)
The Woodward Building & Loan building at 1029 Main Street is a small, ca. 1940, one-story, Art Deco-influenced bank building. The building has a raised granite foundation with a limestone wall treatment above, decorative concrete pilasters separating each bay, window openings with original multi-pane sash, and a flat roof. Large spandrels extend across each bay and contain Art Deco-influenced carvings.

The building originally housed a small local firm, the Woodward Building & Loan Company, from ca. 1940 to the 1960s, and is currently owned by the law firm of Roeller, Roeller, and Jamison. The building's condition is unchanged since the original OHI submittal in 2004. The building retains integrity of materials, workmanship, design, feeling, location, and association. Integrity of setting has been compromised by the demolition of neighboring buildings, and their replacement with new construction, or surface parking lots. As a highly intact example of the Art Deco style, as applied to a small scale office building, the Woodward Building and Loan Company building is recommended eligible for listing in the NRHP under Criterion C.

4.2.1 Field Survey Results

The resources located within the APE along Vine Street, extending from the northern boundary of the NRHP-listed Over-the-Rhine Historic District north to the intersection with Corry Street and from Corry Street east to approximately its intersection with Vine Street, were considered as potentially constituting one or more historic districts. The resources along Vine Street are not eligible as an extension of the Over-the-Rhine Historic District because they do not share the same flat topography and dense setting as the rest of the historic district. Furthermore, the area between the Over-the-Rhine Historic District and Hollister Street is not eligible as a separate historic district because only 10 of the 25 buildings in this area depicted on the 1891 Sanborn Map (Hollister Street was then called Milk Street) remain extant. Of the extant buildings, none retain sufficient historic integrity to be considered eligible for inclusion in the NRHP as individual resources. Resources along Vine Street from Hollister Street to the resources on Corry Street are not eligible as part of a larger historic district because this area has lost a considerable amount of building stock, especially along the north side of McMillan Street, which is currently vacant. One individual resource, Inwood Park at 2326 Vine Street, is recommended as individually eligible for inclusion in the NRHP. All resources surveyed along Vine and Corry streets, north of the Over-the-Rhine Historic District, are identified in Table 7 and described in the following paragraphs.

Table 7. Surveyed Resources North of the Over-the-Rhine Historic District

Address	Date of Construction	Status
2287 Vine Street	ca. 1885	Not Eligible
2301 Vine Street	ca. 1875	Not Eligible
2307 Vine Street	ca. 1911	Not Eligible
2313 Vine Street	ca. 1850	Not Eligible
2315 Vine Street	ca. 1875	Not Eligible
2325 Vine Street	ca. 1890	Not Eligible
2326 Vine Street - Inwood Park	ca. 1904	Eligible
2333 Vine Street	ca. 1884	Not Eligible
2335 Vine Street	ca. 1875	Not Eligible

Table 7. Surveyed Resources North of the Over-the-Rhine Historic District

Address	Date of Construction	Status
2337 Vine Street	ca. 1890	Not Eligible
2347-2351 Vine Street IKRON Building	ca. 1911	Not Eligible
2385 Vine Street	ca. 1880	Not Eligible
2401 Vine Street	ca. 1880	Not Eligible
2409 Vine Street	ca. 1875	Not Eligible
2411 Vine Street	ca. 1875	Not Eligible
2413 Vine Street	ca. 1875	Not Eligible
2415 Vine Street	ca. 1910	Not Eligible
2417 Vine Street	ca. 1880	Not Eligible
2419 Vine Street	ca. 1870	Not Eligible
2425 Vine Street	ca. 1880	Not Eligible
2427 Vine Street	ca. 1880	Not Eligible
2429 Vine Street	ca. 1880	Not Eligible
2431 Vine Street	ca. 1890	Not Eligible
2433 Vine Street	ca. 1880	Not Eligible
2436 Vine Street	ca. 1956	Not Eligible
2442 Vine Street	ca. 1895	Not Eligible
2444 Vine Street	ca. 1890	Not Eligible
1 McMillan Avenue	ca. 1880	Not Eligible
2601 Glendora Avenue	ca. 1894	Not Eligible
2601 Vine Street	ca. 1930	Not Eligible
2606 Vine Street	ca. 1870	Not Eligible

2287 Vine Street (UTM: 16 E 714843 N 4333410)
The resource is a ca. 1885, two-story, brick, single-family dwelling built in the Italianate Style (Plate A1). The building exhibits an asphalt-shingled roof, a rock-faced plain ashlar stone foundation, and replacement one-over-one vinyl sash. The primary (east) façade features a bracketed cornice with molded fascia boards and rectangular cornice windows. The window openings on the primary façade have pointed arch bracketed hoods and bracketed sills. The main entryway features a bracketed lintel, a replacement transom window, and the doorway appears to have been partially infilled to accommodate a smaller modern door. A brick chimney stack is located along the building's south façade. A rock-faced plain ashlar stone retaining wall is located in front of the building.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building embodies distinctive characteristics of the Italianate Style, including its cornice and window lintels and sills, but is not an excellent example of the style and does not represent the work of a master. Furthermore, the building has lost integrity of workmanship, design, and materials due to the application of replacement sash and the partial infill of the entryway. As an undistinguished example of the Italianate Style that has lost historic integrity, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2301 Vine Street (UTM: 16 E 714846 N 4333426)
The resource is a ca. 1875, two-story, multiple-family dwelling built in the Italianate Style (Plate A2). The building exhibits a standing seam metal roof, replacement one-over-one

vinyl sash, and is clad in replacement vinyl siding. The primary (east) façade features a bracketed cornice and decorative flat hoods over the second story window openings. The porch on the primary façade has been permanently enclosed vinyl siding and one-over-one vinyl sash. Historic multi-pane casement sash are located behind the replacement sash within the porch. A brick chimney stack is located along the building's north façade. A rock-faced plain ashlar stone retaining wall is located in front of the building.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building embodies distinctive characteristics of the Italianate Style, including its cornice and decorative window hoods, but is not excellent example of the style and does not represent the work of a master. Furthermore, the building has lost integrity of workmanship, design, and materials due to the application of replacement building materials and the enclosure of the front porch. As an undistinguished example of the Italianate Style that has lost historic integrity, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2307 Vine Street (UTM: 16 E 714852 N 4333447)
The resource is a ca. 1911, brick, two-and-a-half-story, multiple-family dwelling with elements of the Neoclassical Style (Plate A3). The building exhibits an asphalt-shingled roof, rock-faced plain ashlar stone foundation, and historic one-over-one wood sash. The front gable of the primary (east) façade features decorative fishscale shingles, a squared Palladian window with replacement vinyl sash, and an unadorned fascia board with gable returns. A one-story, full-width porch with brick columns on stone piers and a plain, replacement balustrade is located along the primary façade. Transoms are located over the main entryway and window opening of the first story of the primary façade. Unadorned squared lintels and sills are found at the window openings along the secondary façades. A shed dormer and brick chimney stack are located along the building's north façade. A rock-faced plain ashlar stone retaining wall is located in front of the building.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building embodies distinctive characteristics of the Neoclassical Style, including the decorative features of the front gable and entry porch, but is not excellent example of the style and does not represent the work of a master. Furthermore, the building has lost integrity of workmanship and materials due to the application of replacement building materials on the half story and porch of the primary façade. As an undistinguished example of the Neoclassical Style that has lost historic integrity, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2313 Vine Street - Coffee & Cream Convenience Store (UTM: 16 E 714860 N 4333469)
The resource is a ca. 1850, brick, two-story multiple-use building with a convenience store located on the first story and apartments on the second story (Plate A4). The side-gabled building exhibits an asphalt-shingled roof and a painted stone foundation. Brick chimney stacks are located at the gabled ends. The main entrance into the store is located in the central bay of the primary (east) façade, and appears to have had a transom that is currently infilled with a fan. The window openings on the primary façade have been partially infilled to accommodate smaller replacement one-over-one aluminum sash. A two-story porch is

located on the north façade and appears to lead to the second story apartments. The porch, which features wood columns and balustrades, is in poor condition.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building does not embody the distinctive characteristics of a type, period, or method of construction, and does not represent the work of a master. Furthermore, the building has lost integrity of workmanship, design, and materials due to the application of replacement building materials and the partial infill of the primary façade window openings. As an undistinguished example of the vernacular style that has lost historic integrity, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2315 Vine Street (UTM: 16 E 714865 N 4333485)
The resource is a ca. 1875, brick, two-and-a-half-story, multiple-family dwelling with elements of the Italianate Style (Plate A5). The building exhibits an asphalt-shingled roof, a parged foundation, and replacement one-over-one sash that are slightly smaller than the original window openings. The primary façade features a cornice with rounded window openings and decorative molding and lintel courses that run the width of the building at the basement and first story window openings. The 1891 Sanborn Map indicates the building had a porch along its primary façade; this porch is no longer extant (Sanborn Fire Insurance Company 1891). The main entry is located on the building's south façade. The rear one-story portion of the building appears to date to its original construction (Sanborn Fire Insurance Company 1891).

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building features a cornice, which is a distinctive characteristic of the Italianate Style, but is not excellent example of the style and does not represent the work of a master. Furthermore, the building has lost integrity of workmanship, design, and materials due to the application of replacement building materials and the removal of the primary façade porch. As an undistinguished example of the Italianate Style that has lost historic integrity, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2325 Vine Street (UTM: 16 E 714872 N 4333521)
The resource is a ca. 1890, two-and-a-half-story, brick, Italianate Style multiple-family dwelling that is currently vacant (Plate A6). The building exhibits an asphalt-shingled roof and a rock-faced plain ashlar stone foundation. The one window opening not covered with plywood features a historic one-over-one wood sash. The primary (east) façade features a bracketed cornice with rounded window openings, simple lintels over the second story window openings, and a lintel course at the first story. Two entryways are located on the primary façade; the central entrance is covered with plywood and both entry transoms have been infilled. A brick chimney stack is located along the south façade; another on the north façade is no longer extant. Ghosting of a formerly neighboring building is evident on the north façade. The building currently is vacant and in poor condition.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building features a cornice, which is a distinctive characteristic of the Italianate Style,

but is not excellent example of the style and does not represent the work of a master. Furthermore, the building has lost integrity of workmanship, design, and materials due to the infill of the transoms and covering of most of the window and door openings. As an undistinguished example of the Italianate Style that has lost historic integrity, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2326 Vine Street - Inwood Park (UTM: 16 E 714935 N 4333529)
The resource is an approximate 20 acre city park located on the east side of Vine Street between East McMillan and Thill streets. The park includes a ca. 1910 pavilion, a 1911 memorial to Friedrich Ludwig Jahn, a 1941 comfort station (HAM-7538-05), and non-historic playground equipment, swimming pool, and artificial lake.

The City of Cincinnati purchased this former stone quarry in 1904, developing the area as Inwood Park. During this period, parks within the city were unorganized and small in total acreage compared to those in other cities of similar size. At the beginning of the twentieth-century, city leaders formed the Greater Park League, which encouraged interest in the city parks and to the establishment of an official city park commission. In 1906, the city hired landscape architect George Kessler to reorganize and expand the city park system (Findsen 2005:87–88). Although the land was purchased prior to the hiring of Kessler, Inwood Park became part of Kessler's 1907 plan to make Cincinnati's park into a comprehensive system.

The ca. 1910, Mission Style, two-story pavilion is located north of Thill Street and faces Vine Street (Plate A7). The building exhibits an asphalt-shingled hipped roof with overhanging eaves and exposed rafters. The first story is covered with stucco and features arched window and door openings and decorative brackets in the Mission Style. The first story houses 'Boys' and 'Girls' restrooms, whose window openings currently feature louvered sash that provide ventilation. The second story, which was added in 1913, features stuccoed squared and rounded columns that are currently enclosed with metal bars. Two 1913 one-story stuccoed additions are located at the building's north and south façades.

The 1911 memorial to Friedrich Ludwig Jahn is located against the hillside between the pavilion and comfort station. Jahn, who lived from 1778 to 1852 in Germany, is considered the father of gymnastics. The memorial, sculpted by Leopold Fettweis, consists of a granite slab and a marble bust of Jahn.

The comfort station building was built in 1941 by R. Carl Freund for the Cincinnati Park Board (Plate A8). The one-and-a-half-story building features stone walls and a steeply pitched, side-gabled roof. The roof originally was covered with wood shingles, but was replaced with a standing seam, metal roof in 1988 (Sullebarger 1992). The primary (west) façade features built in stone benches within the recessed entryway. The front and rear façades have shallow, shed roof dormers. The building is located along the banks of a reflecting pool that is seasonally filled with water.

Playground equipment and sporting court surfaces are located south and west of the pavilion building. The swimming pool is located between the pavilion and comfort station buildings near Vine Street.

Inwood Park is associated with the beginning of the city's modern park system under the direction of George Kessler. Therefore, the park and its historic resources are eligible for

inclusion in the NRHP under Criterion A as a significant resource to the City of Cincinnati's park history. While the buildings were designed by local architects and the park was part of the Kessler Plan, the park is not directly associated with significant persons, and therefore, is not eligible under NRHP Criterion B. The firm of Rapp, Zettel, and Rapp designed the original pavilion building in 1910. In 1913, Zettel & Rapp redesigned the building, adding the second story and several additions. The architectural firm of Rapp, Zettel, and Rapp (1903–1912), later Zettel & Rapp (1913–1930), was responsible for several local buildings and structures, including the Mariemont Inn in Mariemont and the fountain on Hyde Park Square, which is also a City of Cincinnati park property (Langsam 2008). The building exhibits distinctive characteristics of the Mission Style, including wide overhanging eaves with exposed rafters, squared piers that support the roof, arched openings, and covered in stucco. The building is believed to be one of the oldest extant buildings in the Cincinnati park system. As an uncommon example of the Mission Style in Cincinnati that was designed by a prominent local architecture firm and retains historic integrity, the building is individually eligible under Criterion C. Local architect R. Carl Freund designed the comfort station as one of many buildings for the City of Cincinnati Parks during his 29-year tenure with the Park Board (Sullebarger 1992). The rustic design of the building was meant to blend in the park's natural surroundings. Even though the replacement of the wood shingle roof with the existing standing seam metal roof has caused the building to lose its rustic feel, this change does not compromise its overall integrity (Recchie 2008: Section F, page 64). According to the 2008 MPD, as an example of rustic park architecture designed by a prolific local architect, the building is individually eligible under NRHP Criterion C. Overall, Gray & Pape recommends Inwood Park as eligible for inclusion in the NRHP under Criterion A as a historic district that includes as contributing resources, the pavilion, comfort station, and the Jahn Memorial. Gray & Pape, in concurrence with the MPD of Historic Resources of the Cincinnati Park and Parkway System (Recchie 2008), also recommends the pavilion and comfort station as individually eligible for inclusion in the NRHP under Criterion C.

2333 Vine Street (UTM: 16 E 714879 N 4333545)
The resource is a ca. 1884, two-story, single-family dwelling with elements of the Italianate Style (Plate A9, far left). The building exhibits an asphalt-shingled roof, a parged foundation, and is clad in replacement vinyl siding. The primary (east) façade features a bracketed cornice and a Palladian window on the second story that has been partially covered with vinyl siding. The remaining windows throughout the building are replacement one-over-one vinyl sash. The main entry on the primary façade features replacement wooden steps and railings leading to the entry and a transom over the doorway.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building features a cornice, which is a distinctive characteristic of the Italianate Style, but is not excellent example of the style and does not represent the work of a master. Furthermore, the building has lost integrity of workmanship, design, and materials due to the application of replacement building materials and the reconfiguration of the Palladian window. As an undistinguished example of the Italianate Style that has lost historic integrity, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2335 Vine Street (UTM: 16 E 714881 N 4333551)
The resource is a ca. 1875, two-story, single-family dwelling (Plate A9, center). The building exhibits an asphalt-shingled roof, a parged foundation, and is clad in replacement wood

siding that has covered most of the building's architectural detail. The windows throughout the building are replacement one-over-one vinyl sash. Replacement wood steps and railings lead to the main entry on the primary (east) façade. The side passage at the south bay of the primary façade has been infilled with replacement siding and a modern solid door. A chimney stack with four chimney pots is centrally located along the ridgeline.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building does not embody the distinctive characteristics of a type, period, or method of construction, and does not represent the work of a master. Furthermore, the building has lost integrity of workmanship, design, and materials due to the application of replacement building materials and the infill of the side passageway. As an undistinguished example of the vernacular style that has lost historic integrity, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2337 Vine Street (UTM: 16 E 714885 N 4333558)
The resource is a ca. 1890, two-and-a-half-story, brick, multifamily-dwelling built in the Italianate Style (Plate A9, far right). The building exhibits an asphalt-shingled roof, rock-faced plain ashlar stone foundation, and historic one-over-one wood sash. The primary (east) façade features a bracketed cornice with rounded sash, plain stone lintels and sills, and a plain stone stringcourse above the basement sash. The main entry on the primary façade features replacement concrete steps, a modern solid door, and a narrow transom. Two brick chimney stacks are located along the building's south façade.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building features distinctive characteristics of the Italianate Style, but is not excellent example of the style and does not represent the work of a master. Furthermore, the building has lost integrity of workmanship, design, and materials due to the application of replacement building materials around the main entry on the primary façade. As an undistinguished example of the Italianate Style that has lost historic integrity, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2347–2351 Vine Street - IKRON Building (UTM: 16 E 714918 N 4333612)
The resource is a ca. 1911, two-and-a-half-story, brick building constructed in the Italian Renaissance Style (Plate A10). The building exhibits a red clay tile hipped roof with three centrally located dormers and a rock-faced plain ashlar stone foundation. The building is five bays wide, with the end bays projecting forward. The end and central bays exhibit stone quoins. The cornice features projecting eaves with brackets and dentil molding. The window openings, which are currently infilled with small casement sash and glass block, have stone surrounds with keystones. The main entry on the primary (east) façade features a decorative entablature under a projected rounded arch supported by rounded columns. A modern aluminum door is located within the doorway. A large two-story, ca. 1970, brick addition is located along the building's south and west façades. The building served as a brewery workers union headquarters early in its history.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building features distinctive characteristics of the Italian Renaissance Style, but has lost

integrity of workmanship, design, and materials due to the infill of the window openings with glass block and the construction of the large modern addition. As an example of the Italian Renaissance Style that has lost historic integrity, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2385 Vine Street (UTM: 16 E 714985 N 4333704)
The resource is a ca. 1880, two-and-a-half-story, brick, multiple-family dwelling with some elements of the Italianate Style (Plate A11). The building exhibits an asphalt-shingled roof, a rock-faced plain ashlar stone foundation, and replacement one-over-one vinyl sash. The primary (east) façade features an unadorned, bracketed cornice, simple lintels over the second story windows, and a stone lintel course at the first story. The main entry is located in the rear ell of the building, which features wooden balconies at the second and half story entrances.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building features distinctive characteristics of the Italianate Style, but is not an excellent example of the style and does not represent the work of a master. Furthermore, the building has lost integrity of workmanship, design, and materials due to the application of replacement building materials. As an undistinguished example of the Italianate Style that has lost historic integrity, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2401 Vine Street (UTM: 16 E 715005 N 4333733)
The resource is a ca. 1880, two-story, Italianate Style building with commercial space on the east portion of the first story and apartment units in the other portions of the building (Plate A12). The parcel consists of two connected buildings, with the south portion being three bays wide and the north portion being two bays wide and having a slightly taller foundation that causes the buildings' floors not to align. A bracketed cornice, which is missing some brackets, runs along the primary (east) and south façades. Window openings on the first story have been infilled with glass block, brick, or smaller sash. The second story windows feature replacement one-over-one sash. Window openings throughout the building exhibit unadorned stone lintels and sills. A stone lintel course is located over the commercial space entrance. This corner entrance features a modern solid door and sidelights as well as a set of concrete steps and aluminum railings.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building features distinctive characteristics of the Italianate Style, but is not an excellent example of the style and does not represent the work of a master. Furthermore, the building has lost integrity of workmanship, design, and materials due to the application of replacement building materials and the infill of the first story window openings. As an undistinguished example of the Italianate Style that has lost historic integrity, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2409 Vine Street (UTM: 16 E 715022 N 4333762)
This resource is a ca. 1875, two-and-a-half-story, Italianate Style, multiple-family dwelling (Plate A13). Built of brick, the building includes an asphalt shingle roof and a limestone foundation. The primary façade features a bracketed cornice with a pair of rectangular windows, and three, one-over-one aluminum replacement sash windows. The windows each feature a molded window hood. A single, replacement door with transom and molded hood is located at the lower left side of the primary façade.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building embodies distinctive characteristics of the Italianate Style, including its cornice and window lintels and sills, but is not an excellent example of the style and does not represent the work of a master. Furthermore, the building has lost integrity of workmanship, design, and materials due to the application of replacement sash and door. As an undistinguished example of the Italianate Style that has lost historic integrity, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2411 Vine Street (UTM: 16 E 715028 N 4333766)
This resource is a ca.1875, two-and-a-half-story, Italianate Style, multiple-family dwelling (Plate A14). A wood frame building, this resource features an asphalt shingle roof, replacement wood clapboard and asbestos shingle siding and a brick and limestone foundation. The primary façade features a bracketed cornice with small, rectangular windows; a series of three, one-over-one aluminum replacement sash windows on the second story; and a centrally located, replacement door on the first story flanked by a pair of one-over-one aluminum replacement sash windows. Window and door surrounds consist of plain wood boards.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The only Italianate Style feature surviving on this building consists of a bracketed cornice. Consequently, the building is not an excellent example of the style nor does it represent the work of a master. Furthermore, the building has lost integrity of workmanship, design, and materials due to the application of replacement siding, sash, and door. As an undistinguished example of the Italianate Style that has lost historic integrity, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2413 Vine Street (UTM: 16 E 715033 N 4333776)
This resource is a ca.1875, two-and-a-half-story, multiple-family dwelling (Plate A15). A wood frame building, this resource features an asphalt shingle roof, asbestos shingle and vinyl siding, and a limestone foundation. The primary façade features asbestos shingle siding, a pair of original one-over-one double-hung windows on the second story and a sash door and window on the first story. A one-story enclosed porch addition extends the width of the primary facade. Built ca. 1975, the porch addition consists of brick and concrete. The side of the house features vinyl siding and a series of one-over-one vinyl sash.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B.

The only Italianate Style feature surviving on this building consists of a bracketed cornice. Consequently, the building is not an excellent example of the style nor does it represent the work of a master. Furthermore, the building has lost integrity of workmanship, design, and materials due to the application of replacement siding, sash, and insensitive porch addition. As an undistinguished example of the Italianate Style that has lost historic integrity, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2415 Vine Street (UTM: 16 E 715036 N 4333779)
The Hamilton County Auditor site gives a build date of 1880 for this resource. However, the primary façade appears to date to the 1910s or 1920s (Plate A16). Given the loss of a large portion of the rear half of the building, this particular resource likely experienced a fire or some other destructive event during the early twentieth century. The resource, as it currently exists, consists of a two-story (formerly two-and-a-half-story), single-family dwelling with a ca. 1920, Neoclassical Style, commercial façade. Clad with brick, the primary facade features a series of three, rectangular half-story windows along with what might have originally been an Italianate style cornice. Fenestration on the second story consists of a series of three, six-over-one, double-hung windows. A decorative brick arch adorns the top of each window. A running, limestone sill and limestone stringcourse provide relief between the first and second stories. Designed for commercial use, the first story includes a pair of doors, each located on either side of a large, commercial window, which has been infilled with Texture 1-11 plywood. The shop window is surmounted by a series of three, square-shaped transom windows. The door to the right of the window includes an elaborate, neoclassical surround, complete with an enclosed pediment. The door to the left of the shop window includes a sash door and transom.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. A building that has clearly experienced major alterations, it no longer conveys a sense of its original construction. In addition, the modified primary façade is merely a vernacular rendition of the neoclassical style. A building that has lost integrity of workmanship, design, and materials due to a major modification, the building is recommended not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2417 Vine Street (UTM: 16 E 715041 N 4333787)
Built ca.1880, this resource is a two-story, Italianate Style single-family dwelling (Plate A17). The primary façade of this brick building is divided into two bays, with a bracketed and paneled cornice, a pair of two-over-two double-hung windows on the second story, and a sash door and two-over-two double-hung window on the first story. Flat hoods surmount the windows and doors of the primary façade. The south façade, which extends along the side of the building between 2417 Vine Street and 2415 Vine Street, features a series of two-over-two double-hung windows. The building rests atop a limestone foundation.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building embodies characteristics of the Italianate Style, including its cornice and window hoods, but is not an excellent example of the style and does not represent the work of a master. As an undistinguished and common example of the Italianate Style, the building

is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2419 Vine Street (UTM: 16 E 715045 N 4333791)
This resource is a ca.1870, three-story, Italianate Style, multiple-family dwelling (Plate A18). Built of brick, the building features a bracketed and paneled cornice that extends along the primary and north facades. Divided into three bays, the primary façade includes a series of three, one-over-one replacement sash windows, located along the third and second stories. An Italianate style, segmental arch hood surmounts each of the windows. The first story features an infilled storefront. The storefront features four cast-iron columns surmounted by a simple, classical entablature. The storefront includes a door in the center flanked by a pair of one-over-one replacement sash windows. The storefront has been infilled with brick. However, given the presence of limestone lintels and sills within the window frames, in addition to the former presence of two-over-two double-hung windows (removed ca. 2008), the infill occurred early in the history of the building, if not at the outset of original construction. Fenestration along the north façade of the building, which fronts Ortiz Place, consists of one-over-one replacement sash windows. Less ornate than those found on the primary façade, windows on the secondary façade include simple, limestone sills and lintels.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building embodies characteristics of the Italianate Style, including its cornice and window hoods, but is not an excellent example of the style and does not represent the work of a master. As an undistinguished and common example of the Italianate Style, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2425 Vine Street (UTM: 16 E 715056 N 4333815)
The resource is a ca. 1880, two-and-a-half-story, Italianate Style, multiple-family dwelling (Plate A19). The building exhibits an asphalt-shingled roof, stone foundation, and is clad in painted brick. The windows are a mix of replacement one-over-one and six-over-six with false muntins sash. The primary (east) façade features a bracketed cornice with decorative molding and rectangular sash. Unadorned, rounded arch hoods with brackets are located above the window openings on the primary façade. The main entry, located at the north bay of the primary façade has been slightly infilled to accommodate a smaller modern door. The doorway features a transom. A one-story full-width porch is located across the primary façade and features historic columns with decorative scrollwork and sits on a stone pier foundation. A rock-faced, plain ashlar stone retaining wall is located in front of the building.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building embodies characteristics of the Italianate Style, including its cornice and window hoods, but is not an excellent example of the style and does not represent the work of a master. The building has lost integrity of materials and workmanship due to the application of replacement building materials. As an undistinguished and common example of the Italianate Style, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2427 Vine Street (UTM: 16 E 715060 N 4333822)
The resource is a ca. 1880, two-and-a-half-story, Italianate Style, multiple-family dwelling (Plate A20). The building features an asphalt-shingled roof, a rock-faced, plain ashlar stone foundation, replacement one-over-one sash, and is clad in replacement asbestos siding. The primary (east) façade features a bracketed and molded cornice and squared window hoods with brackets. A full-width, one-story porch along the primary façade features a hipped pent metal roof supported by spindlework columns. The porch also has replacement wood balustrades, railings, and steps. The main entryway on the primary façade exhibits a modern, solid door and a transom infilled with glassblock. A second entrance is located on the north façade under a hipped canopy supported with knee braces.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building embodies characteristics of the Italianate Style, including its cornice and decorative porch features, but is not an excellent example of the style and does not represent the work of a master. The building has lost integrity of materials, design, and workmanship due to the application of replacement building materials and the infill of the transom. As an undistinguished and common example of the Italianate Style, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2429 Vine Street (UTM: 16 E 715065 N 4333828)
Built a ca. 1880, this resource is a brick, two-and-a-half-story, Italianate Style, multiple-family dwelling (Plate A21). The building features an asphalt-shingled roof and a rock-faced plain ashlar stone foundation. The primary (east) façade exhibits a bracketed cornice with decorative molding and rectangular sash. The window openings on the primary façade have decorative surrounds and rounded hoods with keystones. The windows on the second story of the primary façade appear to be replacement two-over-two sash with false muntins. The window opening on the south bay of the primary façade has been partially infilled with brick and its surround removed to accommodate a shorter and wider sash. The main entry features a similar surround and hood. The entry door appears to be historic, but its transom has been covered.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building embodies characteristics of the Italianate Style, including its cornice and decorative window features, but is not an excellent example of the style and does not represent the work of a master. The building has lost integrity of materials, design, and workmanship due to the application of replacement building materials, the infill of the window opening on the primary façade, and the infill of the transom. As an undistinguished and common example of the Italianate Style, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2431 Vine Street (UTM: 16 E 715071 N 4333832)
Built ca. 1890, this resource is a two-and-a-half story, Italianate Style single-family dwelling (Plate A22). A side-gabled building built of brick, it features an Italianate style cornice with brackets, panels, and a pair of small, rectangular attic windows. Divided into two bays, the second story features a pair of two-over-two double-hung windows with arched window hoods. The first story includes an arched doorway on the right side of the façade and a

replacement, sliding window left of the door. The window features an arched hood, similar to those found on the second story. The building rests atop a limestone foundation.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building embodies characteristics of the Italianate Style, including its cornice and decorative arched window hoods, but is not an excellent example of the style and does not represent the work of a master. The building has lost integrity of materials due to the replacement of the first story window. As an undistinguished and common example of the Italianate Style, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2433 Vine Street (UTM: 16 E 715077 N 4333839)
Built ca. 1880, the resource is a three-and-a-half-story, Italianate Style building with commercial space on the first story and apartments on the upper stories (Plates A23). The building is located on the corner of Vine and McMillan streets with the primary (east) façade facing Vine Street. The building exhibits a flat roof, a stone foundation, and is clad in brick. A bracketed cornice with decorative molding is located around the primary and north façades, but rear portions of the building feature a simpler cornice. Window openings on the façades facing Vine and McMillan streets have decorative stone lintels and sills, while those on the other façades are unadorned. Window openings on the first story have replacement one-over-one sash with transoms. Window openings on the upper stories have replacement one-over-one sash. The corner entrance into the commercial space has been reconfigured to accommodate a smaller modern door and an extra sidelight south of the door.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building embodies characteristics of the Italianate Style, including its cornice and window hoods, but is not an excellent example of the style and does not represent the work of a master. The building has lost integrity of materials and workmanship due to the application of replacement building materials. As an undistinguished and common example of the Italianate Style, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2436 Vine Street (UTM: 16 E 715092 N 4333806)
This resource is a 1956, one-story, vernacular commercial building that follows a simple, rectangular plan (Plate A24). Built of cinderblock, it features a flat roof and a brick-clad storefront with a pair of replacement, sash doors on the left side of the primary façade and a pair of large, contiguous sliding windows on the right side of the primary façade. The building rests atop a concrete slab foundation.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. A common, vernacular building that lacks distinction, this resource is recommended not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2442 Vine Street (UTM: 16 E 715093 N 4333829)
Built ca.1895, this resource is a two-and-half-story Italianate Style, side-gabled commercial building (Plate A25, right). Built of wood, the building features an Italianate style cornice

along the primary façade, facing Vine Street. The building is covered with wood clapboard and features one-over-one double-hung windows on the upper half-story of the south façade (facing into a parking lot, located just off Vine Street) and two-over-two double-hung windows on the second and first stories of the south facade. The building also features a three-sided oriel window on the south façade. The primary façade is divided into two bays, with a pair of two-over-two double-hung windows on the second story and a modified storefront on the first story. The storefront consists of a large, replacement plate glass window and an aluminum and glass door. The windows on the second story feature flat, Italianate style window hoods.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building embodies characteristics of the Italianate Style, including its cornice and window hoods, but is not an excellent example of the style and does not represent the work of a master. The building has lost integrity of materials, design, and workmanship due to the modification of the storefront. As an undistinguished and example of the Italianate Style, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2444 Vine Street (UTM: 16 E 715097 N 4333834)
Built ca.1890, this is a two-story, Italianate Style, side-gabled commercial building (Plate A25, left). Built of brick, it features an Italianate Style cornice with brackets, panels, and small, rectangular attic windows. Divided into three bays, the primary façade features a series of three two-over-two double-hung windows on the second story and an infilled storefront on the first story. The windows on the second story feature Italianate Style, flat window hoods. The storefront has been infilled with board and batten siding. Replacement glass and aluminum doors are located at either side of the façade. The building rests atop a limestone foundation.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building includes characteristics of the Italianate Style, including its cornice and decorative window hoods, but is not an excellent example of the style and does not represent the work of a master. The building has lost integrity of materials, design, and workmanship due to the application of replacement building materials and the infill of the storefront. As an undistinguished and common example of the Italianate Style, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

1 McMillan Avenue (UTM: 16 E 715104 N 4333844)
Built ca.1880, this resource is a two-story, Italianate Style commercial building (Plate A26). Located on the corner of Vine Street and McMillan Avenue, the building features a U-shaped plan, with a storefront located largely along the west (Vine Street) façade. A small portion of the storefront wraps around the corner of the building to extend along the north (McMillan Avenue) façade. An Italianate style cornice, with brackets, panels and small, rectangular attic windows adorns the full length of the north and west façades. Fenestration on the second story consists of a series of five, two-over-two double-hung windows along the west façade and a series of eight, two-over-two double-hung windows along the north façade. Windows along the west façade feature Italianate style, gabled window hoods. Windows along the north façade feature flat, limestone lentils and sills. The windows on the

north façade have been entirely covered with paint. The storefront on the first story feature a series of cast iron columns, which divides the storefront into three bays, with one of the bays consisting of the main entrance into the building. The storefront has been infilled with Texture 1-11 plywood and aluminum sash windows.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building embodies characteristics of the Italianate Style, including its cornice and decorative window hoods, but is not an excellent example of the style and does not represent the work of a master. The building has lost integrity of materials, design, and workmanship due to the application of replacement building materials and the infill of the storefront. As an undistinguished and common example of the Italianate Style, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2601 Glendora Avenue (UTM: 16 E 715180 N 4334076)
The resource is a ca. 1894, two-and-a-half-story, brick, building that exhibits elements of the Italianate Style (Plate A27). The building exhibits a standing seam metal hipped roof, replacement one-over-one vinyl sash and replacement entry doors. A ca. 2000 concrete block addition is located at the rear of the building and currently houses a barbershop. The primary (east) façade features a bracketed cornice, plain stone lintels and sills, and a full-width, gabled-front porch with brick columns and balustrade. The house, not including the addition, is surrounded by a short concrete block wall.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building features distinctive characteristics of the Italianate Style, but is not excellent example of the style and does not represent the work of a master. Furthermore, the building has lost integrity of workmanship, design, materials, feeling, and association due to the ca. 2000 addition, the application of replacement building materials, and the concrete block wall surrounding the parcel. As an undistinguished example of the Italianate Style that has lost historic integrity, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2601 Vine Street (UTM: 16 E 715254 N 4334071)
The resource is a ca. 1930, one-story, brick, commercial building with elements of the Neo-Classical Style (Plate A28). The building exhibits a flat roof, concrete foundation, replacement aluminum storefront sash, and replacement entry doors. One window opening on the south façade has been infilled with plywood. A simple entablature surrounds the building. The primary (east) façade features rounded and squared columns while squared pilasters are located along the south façade. The primary façade also features three separate storefront entrances. The center entrance was remodeled ca. 2009 with a molded slipcover.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building features distinctive characteristics of the Neo-Classical Style, but is not excellent example of the style and does not represent the work of a master. Furthermore, the building has lost integrity of workmanship, design, and materials due to the application of replacement building materials and the modern remodeling of the center storefront. As an

undistinguished example of the Neo-Classical Style that has lost historic integrity, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

2606 Vine Street (UTM: 16 E 715289 N 4334093)
The resource is a ca. 1870, two-and-a-half-story, brick, building constructed in the Italianate Style (Plate A29). The building exhibits a rock-faced plain ashlar stone foundation and historic one-over-one and six-over-six wood sash. The primary (west) façade features a bracketed cornice, window openings with decorative stone lintels and sills, and a recessed entry. Two internal chimney stacks are located within the building's south façade. The building has been converted from a single-family dwelling into office space and currently houses a City of Cincinnati Police Substation.

Research in local libraries and other repositories revealed that the building is not associated with significant events or persons, and therefore, is not eligible under NRHP Criterion A or B. The building features distinctive characteristics of the Italianate Style; however, it has lost integrity of association and feeling due to the change of use from dwelling to office space. As a good example of the ubiquitous Italianate Style that has lost historic integrity, the building is not eligible under Criterion C. Gray & Pape recommends this resource as not eligible for inclusion in the NRHP.

5.0 ASSESSMENT OF EFFECTS

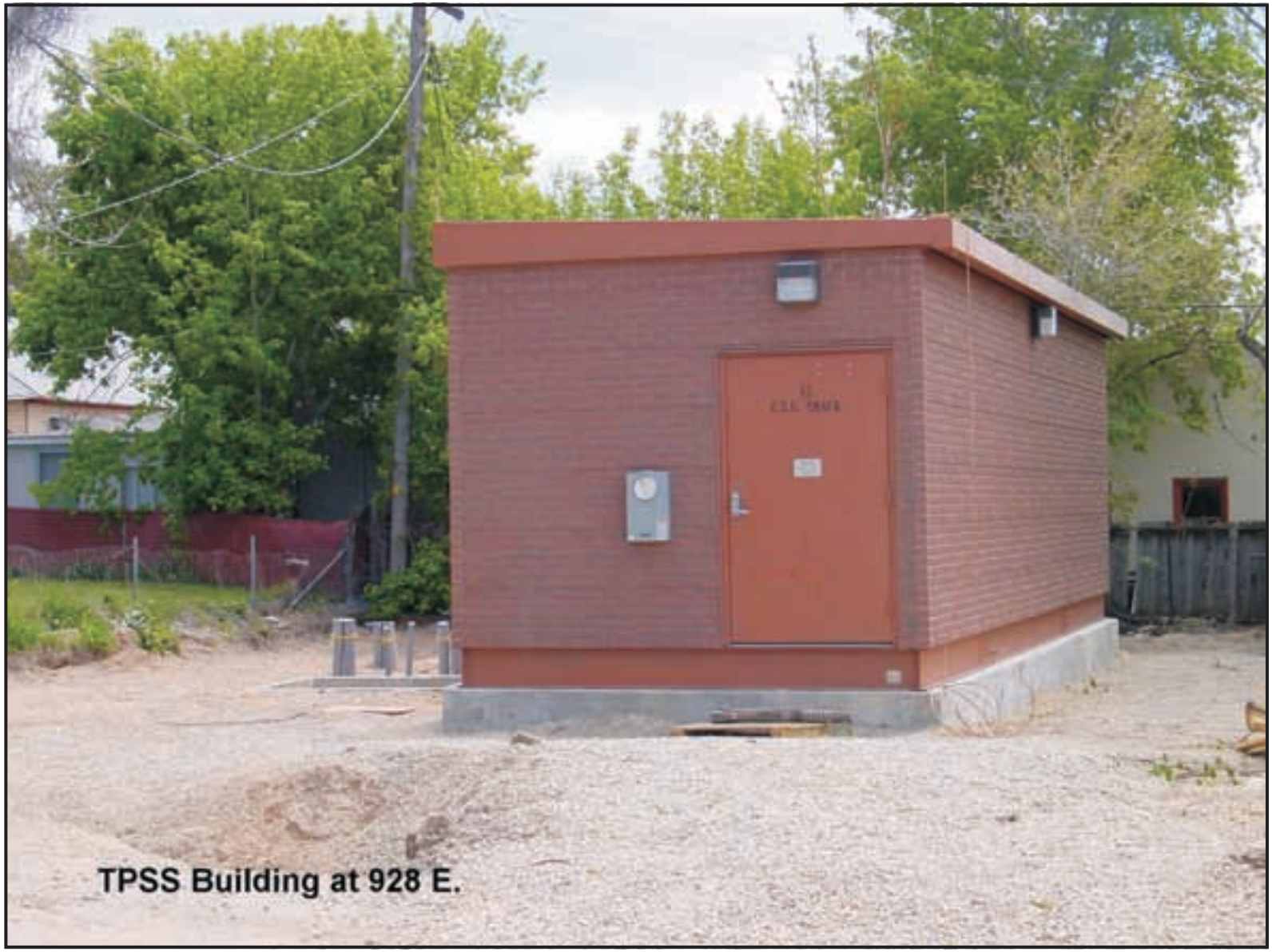
The construction of the Cincinnati streetcar system entails laying tracks in city streets; erecting a freestanding catenary system within sidewalk areas along the route; constructing 22 stops; constructing four electrical substations, and constructing a maintenance and storage facility (MSF). This undertaking will affect historic properties listed in or eligible for listing in the National Register of Historic Places (NRHP) by introducing new structures and features proximate to individually listed or eligible historic properties and within listed or eligible historic districts. Accordingly, as outlined in 36 CFR 800.5, the criteria of adverse effect have been applied to historic properties within the Area of Potential Effect (APE). An adverse effect "is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association" (36 CFR 800.5(a)(1)).

Gray & Pape applied the criteria of adverse effects to the various components of the streetcar system to determine whether any of these components would have an adverse effect upon the characteristics that make individual historic properties, or historic districts, within the APE eligible for inclusion in the National Register. An adverse effect associated with a single component of the system would be considered an adverse effect for the entire undertaking. Since the undertaking will not require the destruction, demolition, or alteration of any buildings or structures within the APE potential adverse effects are limited to visual effects that might diminish the integrity of a historic property's setting, feeling, or association. Examples of streetcar components from other cities are located on Figures 19-22.

Example of Streetcar Track and Catenary in Portland, Oregon

Example of Catenary and Shelter Stop in Portland, Oregon

Example of Catenary and Shelter Stop in Portland, Oregon



Example of Typical Streetcar Traction Power Substation in Utah

5.1 Track System

The streetcar line will include tracks placed in city streets. The streetcars will share the travel lanes with other vehicles and will require no exclusive rights-of-way. Track placement will generally be in the second traffic lane from the curb (adjacent to the curb lane). Some on-street parking will be eliminated near stops, and near intersections where the streetcar will make turns. Right-of-way is sufficient to accommodate turns at the corners of 12th Street and Elm Street and at Central Parkway and Walnut Street. The trackway will project less than 0.5-inches above the roadway surface. Construction of the trackway will entail an 18-inch deep excavation for placement of foundation material, slab, and track.

Cincinnati's streets are not considered historic properties and are not listed as contributing resources within NRHP-listed or local historic districts. Streetcar tracks have been located within streets throughout the APE since the last quarter of the nineteenth century. Installation of new tracks does not constitute a significant change from historic patterns of use. The shallow depth of the required excavations avoids disturbance of any subsurface archaeological resources that may be located below the streets (Figure 9). The construction of the track system will have no adverse effect upon any historic property within the APE, including both individual properties and historic districts.

5.2 Catenary System

Streetcars typically receive power via a pantograph that touches an overhead wire, called a catenary. The catenary system will be free-standing and will not be attached to, or in contact with, any extant building or structure. Catenary poles will be installed to support the overhead wire in a two-step process. The first step will be to drill 30-inch diameter holes behind existing curbs that, when filled with concrete and reinforcing steel, will serve as the foundation for the catenary poles. After the foundations have been set, poles will be bolted into place and cross-arms attached to carry the catenary wire. This construction process is essentially the same as that used for street light and traffic signal poles.

Catenary poles will be constructed adjacent to the roadways within the sidewalk areas along the streetcar alignment (Figure 10). The catenary poles will measure approximately 28 feet in height and will be spaced approximately 100 feet apart along the entire length of the route. The catenary poles will be simple in design, with no attempt made to create a historic appearance. The intent is to make the poles as visually non-intrusive and invisible as possible. In some locations the catenary poles will also carry streetlights and/or traffic signals. This co-location of services on a single pole will reduce the number of poles along the streets.

The wires are small in scale and do not represent a significant new visual element within the streetscape. Historic photographs indicate that city streets have been lined with utility poles for many decades (see Figures 3 and 4). The multiple cross arms and frequent spacing of poles seen in historic photographs represent a greater visual presence on the street than the proposed catenary poles. Historic photographs also show wires for streetcars, although in many instances the small diameter of the wires make these features virtually invisible.

In areas with overhead utilities, including most of Over-the-Rhine (OTR) and Uptown, the additional wires for the streetcar will be minimally visible, given the extensive existing overhead wire array. The visual effect upon the streetscape will be enhanced by the removal of some existing poles and the introduction of simple poles of a consistent design that will create a more uniform visual look along the street. Current conditions include a variety of different pole types and designs that create a cluttered appearance. In areas that currently have no overhead wires, the visual impact will be minor and may be mitigated through the use of street trees and other streetscape amenities.

The construction of the catenary system will have no adverse effect upon any historic property within the APE, including both individual properties and historic districts. It will not introduce a visual element that diminishes the integrity of the significant historic features of any historic property within the APE. The system will be entirely freestanding, and will not be attached to, or in contact with, any extant building or structure. The poles will be simple and utilitarian in design and will neither create a false historic appearance nor introduce a distracting modern design element. As with the track system, catenary systems have been located throughout the APE since the last quarter of the nineteenth century. Installation of a new catenary does not constitute a significant change from historic patterns of use.

5.3 Streetcar Stops

The optimum spacing between stops for pedestrian-oriented streetcar systems is between 800 and 1100 feet. A two-block spacing of stations is planned, based upon Cincinnati's downtown street grid spacing of 475 feet. Streetcar stops are anticipated to be similar in design to existing downtown bus stops, with a small shelter and a ticket vending machine (Figure 11). The proposed stops will be simple lighted structures comprised of three curved poles supporting a simple canopied roof. The stops will not have walls and will be utilitarian and simple in design. Each stop will contain a bench and a ticket vending machine. Eleven of the 22 proposed stops in the Central Business District (CBD) and OTR will require construction of bump-outs in order to allow the streetcar to run in the second lane of traffic and to preserve on-street parking where possible. Bump-outs are peninsulas in the street that provide a path for passengers to board and alight without requiring the streetcar to change lanes (reducing potential sideswipe traffic incidents). At these bump-outs, curb heights will be raised to 10 inches along stop frontages, with Americans with Disabilities Act (ADA)-compliant ramps or backslopes to sidewalk areas. Stations will be uniform in design throughout the route.

The streetcar stops are freestanding structures that will not be attached to, or in contact with, any extant building or structure. The simple, utilitarian design of the stops assures that they will not constitute either a falsely historic or a distractingly modern appearance within the streetscape. Where possible, the stops have been located in front of non-historic buildings or parking lots. Plates A30-A51 depict the location of each of the 22 stops.

The 22 proposed streetcar stops will have no adverse effect upon any historic property within the APE, including both individual properties and historic districts. They will not introduce a visual element that diminishes the integrity of the significant historic features of any historic property within the APE. The stops will be entirely freestanding, and will not be attached to, or in contact with, any extant building or structure. They will be simple and

utilitarian in design and will neither create a false historic appearance nor introduce a distracting modern design element.

5.4 Substations

The streetcar will require electrical substations to provide consistent levels of power for the vehicles. The substations will consist of small, one-story buildings containing electrical equipment that distributes electricity to the overhead wires that power the vehicles (Figure 12). The substations are expected to measure approximately 20 by 40 feet in plan. These structures are prefabricated and placed, so it is anticipated that on-site construction will be limited to construction of a concrete foundation pad and installation of a security fence. The buildings will not be staffed, but include two doors to permit access for technicians maintaining equipment. There will be four substations located along the streetcar alignment. They will be located at the following locations:

- Between Second Street and eastbound Fort Washington Way (I-71) just east of Main Street
- West of Walnut Street on Court Street
- Southwest corner of Findlay and Race streets
- On the north side of Vine Street between Mulberry Street and St. Joe Street

All these locations are currently parking lots or city property, with the exception of the Second Street location, which is in an unused middle portion of roadway right-of-way, and the Vine Street location, which is a vacant lot. Plates A52-A55 depict the location of each of the four substations.

The four proposed substations will have no adverse effect upon any historic property within the APE, including both individual properties and historic districts. Construction of the substations will not alter, directly or indirectly, any of the characteristics of any historic property that qualifies it for inclusion in the NRHP by diminishing the integrity of a property's location, design, setting, materials, workmanship, feeling, or association. The substations will not introduce a visual element that diminishes the integrity of the significant historic features of any historic property within the APE. The substations will be small, utilitarian, freestanding structures located either in existing surface parking lots or in existing roadway right-of-way.

5.5 Maintenance and Storage Facility

A maintenance and storage facility (MSF) is where transit vehicles are stored and maintained, and from where they are dispatched and recovered from service. The MSF for the Cincinnati Streetcar project will be designed to store nine vehicles and will measure approximately 250 feet in length and approximately 50 feet in width. The MSF will accommodate the seven vehicles required for the proposed system, with room for additional vehicles should the system be expanded. Two service bays, washing equipment, parts and equipment storage, and employee and administrative facilities also will be located within the MSF. The MSF location will include site lighting and protective fencing.

Three potential MSF sites have been identified. The first is located at 120 Henry Street between Elm and Race streets in a ca. 1960 industrial building. The second is located on

the north side of Henry Street between Elm and Race streets at 115 West McMicken Avenue. The third is located on Broadway Street between 3rd Street and East Pete Rose Way. Based on a comparative analysis of the three MSF sites, Location 1, on the south side of Henry Street at 120 Henry Street, is the preferred site. This 36,000-square foot rectangular-shaped site is located in the Over-the-Rhine Historic District in an area zoned as an Urban Mix district. It currently is owned by Nineteen Ten Elm Street, LLC, and is occupied by a vacant 30,000-square foot industrial building with basement. The size and shape of the site will permit storage for 12 streetcars.

The MSF will not have an adverse effect upon the qualities that make the Over-the-Rhine Historic District significant. No contributing resource will be demolished or damaged. The proposed Henry Street and West McMicken Avenue locations would each require demolition of one non-contributing resource within the Over-the-Rhine Historic District. The Broadway Street location is a surface parking lot and would not require demolition of any buildings or structures. Construction of the MSF will not alter, directly or indirectly, any of the characteristics of any historic property that qualifies it for inclusion in the NRHP by diminishing the integrity of a property's location, design, setting, materials, workmanship, feeling, or association. The size and scale of the proposed MSF is in keeping with that of the non-contributing resource that will be demolished to make way for the new facility. Consequently, the MSF will not introduce a visual element that diminishes the integrity of the significant historic features of any contributing resource with the Over-the-Rhine Historic District or of the district itself.

5.6 Potential Secondary Effects

Adverse secondary effects to cultural resources are unlikely to occur within the area surrounding the defined APE because any secondary effects associated with development and redevelopment activities would have to be carried out in accordance with the various federal, state, and local protection programs established to protect cultural resources within the Cincinnati area. For example, Chapter 1121 of the Cincinnati Building Code provides standards for the repair, alteration, addition, restoration and moving of historic buildings and structures. The City of Cincinnati's Historic Conservation Office developed conservation guidelines for the city's historic districts. These guidelines address new construction, additions, rehabilitation, site improvements, demolition, and non-contributing buildings. The purpose of the guidelines is to preserve the historic integrity of the districts.

No cumulative effects to cultural resources will occur because the project will be developed within areas (an existing ca. 1960s industrial property, roadways, sidewalks, and parking lots) where cultural resources are not present. The proposed undertaking will result in limited ground disturbance within city streets, which will be excavated to a depth of approximately 18 inches. The undertaking will have no effect upon subsurface archaeological resources in these locations.

Only one of the three alternative locations for an MSF has the potential to contain intact subsurface archaeological resources. Location 1 has an existing basement that will be utilized if this location is selected, eliminating the need for ground disturbance. Location 3 is in an area previously disturbed by the construction of Fort Washington Way. Should Location 2 be selected, a Phase I archaeology survey will be required to determine whether there is a potential for significant subsurface archaeological resources.

Due to the nature and schedule of the project, a Memorandum of Agreement (MOA) is currently being developed between the Federal Transit Administration (FTA), the City of Cincinnati and the Ohio Historic Preservation Office (OHPO) regarding coordination of detail design features associated with shelters, catenary poles, electrical substations and the MSF.

6.0 CONCLUSIONS AND RECOMMENDATIONS

The literature review identified 104 resources within the Area of Potential Effects (APE) that were previously documented in the Ohio Historic Inventory (OHI), eight of which are no longer extant. Seventeen extant, previously recorded National Register of Historic Places (NRHP)-listed resources were identified in the project APE. In addition, ten properties were identified as previously determined eligible for the NRHP. Five locally designated historic districts were identified within the project APE. Thirty-one previously unrecorded resources were identified along the Uptown route north of the Over-the-Rhine Historic District. Of these, Inwood Park, located at 2326 Vine Street, is recommended eligible for inclusion in the NRHP under Criteria A and C. As a result of consulting party comments, 16 properties were reexamined to determine NRHP eligibility. Four of these 16 properties are recommended eligible for listing in the NRHP. The APE contained no resources under 50 years old eligible for inclusion in the NRHP under the criteria considerations. In total, 32 resources within the APE are listed or recommended eligible for inclusion in the NRHP (Appendix E). Gray & Pape recommends no further History/ Architecture work.

The assessment of effects indicates that the proposed undertaking will not have any adverse direct or indirect effects upon historic properties. As presently designed, the proposed undertaking will not require the demolition or alteration of any NRHP-listed or -eligible property within the APE, precluding any direct adverse effects. Accordingly, since the undertaking will not require the destruction, demolition, or alteration of any buildings or structures within the APE, potential adverse effects are limited to visual effects that might diminish the integrity of a historic property's setting, feeling, or association. The assessment of effects indicates that any potential indirect effects will not constitute an adverse effect, as defined by 36 CFR 800.5(a)(1).

The proposed undertaking will result in limited ground disturbance within city streets, which will be excavated to a depth of approximately 18 inches. The undertaking will have no adverse effect upon subsurface archaeological resources in these locations and no further archaeological investigations are required in these locations. Only one (Location 2) of the three alternative locations for a maintenance and storage facility has the potential for intact subsurface archaeological resources. Should this location be selected, a Phase I archaeology study will be required to determine whether there is a potential for impacts to significant subsurface archaeological resources.

Due to the nature and schedule of the project, a Memorandum of Agreement (MOA) is currently being developed between the Federal Transit Administration (FTA), the City of Cincinnati and the Ohio Historic Preservation Office (OHPO) regarding coordination of detail design features associated with shelters, catenary poles, electrical substations and the MSF.

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APPENDIX A
PROJECT PLATES

Figures A1-A2. Location and Orientation of Plates

Plate A1. View of 2287 Vine Street, facing west.

Plate A2. View of 2301 Vine Street, facing northwest.

Plate A3. View of 2307 Vine Street, facing west.

Plate A4. View of 2313 Vine Street, facing southwest.

Plate A5. View of 2315 Vine Street, facing southwest.

Plate A6. View of 2325 Vine Street, facing southwest.

Plate A7. View of 2326 Vine Street, Inwood Park Pavilion, facing northeast.

Plate A8. View of 2326 Vine Street, Inwood Park Comfort Station (HAM-7538-05), facing southeast.

Plate A9. View of 2333, 2335, and 2337 Vine Street, facing northwest.

Plate A10. View of 2347-2351 Vine Street, facing west.

Plate A11. View of 2385 Vine Street, facing northwest.

Plate A12. View of 2401 Vine Street, facing northwest.

Plate A13. View of 2409 Vine Street, facing west.

Plate A14. View of 2411 Vine Street, facing southwest.

Plate A15. View of 2413 Vine Street, facing west.

Plate A16. View of 2415 Vine Street, facing northwest.

Plate A17. View of 2417 Vine Street, facing northwest.

Plate A18. View of 2419 Vine Street, facing west.

Plate A19. View of 2425 Vine Street, facing west.

Plate A20. View of 2427 Vine Street, facing west.

Plate A21. View of 2429 Vine Street, facing northwest.

Plate A22. View of 2431 Vine Street, facing northwest.

Plate A23. View of 2433 Vine Street, facing southwest.

Plate A24. View of 2436 Vine Street, facing southeast.

Plate A25. View of 2442 and 2444 Vine Street, facing southeast.

Plate A26. View of 1 McMillan Street, facing southeast.

Plate A27. View of 2601 Glendora Avenue, facing northwest.

Plate A28. View of 2601 Vine Street, facing northwest.

Plate A29. View of 2606 Vine Street, facing northeast.

Plate A30. View of Proposed Streetcar Stop Location 1 at East Freedom Way, facing west. Note construction prohibited a photograph of the exact location.

Plate A31. View of Proposed Streetcar Stop Location 2 at the southwest corner of the Fifth and Main Street intersection, facing west.

Plate A32. View of Proposed Streetcar Stop Location 3 at the northwest corner of the Sixth and Main Street intersection, facing west.

Plate A33. View of Proposed Streetcar Stop Location 4 at the northwest corner of the Eighth and Main Street intersection, facing west.

Plate A34. View of Proposed Streetcar Stop Location 5 at the northwest corner of the Court and Main Street intersection, facing west.

Plate A35. View of Proposed Streetcar Stop Location 5a at the northwest corner of the Court and Main Street intersection, facing west.

Plate A36. View of Proposed Streetcar Stop Location 6 on the north side of Twelfth Street east of Vine Street, facing north.

Plate A37. View of Proposed Streetcar Stop Location 7 at the northeast corner of the intersection of Elm and Fourteenth Street, facing east.

Plate A38. View of Proposed Streetcar Stop Location 8 on east side of Elm Street south of Liberty Street, facing east.

Plate A39. View of Proposed Streetcar Stop Location 9 on east side of Elm Street north of Findlay Market, facing northeast.

Plate A40. View of Proposed Streetcar Stop Location 10 on east side of Elm Street south of Henry Street, facing east.

Plate A41. View of Proposed Streetcar Stop Location 11 on west side of Race Street north of Findlay Market, facing west.

Plate A42. View of Proposed Streetcar Stop Location 12 on east side of Race Street south of Liberty Street, facing east.

Plate A43. View of Proposed Streetcar Stop Location 13 at the northeast corner of the Race and Twelfth Street intersection, facing east.

Plate A44. View of Proposed Streetcar Stop Location 14 within the Central Parkway grassy median at Vine Street, facing north.

Plate A45. View of Proposed Streetcar Stop Location 15 at the northwest corner of the Walnut and Ninth Street intersection, facing west.

Plate A46. View of the Proposed Streetcar Stop Location 16 at the northwest corner of the Walnut and Seventh Street intersection, facing west.

Plate A47. View of the Proposed Streetcar Stop Location 17 at the northwest corner of the Walnut and Fifth Street intersection, facing west.

Plate A48. View of the Proposed Streetcar Stop Location 18 at Walnut Street between Second and Third streets, facing west.

Plate A49. View of the Proposed Streetcar Stop Location 19 on east side of Vine Street north of Mulberry Street, facing east.

Plate A50. View of Proposed Streetcar Stop Location 20 on Corry Street east of Vine Street, facing south.

Plate A51. View of Proposed Streetcar Stop Location 21 on west side of Vine Street north of Mulberry Street, facing west.

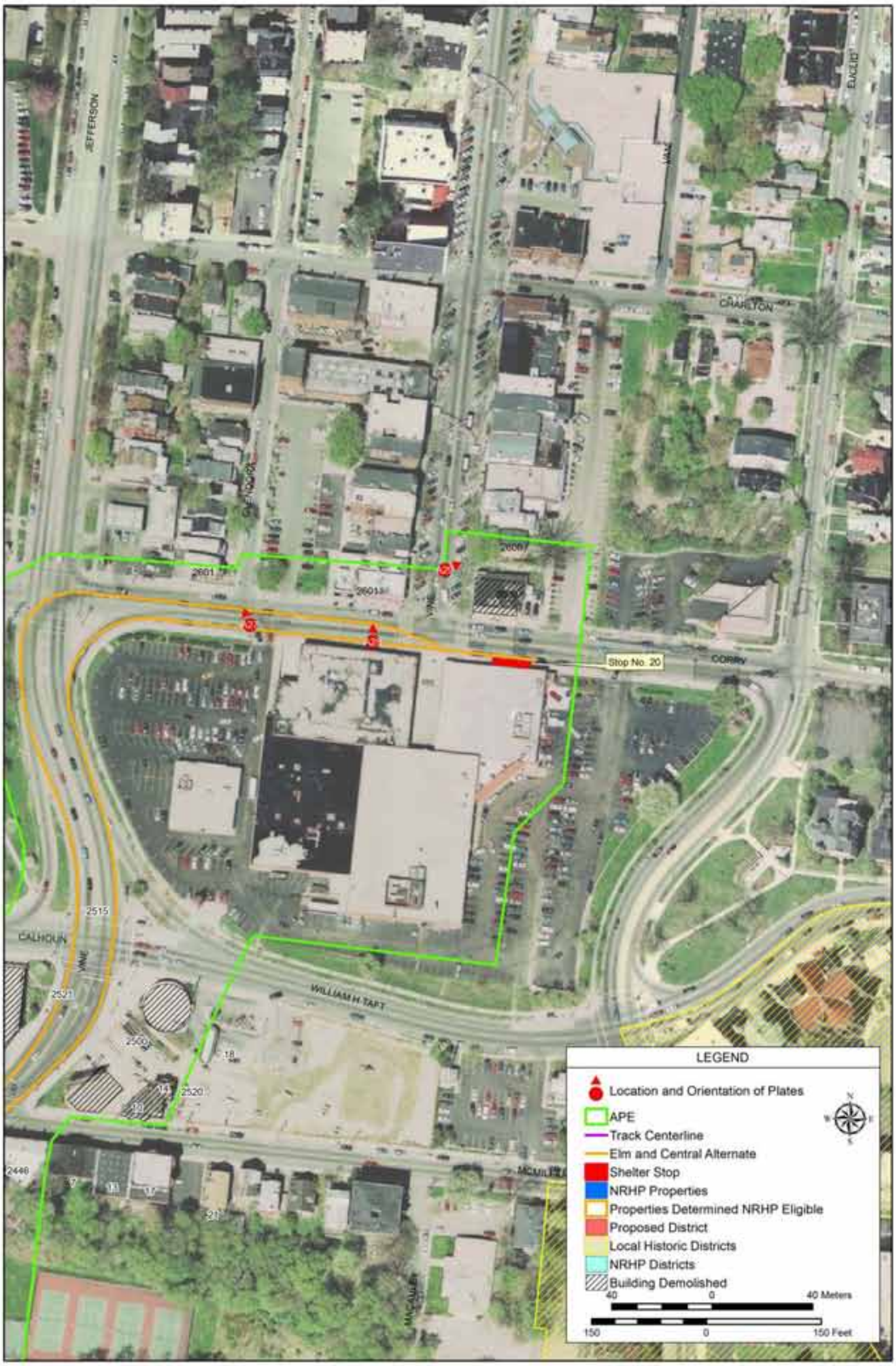
Plate A52. View of Proposed Substation Location between Second Street and eastbound Fort Washington Way (I-71) just east of Main Street.

Plate A53. View of Proposed Substation Location west of Walnut Street on Court Street.

Plate A54. View of Proposed Substation Location at the southwest corner of Findlay and Race streets.

Plate A55. View of the Proposed Substation Location on the north side of Vine Street between Mulberry Street and St. Joe Street.

Location and Orientation of Plates



Location and Orientation of Plates

10-6301

Plate A1. View of 2287 Vine Street, facing west.

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10-6301

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10-6301

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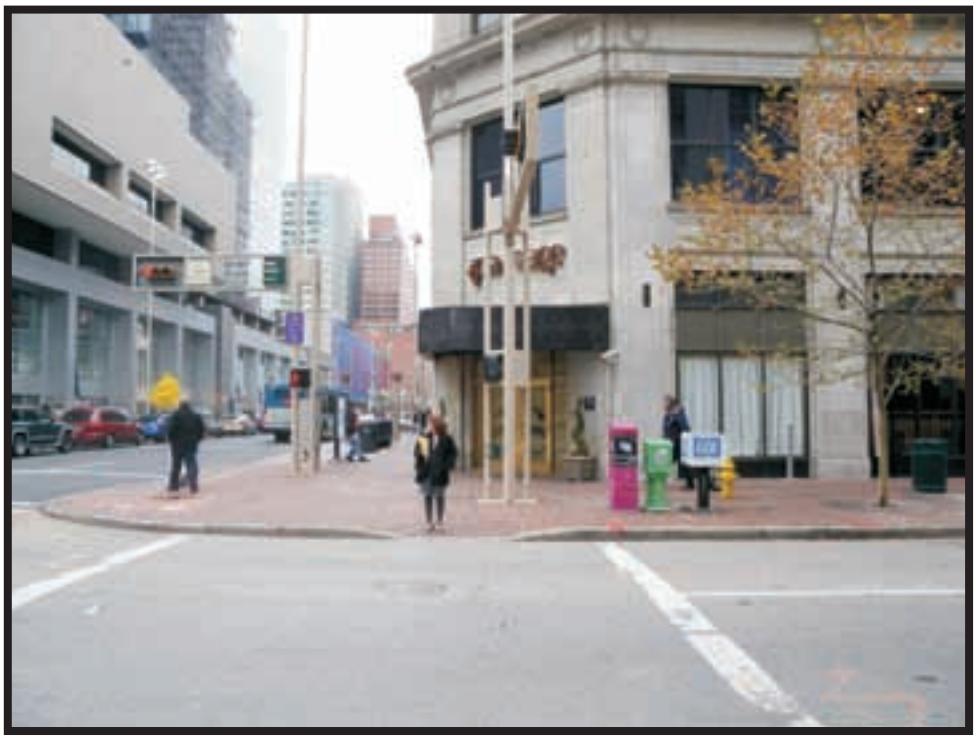

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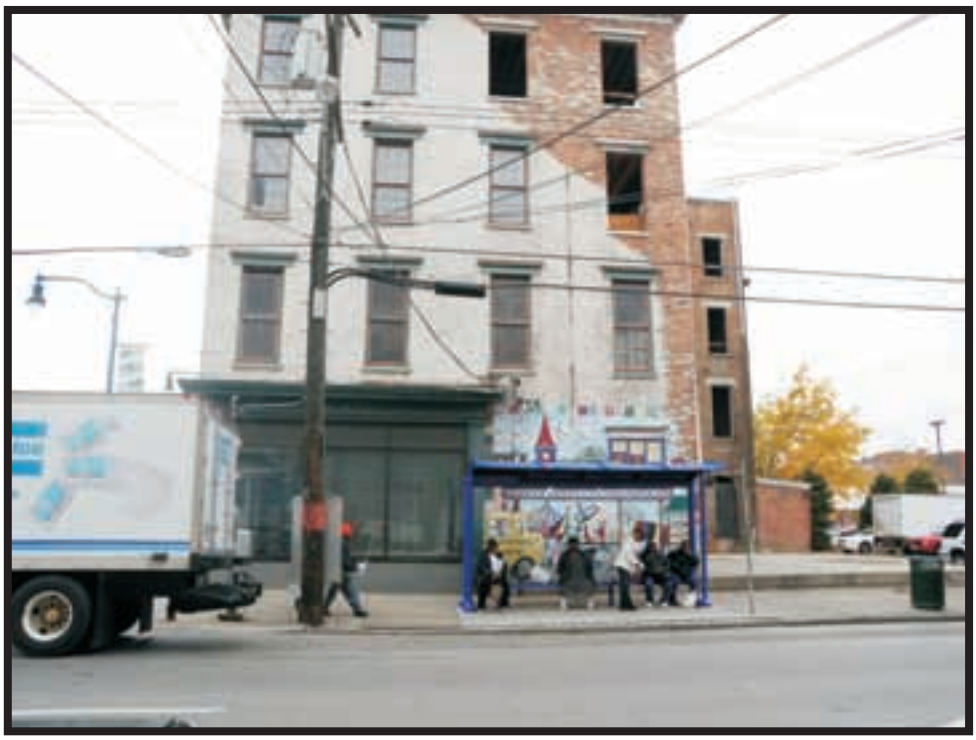

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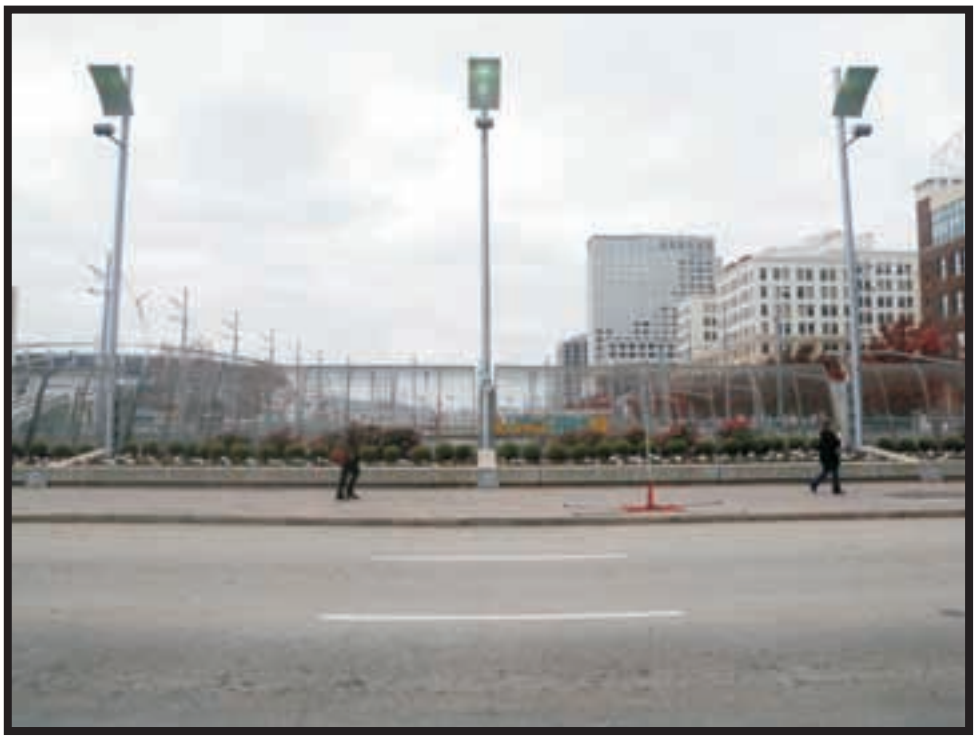

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APPENDIX B
CONSULTING PARTIES

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

Mr. Larry Harris
Cincinnati Historic Conservation Office
805 Centennial Plaza, Suite 700
Cincinnati, Ohio 54202

SEP 09 2010

Dear Mr. Harris:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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If you are interested in becoming a consulting party, please respond to Vanessa Adams, Community Planner at the above address or via fax, (312) 886-0351 by September 17, 2010.

Sincerely,

Marisol R. Simon
Regional Administrator

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

Mr. Brian Tiffany
Central Vine Business Association
111 East 13th Street
Cincinnati, Ohio 45202

SEP 09 2010

Dear Mr. Tiffany:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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Marisol Simon

Marisol R. Simon
Regional Administrator

U.S. Department
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**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

Mr. Jon Grosshans
U.S. Environmental Protection Agency
77 West Jackson Street
Chicago, Illinois 60604

SEP 09 2010

Dear Mr. Grosshans:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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Marisol Simon

Marisol R. Simon
Regional Administrator

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

Mr. Gregory J. Vehr
University of Cincinnati
2600 Clifton Ave. /610 UNIV PAV
Cincinnati, Ohio 45202

SEP 09 2010

Dear Mr. Vehr:

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Sincerely,

Marisol Simon

Marisol R. Simon
Regional Administrator

U.S. Department
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**Federal Transit
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REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

Mr. Paul Bernish
National Underground Railroad Freedom Center
50 East Freedom Way
Cincinnati, Ohio 45202

SEP 09 2010

Dear Mr. Bernish:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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Sincerely,

Marisol R. Simon
Regional Administrator

U.S. Department
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**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

Ms. Kelly Leon
Cincinnati Center City Development Corp.
1014 Vine Street
Cincinnati, Ohio 45202

SEP 09 2010

Dear Ms. Leon:

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Sincerely,

Marisol Simon

Marisol R. Simon
Regional Administrator

U.S. Department
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**Federal Transit
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REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

Mr. Douglas W. McDonald
Cincinnati Museum Center
1301 Western Ave.
Cincinnati, Ohio 45203-1130

SEP 09 2010

Dear Mr. McDonald:

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Marisol R. Simon
Regional Administrator

U.S. Department
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REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

Ms. Margaret Warminski
Cincinnati Preservation Association
342 West Fourth Street
Cincinnati, Ohio 45202

SEP 09 2010

Dear Ms. Warminski:

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Marisol R. Simon
Regional Administrator

U.S. Department
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**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

Ms. Julie Fay
Merchants of Main
1320 Broadway
Cincinnati, Ohio 45202-7315

SEP 09 2010

Dear Ms. Fay:

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Marisol R. Simon
Regional Administrator

U.S. Department
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**Federal Transit
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REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

Ms. Laurie Leffler
Federal Highway Administration
200 North High Street
Columbus, Ohio 45315-2408

SEP 09 2010

Dear Ms. Leffler:

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Sincerely,

Marisol Simón

Marisol R. Simon
Regional Administrator

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

Ms. Joline Molitoris
Ohio Department of Transportation
1980 West Broad Street
Columbus, Ohio 453223

SEP 09 2010

Dear Ms. Molitoris:

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Sincerely,

Marisol R. Simon
Regional Administrator

U.S. Department
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**Federal Transit
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REGION V
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200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

Ms. Julie Horne
Cincinnati Park Board
950 Eden Park Drive
Cincinnati, Ohio 45202

SEP 09 2010

Dear Ms. Horne:

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Marisol R. Simon
Regional Administrator

U.S. Department
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Illinois, Indiana,
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200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

Mr. David White
Pendleton Community Council
1326 Broadway #1
Cincinnati, Ohio 45202

SEP 09 2010

Dear Mr. White:

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If you are interested in becoming a consulting party, please respond to Vanessa Adams, Community Planner at the above address or via fax, (312) 886-0351 by September 17, 2010.

Sincerely,

Marisol R. Simon
Regional Administrator

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

Mr. Walter Reinhaus, President
Over-the-Rhine Community Council
19 West Elder Street
Cincinnati, Ohio 45202

SEP 09 2010

Dear Mr. Reinhaus:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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312-353-2789
312-886-0351 (fax)

Mr. Brian Tiffany, President
Over-the-Rhine Chamber of Commerce
111 East 13th Street
Cincinnati, Ohio 45202

SEP 09 2010

Dear Mr. Tiffany:

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Marisol Simon

Marisol R. Simon
Regional Administrator

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200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
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Mr. Ken Jones, President
Over-the-Rhine Foundation
13317 Main Street
Cincinnati, Ohio 45202

SEP 09 2010

Dear Mr. Jones:

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SEP 09 2010

Mr. Michael Deininger
Over-the-Rhine Gateway Quarter Merchants
1201 Vine Street
Cincinnati, Ohio 45202

Dear Mr. Deininger:

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Summer Sky Cohen, THPO/NAGPRA
Keweenaw Bay Indian Community
Lake Superior Chippewas
Tribal Historic Preservation Office
16429 Beartown Road
Baraga, Michigan 49908

SEP 09 2010

Dear Mr. Cohen:

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312-353-2789
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SEP 09 2010

Mr. Harold Frank, Chairperson
Attn.: Ms. Clarice M. Werle, NAGPRA Contact
Forest County Potawatomi
Community of Wisconsin Potawatomi Indians
P.O. Box 340
Crandon, WI 54520

Dear Mr. Frank:

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312-353-2789
312-886-0351 (fax)

Mr. Charles D. Enyart, Chief
Attention: Robin Dushane, Cultural Preservation Director
Eastern Shawnee Tribe of Oklahoma
P. O. Box 350
Seneca, MO 64865

SEP 09 2010

Dear Mr. Enyart:

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Michigan, Minnesota,
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200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

Kenneth Daugherty, Tribal Secretary
Attn.: Karen Kaniatobe, Cultural Preservation
Absentee-Shawnee Tribe of Oklahoma
2025 S. Gordon Cooper Drive
Shawnee, OK 74801-9381

SEP 09 2010

Dear Mr. Daugherty:

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SEP 09 2010

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200 West Adams Street
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312-353-2789
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Mr. Leaford Bearskin, Chief
Attn.: Kathy Welch, Environmental Specialist
Wyandotte Nation
P. O. Box 250
Wyandotte, Oklahoma 74370

SEP 09 2010

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200 West Adams Street
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Mr. Richard Monette, Chairperson
Attn.: Jeremy Laducer, THPO
Turtle Mountain Band of Chippewa Indians
P.O. Box 900
Belcourt, ND 58316

SEP 09 2010

Dear Mr. Monette:

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200 West Adams Street
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Mr. Ron Sparkman, Chairman
Shawnee Tribe of Oklahoma
Ms. Rebecca Hawkins, Tribal Administrator
21 N. Eight Tribe Trail
P. O. Box 189
Miami, OK 74354

SEP 09 2010

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of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

Ms. Kathleen Mitchell, THPO
Attn. Gail Thompson, Archaeologist
Seneca Nation of Indians
Tribal Historic Preservation Office
90 W. Hetzel Street
Salamanca, NY 14779

SEP 09 2010

Dear Ms. Mitchell:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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If you are interested in becoming a consulting party, please respond to Vanessa Adams, Community Planner at the above address or via fax, (312) 886-0351 by September 17, 2010.

Sincerely,

Marisol R. Simon
Regional Administrator

U.S. Department
of Transportation
**Federal Transit
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REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

Mr. Leroy Howard, Chief
Attn.: Paul Barton, Cultural Specialist
Seneca-Cayuga Tribe of Oklahoma
R2301 E. Steve Owens Blvd., PO Box 1283
Miami, OK 74355

SEP 09 2010

Dear Mr. Howard:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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Sincerely,

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Regional Administrator

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SEP 09 2010

Mr. Badger Wahwasuck, Chairperson
Attn.: Mr. Rey Kitchkumme, NAGPRA Contact
Prairie Band of Potawatomi Indians
16281 Q Road
Mayetta, KS 66509-8970

Dear Mr.Wahwasuck:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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If you are interested in becoming a consulting party, please respond to Vanessa Adams, Community Planner at the above address or via fax, (312) 886-0351 by September 17, 2010.

Sincerely,

Marisol R. Simon
Regional Administrator

U.S. Department
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Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

SEP 09 2010

Mr. John P. Froman, Chief
Peoria Tribe of Indians of Oklahoma
P.O. Box 1527
Miami, OK 74355

Dear Mr.Froman:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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Sincerely,

Marisol R. Simon
Regional Administrator

U.S. Department
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Illinois, Indiana,
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Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

Mr. Charles Todd, Chief
Attention: Charles Ulrey
Ottawa Tribe of Oklahoma
P. O. Box 110
Miami, OK 74355

SEP 09 2010

Dear Mr.Todd:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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Sincerely,

Marisol R. Simon
Regional Administrator

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200 West Adams Street
Suite 320
Chicago, IL 60608-5253
312-353-2789
312-886-0351 (fax)

Mr. Floyd Leonard
Attn.: Ms. Julie Olds, THPO
Miami Tribe of Oklahoma
202 South Eight Tribes Trail
P. O. Box 1326
Miami, OK 74355

SEP 09 2010

Dear Mr. Leonard:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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Sincerely,

Marisol R. Simon
Regional Administrator

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Suite 320
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312-353-2789
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SEP 09 2010

Mr. John A. Barrett, Jr., Chairperson
Attn: Jeremy Finch, NAGPRA Contact
Citizen Potawatomi Nation
1601 S. Gordon Cooper Dr.
Shawnee, OK 74801

Dear Mr. Barrett:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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Marisol R. Simon
Regional Administrator

U.S. Department
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**Federal Transit
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Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

SEP 09 2010

Mr. Joe Brooks, Chief
Attention: Levi Randoll, NAGPRA Contact
Delaware Tribal Headquarters
220 N. W. Virginia Avenue
Bartlesville, OK 74003

Dear Mr. Brooks:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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Marisol R. Simon
Regional Administrator

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200 West Adams Street
Suite 320
Chicago, IL 60608-5253
312-353-2789
312-886-0351 (fax)

SEP 09 2010

Mr. Kerry Holton, President
Attn.: Tamara Francis, Cultural Preservation Director
The Delaware Nation
Delaware Nation NAGPRA Office
P. O. Box 825
Anardarko, OK 73005

Dear Mr. Holton:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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Sincerely,

Marisol R. Simon
Regional Administrator

Telephone Log of Interested Consulting Parties

Cincinnati Streetcar Project

Date/Time	Contact & Telephone	Organization	Call Back/Confirmation
9/16 - 10:32 am	Ken Jones (513) 241-2022	OTR Foundation	9/21
9/17 – 9:19 am	Jon Grosshaus (312) 353-5617	USEPA	9/21 defer to local OHPO
9/20 – 10:29 am	Walter Reinhaus (513)241-3855	OTR Community Council	9/21

From:	MiCA 12/v
To:	Adams, Vanessa (FTA)
Cc:	MiCA O"Bryonville
Subject:	Consulting Party on Streetcar Transit Project, City of Cincinnati
Date:	Tuesday, September 21, 2010 12:14:13 PM

Dear Ms. Adams,

I recently received a letter inviting me to be a Consulting Party on the City of Cincinnati's Streetcar Transit Project. I would like to be involved. So yes, as an Over-the-Rhine business owner and Over-the-Rhine Gateway Quarter Merchants Association President, I am interested in becoming a consulting party.

Thank you,

Mike Deininger

MiCA 12/v

corner of 12th and Vine
Gateway Quarter/Over-the-Rhine
1201 Vine Street
Cincinnati, OH 45202
p 513.533.1974
p/f 513.421.3500

www.shopmica.com

U.S. Department
of Transportation
**Federal Transit
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REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
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Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

SEP 09 2010

Mr. Michael Deininger
Over-the-Rhine Gateway Quarter Merchants
1201 Vine Street
Cincinnati, Ohio 45202

Dear Mr. Deininger:

The Federal Transit Administration (FTA), City of Cincinnati along with the Southwest Ohio Regional Transit Authority are proposing the development of a streetcar transit system to serve as an urban circulator for the downtown Central Business District, Uptown district and adjoining neighborhoods. FTA invites you to become a Consulting Party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.

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Sincerely,

Marisol R. Simon
Regional Administrator

Yes! I would. 9/17
Thank you. Mike

Sep. 23. 2010 10:36AM Eastern Shawnee Tribe of OK. No. 2441 P. 2

Eastern Shawnee Tribe

CULTURAL PRESERVATION DEPARTMENT

P.O. BOX 350, SENECA, MO 64865

918 666 2435 EXT 247

culturalpreservation@estoo.net

September 15, 2010

U.S. Department of Transportation
Federal Transit Administration Region V
200 West Adams Street
Suite 320
Chicago, IL 60606-5253

RE: Cincinnati Streetcar Transit System

Dear Vanessa Adams;

The Eastern Shawnee Tribe's Cultural Preservation department has reviewed this undertaking as to the effect regarding religious and cultural significance to the historic properties. We are aware of historical Shawnee occupation in the area of Great Miami River and surrounding area.

We are interested in becoming a consulting party and the opportunity to offer input regarding the Streetcar project. We request to be contacted immediately if any inadvertent discoveries or human remains are uncovered throughout the various phases of construction.

We would also like to update you on our current Chief, Glenna Wallace. Thank you for the correspondence, we look forward to hearing from you.

Best Regards,

Robin Dushane
Cultural Preservation Director
Eastern Shawnee Tribe

Cc/jh

PEORIA TRIBE OF INDIANS OF OKLAHOMA
118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538
P.O. Box 1527
MIAMI, OKLAHOMA 74355

CHIEF
John P. Froman

SECOND CHIEF
Jason Dollarhide

September 15, 2010

Vanessa Adams
Community Planner
200West Adams Street, Suite 320
Chicago, IL 60606-5253

RE: Cincinnati Streetcar Project

Thank you for notice of the referenced projects. Please note that the contact person has changed, Frank Hecksher is the new Section 106/NAGPRA representative. The Peoria Tribe of Indians of Oklahoma is currently unaware of any documentation directly linking Indian Religious Sites to the proposed construction. In the event any items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during construction, the Peoria Tribe request notification and further consultation.

The Peoria Tribe has no objection to the proposed construction. However, if any human skeletal remains and/or any objects falling under NAGPRA are uncovered during construction, the construction should stop immediately, and the appropriate persons, including state and tribal NAGPRA representatives contacted.

JPC

John P. Froman
Chief

xc: Bud Ellis, Repatriation/NAGPRA Committee Chairman

09-22-10 IN 1217

TREASURER
John Sharp

SECRETARY
Hank Downum

FIRST COUNCILMAN
Carolyn Ritchey

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H.C. Buck Niehoff
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James Tarbell
Margaret H. Wyant

September 22, 2010

Vanessa Adams
Community Planner
U.S. Department of Transportation
200 West Adams Street, Suite 320
Chicago, Illinois 60606-5253

Dear Ms. Adams:

Thank you for contacting Cincinnati Preservation Association about the proposed Cincinnati streetcar project. I would welcome the opportunity to serve as a consulting party for this undertaking and offer input to the FTA about historic properties along the streetcar route. I was out of the office for a month due to illness and just received the letter from Ms. Simon inviting me to become a consulting party.

Thank you again for the opportunity to be involved in this project. Please contact me if you need additional information.

Sincerely,

Margo Warninski
Preservation Director
Field Representative, National Trust for Historic Preservation

342 West Fourth Street | Cincinnati, Ohio 45202-2603
513.721.4506 | Fax 513.721.6832 | info@cincinnatipreservation.org | www.cincinnatipreservation.org

CINCINNATI

PARKS

September 16, 2010

Ms. Marisol Simon
Regional Administrator
US Dept. of Transportation
200 West Adams Street Suite 320
Chicago, IL 60606-5253

BOARD OF PARK COMMISSIONERS

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Manager Financial Services

SUBJECT: Consulting Party on Cincinnati Streetcar Project

Dear Ms. Simon:

The Cincinnati Park Board is definitely interested in becoming a Consulting Party for the Cincinnati Streetcar project. The Park Director has designated Mr. Steven Schuckman, Superintendent of Park Planning & Design as the Park Board's Consulting Party staff.

Please contact Mr. Schuckman directly regarding his participation, including scheduling his attendance at meetings:

Cincinnati Park Board
Steven Schuckman, Superintendent
2625 Reading Road
Cincinnati, Ohio 45206-1617

Steven.schuckman@cincinnati-oh.gov

Phone (513) 475-9600
Fax (513) 475-0318

Thank you for inviting the Park Board to participate in the Cincinnati Streetcar Transit planning.

Sincerely,

Julie Horne

Julie Horne
Chief Business Officer

Copy- Steven Schuckman; Fax copy to Vanessa Adams at (312) 886-0351

950 Eden Park Drive
Cincinnati, Ohio 45202
Phone (513) 352-4080
Fax (513) 352-4096
www.cincinnati-oh.gov/parks

09-22-10 IN 1222

Consulting Party Comments Received after Distribution of Original Report

July 23, 2010

Chris Eilerman, Special Projects Coordinator
City of Cincinnati
Room 152, City Hall
801 Plum Street
Cincinnati, OH 45202-5706

Dear Mr. Eilerman:

RE: Cincinnati Streetcar Project, Hamilton County, OH

This letter is in response to your submission regarding the Cincinnati Streetcar Project that we received on June 17, 2010. Our comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, and the associated regulations at 36 CFR Part 800. We also received notification from the Region 5 office of the Federal Transit Administration that authorizes the City to initiate consultation with this office regarding the project.

At this point in time, we cannot concur with a finding of no historic properties affected for the Cincinnati Streetcar Project. The submission makes a series of recommendations about the likely affects of the project that are not supported by enough information for us to understand their basis. We offer the following comments so that the City can prepare a more complete documentation package that demonstrates their consideration of possible effects to historic properties.

The consultants retained to prepare the "Cincinnati Streetcar Phase I Cultural Resources Investigations" report provided the City with a 22 page document that summarizes the results of a preliminary review of previously identified historic properties within a lineal Area of Potential Effects. There is a "Historic Context" summary (3 pages), mapping and tables showing known historic properties (8 pages) and an "Assessment of Effects" (2 pages). The submission also lists the location of 3 potential sites for an associated maintenance and storage facility. No literature review of previous surveys in the project area was conducted. The conclusion of the report states that no further work is necessary to consider effects, since there were previously streetcars in Cincinnati and there would only be a ground disturbance for this project to a depth of 18 inches.

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We were not provided with information that describes the likely placement of rails, catenaries or stations/shelters for this new system, although we suspect that detailed information may not yet be available. As a result, we think that it is premature to reach conclusions about the likely effects of this project at this point in time.

During the Section 106 process, it is important to include planning for consultation and the participation of consulting parties, identifying historic properties and assessing effects. Under 36 CFR 800.5, this process should provide for the consideration of effects that are both direct and indirect, as well as those that may occur later in time or be cumulative.

First, the City and FTA need to demonstrate that consulting parties have ongoing opportunities to participate in discussions about findings and determinations made for this project. We don't have any information about any other consulting parties that were identified under 36 CFR 800.2(c). Consulting parties should include any individuals or organizations that have a demonstrated interest in the project and its effects on historic properties. Were potentially affected property owners made aware that they could participate in the Section 106 process? How did the City involve local groups with an interest in historic preservation or the locally designated historic districts? Can the City provide documentation that demonstrates how consulting parties and the public will be offered an opportunity to comment about this project's possible effects on historic properties? It's also our understanding that FTA reserved the right to designate consulting parties for this project. Has the City and FTA determined exactly how consulting parties would be identified during the consultation for this project?

In order for us to understand the basis of the current findings and determinations for this project, we need to know more about the likely scale and nature of the undertaking. We don't think that it's possible to conclude that the construction of shelters, catenaries, tracks, vending areas and a maintenance storage facility would not affect historic properties, without knowing more about the scale and design of these new features. We also need to know where these features would be placed, relative to the location of historic properties.

There was a very limited amount of information provided in the report about the identification of historic properties, consisting of a list of known individual properties and historic districts. Are there properties where changes in the streetscape would alter characteristics that contribute to their historic significance? For instance, do any downtown commercial buildings along the route have sidewalk vaults that would need to be removed to accommodate project construction?

The likelihood of archaeological properties being present in the project area was only considered in a brief discussion about the need for a "desktop archaeological study" for

the maintenance and storage facility. We don't agree that this is a meaningful level of effort to identify the likelihood of encountering archaeological properties. While we do not expect a comprehensive archaeological survey needs to be completed for the project corridor, it is our expectation that a more detailed consideration of the proposed construction plans would reveal opportunities that might allow the identification of archaeological sites.

We recommend that the City should plan to consult with this office and other consulting parties on a phased schedule, in order to allow for more meaningful consideration of possible effects on historic properties as more detailed project information becomes available as the design process matures. With the FTA's consent, we recommend that the City should consider entering into a Memorandum of Agreement for the project that allows for the phased identification of historic properties and more focused consideration of the project's likely effects in key project activity areas. This would include the maintenance storage facility and some shelter/station locations in close proximity to historic properties, if avoidance is not possible. This would allow for the City to demonstrate to FTA and other consulting parties that Section 106 consultation will occur as part of a structured, phased process.

We look forward to discussing this project with you and your consultants on August 4th by teleconference. We do recommend that you extend an invitation to FTA staff to participate in this call in order to take advantage of this opportunity to plan for future consultation.

If you have any questions about this letter or our continuing review of this project, please call me at (614) 298-2000. Thank you for your cooperation.

Sincerely,

Lisa Adkins, Architecture Review Mgr.
Resource Protection and Review

RPR Serial No. 1033594

Cc:
Vanessa Adams, FTA Region 5 Office, 200 West Adams St., Suite 320 Chicago, IL, 60606-5253
Blythe Semmer, ACHP, 1100 Pennsylvania Avenue NW, Suite 803, Old Post Office Building, Washington, DC 20004

October 25, 2010

Chris Eilerman, Special Projects Coordinator
City of Cincinnati
Room 152, City Hall
801 Plum Street
Cincinnati, OH 45202-5706

Dear Mr. Eilerman:

RE: Cincinnati Streetcar Project, Hamilton County, OH

This letter is in response to your submission regarding the Cincinnati Streetcar Project that we received on September 9, 2010. Our comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, and the associated regulations at 36 CFR Part 800. We also received information from the City and the Region 5 office of the Federal Transit Administration (FTA) that identified a number of consulting parties that have expressed an interest in participating in this consultation.

The original "Cincinnati Streetcar Phase I Cultural Resources Investigations" report provided the City with a 22-page document that summarizes the results of a preliminary review of previously identified historic properties within a lineal Area of Potential Effects. The revised report has been significantly expanded. Additional historic context information was provided, along with new survey data and more detailed descriptions of likely project activities.

We recommend that the City plan to provide all consulting parties with a copy of this report, a table of historic properties located within the APE, and a plan for future consultation that focuses on potential effects in areas where project activities that have the greatest potential to affect historic properties. In order for FTA to provide the necessary authorization for this project to move forward, we recommend that the Section 106 process for this project should be phased to allow for a targeted consideration of effects in the future. That will allow the City time to prepare more detailed and site-specific identification of historic properties and effect analysis near the shelters, substations and the Maintenance & Storage facility.

Assessment of Effects

The revised Phase I report now includes new information about the activities and construction items associated with the project, including photos of representative examples of track, catenaries and shelters located in other states. The report concludes that no historic properties

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would experience adverse effects from any project activity. We cannot agree with this effect determination based on the information that has been provided.

We recommend substantially expanding the discussion and analysis of effects for this undertaking. The project will introduce changes to this area. People will perceive differences after the undertaking as compared to before the undertaking. Some of these differences will include changes in the setting, feeling, and association of building and structures in the built environment. We understand that buildings won't be demolished. Our concerns focus on conducting an analysis of the changes in a way that meaningfully conveys the basis for decision-making.

Grappling with effects begins with the recognition that there will be effects. We are concerned with basic details such as the appearance of catenaries, shelters, and other new buildings. It is also important to address direct and foreseeable changes at a system-wide level of analysis. That is, the effects of this undertaking are more than the sum of the effects from each catenary, each shelter, each constructed element. The analysis of effects needs to establish a meaningful framework for evaluating effects. Not all effects are adverse effects. We need to have a clear understanding of thresholds distinguishing adverse effects from effects that aren't adverse, from changes that don't have the potential to result in effects.

The revised Phase I report dismisses the idea that there could be effects before providing a systematic discussion of the potential for this undertaking to have effects. Then, in a circular argument lacking analysis, the report concludes that there will be no historic properties affected. We don't understand the basis for this finding. The effects finding must be based on a logical discussion that allows for the possibility that the changes that will be observed within the setting and association of historic properties might be perceived as adverse effects.

It is this analytical framework for considering effects that provides a basis for us to agree on the level of effort needed to identify historic properties. Lacking this analytical framework for the consideration of effects, it isn't clear to us that the report delineates a meaningful and useful Area of Potential Effects and provides information in sufficiently specific detail on the character defining features of buildings in the APE that need to be the focus of the Section 106 consultation.

Identification of Historic Properties

In reviewing the revised Phase I report, we attempted to create a list of the properties located in the Area of Potential Effects (APE) that might be affected by activities associated with this project. We were unable to determine how many historic properties are located within the APE, because no systematic list of historic properties has been prepared. There appear to be at least 220 historic properties summarized in the revised report that were found in the literature review.

Alternative 1 was identified as the "preferred" route, so no survey was conducted for the portions of Alternative 2 that do not overlap Alternative 1. The report described the following categories of previously identified properties:

- 180 properties previously documented in the Ohio Historic Inventory (addresses unknown)
- 19 properties listed in the National Register of Historic Places (including 4 historic districts with an unknown number of contributing resources located within the APE)
- 13 properties that were previously determined eligible through some regulatory mechanism (list is likely to have been taken from our online GIS system)
- 5 locally designated historic districts (number of properties within APE unknown, National Register status also not known)
- 1 property recommended as eligible from 29 structures that were newly presented for review in a photo-log format (we will respond to those eligibility recommendations under separate cover)

The report also states that one of the sites for the 50' x 250' Maintenance & Storage Facility (Location 2) might require an archaeological survey, although the report's Conclusions and Recommendations also states that no further archaeological investigations are required.

No information was provided that documented whether any of buildings identified during the literature review are eligible for the National Register of Historic Places, or even if they are still extant. There was apparently a determination made by the consultants that existing survey records were considered to be an adequate level of documentation for the Over-the-Rhine area and no additional field studies were done in this area.

Given that some of the data used to compile the overall list was more than 25 years old, we question the adequacy of this identification effort, particularly since there is no way to know from this report whether any of the previously surveyed properties were found to be eligible for the National Register through any meaningful regulatory basis. The Section 106 process requires that agencies make an eligibility finding for concurrence by the State Historic Preservation Office.

No eligibility recommendations were made for any previously identified property within the APE- does the City and FTA really mean to present the opinions of all previous surveyors as their own for this project? Is it your opinion that the five locally designated historic districts meet the eligibility criteria for the National Register of Historic Places? Are you asking us to concur with any new eligibility findings, other than the 29 newly photo-logged properties now included in this report? None of this is clear from the revised report.

General Comments
We continue to have concerns that no systematic identification of potentially affected properties has been completed for this project, despite our recommendations during our August 4th conference call to focus additional efforts on the areas of highest potential impact (i.e. substations, MSF, shelter stops). We also reiterated our recommendation that the City should consider phasing the identification of historic properties and effects until such time as more detailed designs could be available, as originally suggested in our letter of July 23rd. At this point, even after the report has been modified, we still don't know which historic properties are located adjacent to the 18 shelter stops, 5 substations or any of the Maintenance & Storage facility alternatives.

It's also not clear whether the shelter stops or substations for this project will be constructed using designs exactly like the out of state examples, or where they will be sited relative to significant historic properties. Will the substations be set back from the street or screened from view when they are located near historic properties? Will the shelter stops have a consistent design throughout the project area?

Although we tend to agree that installation and use of new tracks will not have adverse effects on historic properties, the design for the catenary and poles haven't been selected yet (the report says they will be both "decorative" and "unobtrusive"). The selection of "historic" looking poles could create a false historic appearance, which is a concern under this review process. It's also not clear whether they will be of consistent appearance throughout the length of the project, or whether they will be different near Inwood Park, Washington Park, or the Over-the-Rhine district.

Recommendations
We recommend that the City and FTA present a systematic listing of potentially affected historic properties to all the consulting parties that are listed in the appendix to this report, as well as any others that have been identified. We also recommend that the City and FTA prepare a plan for future, ongoing, consideration of potential effects resulting from project activities as design details are developed, in the form of an agreement similar to the one that OHPO and FTA developed for the Euclid Corridor project in Cleveland.

For this project, we recommend that the future consultation steps described in the agreement should focus on the preparation of more detailed identification of historic properties and effects analysis in areas immediately adjacent to the shelter stops, substations and the Maintenance & Storage facility. We also suggest that the final design of the catenaries should be considered through a step whereby OHPO and other consulting parties will confirm that the final design does not create a false historic appearance or introduce modern elements that are markedly inconsistent within historic districts.

By using a phased consultation process, FTA can authorize the City to proceed with the necessary next steps in project development, while providing for a structured discussion of effects in the future. We also recommend that the City and FTA plan to hold at least one consulting parties meeting so that you have an opportunity to solicit comments about effects to specific historic properties, as well as plan how to address any concerns that are expressed.

If you have any questions about this letter or our continuing review of this project, please call Lisa Adkins or Dave Snyder at (614) 298-2000. Thank you for your cooperation.

Sincerely,

Mark J. Epstein, Department Head
Resource Protection and Review

RPR Serial No. 1035262

Cc:
Vanessa Adams, FTA Region 5 Office, 200 West Adams St., Suite 320 Chicago, IL, 60606-5253
Blythe Semmer, ACHP, 1100 Pennsylvania Avenue NW, Suite 803, Old Post Office Building, Washington, DC 20004

January 19, 2011

Chris Eilerman
City of Cincinnati
Room 152, City Hall
801 Plum Street
Cincinnati, OH 45202-5706

Dear Mr. Eilerman:

RE: Cincinnati Streetcar Project, Hamilton County, OH

This letter is in response to your submission regarding the Cincinnati Streetcar Project, received on December 17, 2010. Our comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, and the associated regulations at 36 CFR Part 800. We also met with you and Vanessa Adams from the Region 5 office of the Federal Transit Administration, along with consulting parties, in Cincinnati on January 7, 2010.

It is our understanding from the meeting that the City and FTA are now considering the adoption of a Memorandum of Agreement (MOA) for this project. This will plan for future consultation so that specific aspects of the design that may affect historic properties can be considered. As we explained during the meeting, it is our opinion that this is a prudent approach to accommodate future discussions about the project's potential effects on historic properties. The goal would be to seek ways to avoid or minimize effects wherever possible, with the ability to seek mitigation if adverse effects are unavoidable (i.e. shelter stop that can't be relocated or impacts to archaeological resources).

As project development moves towards final design, the MOA can set up a structure for discussion so that consulting parties who have an interest in various aspects of the project can return to consultation. The City and FTA can ensure that their views can be considered in the selection of final design alternatives. We think that the topics for these future discussions should include the final design and appearance of catenary poles and shelter stops, the specific location of shelter stops within the route (relative to historic properties), and the design and placement of the Maintentance & Storage Facility. Depending on local ordinances, we may also need to consider the design and placement of the substations (relative to historic properties). The City should also consider ways to make sure that their stated goal of preserving existing brick streets is clearly spelled out in design and construction documents and that their current locations are identified.

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In the past, OHPO worked with FTA to develop an MOA for the Euclid Corridor Transit Project in Cleveland. We recommend that FTA review that MOA as a model for how we can phase our discussions of the topics listed above- after the MOA is finalized and while the City proceeds to final design. We would be happy to work with the City and FTA to develop an MOA for this project, but it is our expectation that the initial draft should be prepared by FTA. We can provide a scanned copy of the final MOA for the Cleveland project, at your request. You should also plan to involve other consulting parties in the development of the MOA for your project so that we make sure to structure the future discussions to reflect their interests.

Comments on Revised Survey

The changes that were made to the Phase I Cultural Resources Investigations report were very helpful. The supplemental video simulations of eight shelter stop locations were also valuable as an information source and will be used again when we consider effects. We recommend that for other shelter stops that are located near historic properties, it would be useful to have the same type of video simulations made available to consulting parties so we can better visualize the potential sites.

As part of the current review, OHPO considered the status of resources in eligibility tables that were provided in Volume 2 of the revised Phase I Cultural Resources Investigation. For the properties that were previously listed in the National Register of Historic Places, as well as the properties that are part of Certified Local Historic Districts that have been approved by the National Park Service, OHPO concurs that they should be considered historic properties that are subject to consideration for effects as part of this project.

The 32 properties that were surveyed which are located north of the Over-the-Rhine Historic District included buildings on Vine Street, McMillan Avenue and Glendora Avenue. They are listed in Table 6 in Volume I of the revised Phase I report. We agree that 30 of the properties that were surveyed are not eligible for the National Register of Historic Places, either individually or as part of historic districts.

As we mentioned during our recent meeting, it is our opinion that the City should more comprehensively consider the historic significance of Iuwood Park as a whole, taking into account the recent context study completed for the local park district. Future discussions about the stop in this area should take into account the likelihood that the whole park is likely an eligible resource with many contributing features, in addition to the two built resources that were identified in the current study.

There are a number of properties that were identified in Table D2 of Volume 2 of the current study for which there are no photos and no previous survey data. We will not concur with those determinations at this time and request that they should be assessed either using Ohio Historic Inventory forms or information equivalent to the documentation standards found in OHPO's Section 106 Documentation Table. We list these properties in the table that is attached to this letter. We also list other properties in the attached table and our eligibility opinions, when they have not previously been formalized through project reviews.

Archaeological Concerns

One of the Maintenance Service Building sites has been recommended for archaeological investigations. If this location is selected, OHPO's recommendation is that the Phase I archaeological investigations should include removal of portions of the overburden to allow archaeological investigations beneath the overburden to identify archaeological deposits. It should be expected that this investigation will involve the careful use of heavy equipment to remove pavement and asphalt and other hard, compacted debris that would make it impossible to hand dig test units and screen dirt for artifacts. The excavation units should extend to the subsoil and should provide sufficient sampling to identify archaeological features extending into the subsoil.

Any Phase I archaeological investigation should include sufficient background review to guide fieldwork and provide a context for the interpretation of field results. Any available historic maps should be consulted, including Sanborn Fire Insurance Maps. Depending on the nature of the findings, it may be possible that excavations could continue simultaneously with construction. However, it is important that the City plan how to coordinate with OHPO so that the significance of archaeological deposits that are identified can be adequately assessed. If the field investigations reveal evidence of sensitive artifacts or very dense deposits, then it will necessary to stop construction in the area of the discovery until such time as an appropriate treatment plan can be agreed upon. The MOA for the project will also need to address this possibility.

There is likely to be excavation necessary beneath substations for utilities. However, given the locations and scale of utility trenches, we do not recommend archaeological investigations at these locations. In addition, OHPO does not recommend the use of archaeological monitoring during construction. The MOA for the project will need to include a stipulation that requires the City to consult with OHPO and FTA in the event of the "discovery" of previously unidentified archaeological sites during construction or unanticipated project effects. Construction documents should provide instructions to the

contractors about how to report discoveries and describe the conditions under which construction should cease (such as human remains, encapsulated features)

We appreciate the City's willingness to consider entering into a Memorandum of Agreement that will help complete the Section 106 Review for this project. It is our recommendation that in order to expedite the completion of this MOA, the City should prepare documentation about the potential for effects related to this project and notify the Advisory Council on Historic Preservation under 36 CFR 800.6(a)(1) that we are proposing to enter into consultation to resolve possible adverse effects.

Please contact us at (614) 298-2000 if you have any questions about this letter or our continuing review of this project. Thank you for your cooperation.

Sincerely,

Mark J. Epstein, Department Head
Resource Protection and Review

RPR Serial No. 1036686

Cc: Vanessa Adams, FTA Region 5 Office, 200 West Adams St., Suite 320 Chicago, IL, 60606-5253

Attachment: Table

Address	OHI Number	Name	Concur with finding?	More Information?
16 Central Pkwy West			No	OHI/Section 106 Table
29 East Eighth Street	HAM-2053-44	St. Louis Church	Yes, eligible C	
118-120 E. Eighth Street	HAM-5455-44	Salvation Army/Loth Furniture	Yes, eligible C	
41-53 E. Fourth Street	HAM-1713-44	Dixie Terminal	Yes, eligible A and C	
101-105 E. Fourth	HAM-1658-44	First National Bank	Yes, eligible A and C	
139 E. Fourth	HAM-1659-44	Cincinnati Gas & Electric	Yes, eligible C	Insufficient info to evaluate addition 139B
118 East Ninth St.	HAM-6930-44	Caldwell Bldg.	Concur, not eligible	
1029 Main Street	HAM-6931-44	Woodward B & L	No, appears eligible C	Are there major alterations?
1014-1016 Race	HAM-248-44	AAA	No	Updated OHI and photos
116-120 E. Seventh	HAM-7585-44	Olympic Garage	Yes, eligible C	
315 E. Third Street	HAM-5573-44	Olympic Auto Park Garage	Yes, eligible C	
114 E. Sixth Street			No	OHI/Section 106 Table
118 E. Sixth Street			No	OHI/Section 106 Table
122 E. Sixth Street			No	OHI/Section 106 Table
126 E. Sixth Street			No	OHI/Section 106 Table
130 E. Sixth Street			No	OHI/Section 106 Table
unknown Tuskegee Lane			No	OHI/Section 106 Table

1022 Vine Street			No	OHI/Section 106 Table
Inwood Park Pavillion			No	see letter
Inwood Park Comfort Station	HAM-7513-44		No	see letter
316 Walnut			No	OHI/Section 106 Table
414 Walnut	HAM-1716-44	Mercantile Library Bldg.	Yes, eligible A and C	
432 Walnut	HAM-1788-44	Tri-State S & L	Yes, eligible A and C	
524-530 Walnut	HAM6840-44	Atlas Bank	Yes, not eligible (skywalk)	
633-637 Walnut	HAM-6926-44	Gibson Lofts	No	More info on alterations, rec. eligible in 2001
641 Walnut	HAM-6927-44	Phoenix Café	No	Early commerical bldg. With few alterations
645 Walnut	HAM-6841-44	Executive Bldg.	No	More info on alterations, rec. eligible in 2001
708 Walnut	HAM-6929-44		Yes, not eligible	
700 Walnut	HAM-5487-44	Hibben Dry Goods Co.	Yes, eligible C	

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January 18, 2011

Mr. Chris Eilerman
Assistant to the City Manager
City of Cincinnati
801 Plum Street
Cincinnati, OH 45202

We have reviewed the Cincinnati Streetcar Phase 1 Cultural Resource Investigations report and appendix. Below are our comments.

2.2 Architectural Field Survey
p. 8
Paragraph 4:
The section of Vine Street north of the Over-the-Rhine Historic District actually was covered in the 2001-2002 Cincinnati Historic Inventory of Mount Auburn.

Figure 3:
Union Trust/Bartlett Building is mapped in the wrong place: it is actually located at the NWC of Fourth and Walnut. The address is correctly identified as 36 E. 4th Street, but the name "Union Trust" is applied to a parcel next to Dixie Terminal that appears to be a vacant lot.

The former Fourth National Bank Building at 18 East Fourth Street should be added to the proposed Fourth Street/Walnut Street Commercial Style Historic District. It also was designed by Daniel Burnham and was part of the original group of tall, steel-frame office buildings built on East Fourth and Fifth streets in the early 1900s. Also, this proposed district should be discussed in section 4.2, Results of Field Investigations.

Figure 11:
"Eden Avenue" is spelled incorrectly on the map

4.2 Results of Field Investigations
p. 44:
For commercial buildings, were city directories consulted for information about the businesses that occupied those buildings?

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2347-2351 Vine Street: It should be mentioned that this was a breweryworkers union headquarters, but has greatly diminished integrity due to alterations.

5.0 Assessment of Effects
p. 59:
CPA agrees with the report authors that the adverse effects of the streetcar project will be minimal. There will be no demolitions of contributing buildings or construction impacts to historic buildings, so effects will be limited to minor visual impacts. There already are many utility poles and overhead wires in place in downtown, Over-the-Rhine and Uptown, so adding some more poles, wires and shelters to these cluttered streetscapes will have little additional impact. The unobtrusive catenaries and slender wires should be minimally visible. Streetlights and traffic signals can be collocated on poles in some places, decreasing the overall number of poles. The substations will be fairly small and unobtrusive and will be located in parking lots, having minimal impact on the streetscapes. The wall and roof materials can be selected to lessen visual impact. Archaeological investigations, however, should be conducted in any lots where the ground will be disturbed. The maintenance and storage facilities are proposed for location in the northwest corner of the Over-the-Rhine district, which has always been a mixed-use industrial district. Finally, construction of the streetcar will, in the long run, lessen the need for more off-street parking and thereby help preserve the district's integrity.

We would like to conclude with some suggestions for mitigation:

- Preserve for reuse any granite curbing, Belgian block or street brick disturbed by the project.

- The section of Vine Street roughly bounded by Mulberry and Thill streets is included in the Over-the-Rhine National Register district, but is not part of the local overlay district. It includes many significant buildings, including townhouses, duplexes and rowhouses, that were built in response to transit improvements in the area, particularly the Vine Street Cable Railway and the Mount Auburn Incline. This area should be added to the Over-the-Rhine local overlay district. This will provide additional protection for historic resources and give the neighborhood more control over any new development that takes place following construction of the streetcar.

Thank you for the opportunity to comment on this important project. Please contact us if you need additional information.

Sincerely,

Margo Warminski
Preservation Director
Field Representative, National Trust for Historic Preservation

Cc: Ms. Lisa Adkins, Ohio Historic Preservation Office

Doug Owen

From: Schuckman, Steven [Steven.Schuckman@cincinnati-oh.gov]
Sent: Thursday, December 16, 2010 10:35 AM
To: Doug Owen
Subject: Phase 1 Cultural Resources Investigation for Streetcar

I have reviewed this document and have several comments on the research and the findings. First, the research missed an important relevant document completed in 2009 and which was submitted to the Ohio Historic Preservation Office and to the Park Service, Department of the Interior. The document is "Historic Resources of the Cincinnati Park and Parkway System, 1817 – 1959, Cincinnati, Hamilton County, Ohio". It was prepared by Nancy Recchie and Jeffrey Darbee of the Benjamin D. Rickey and Company, Columbus, Ohio. This document resulted in the preparation of a National Register Nomination for Mt. Airy Forest as well as documentation for a multiple resource listing for Cincinnati Parks. Mt. Airy Forest was listed in the National Register in April, 2010. The "Historic Resources of the Cincinnati Parks and Parkway System" document contains invaluable information on Cincinnati Parks, the significance of the park system and of individual buildings within it.

The Phase 1 Cultural Resources Investigations correctly identified the Inwood Park Pavilion as eligible for National Register listing. The comfort station in the park, however, was found not to be eligible. A reading of the "Historic Resources" document indicates otherwise, that this building and the entire park could be eligible for listing. Also potentially eligible is Central Parkway, since it is a part of the original parkway system for the City, first proposed in the 1907 Kessler Plan and constructed in the 1920's. The streetcar system alignment is designed to remove part of the median of Central Parkway between Vine and Walnut Streets, and poles would be installed in the median to support the catenary system. Furthermore, a streetcar stop and shelter are proposed to be placed in the median. Both the poles and the shelter would disrupt the visual character of the Parkway and the loss of part of the median would also diminish the character of the Parkway. The original medians have been altered over time since left turn lanes were built so there is some question as to the Parkway maintaining its integrity. Its open character remains since there were never poles or utility lines in the center of the Parkway. The streetcar system as proposed would alter this open and green characteristic.

I know that there is a meeting scheduled for January 7th at City Hall to discuss the findings of the report, but I wanted to give you a heads-up and talk about this in advance. Feel free to give me a call or respond via e-mail. Thanks.

Steven Schuckman
Superintendent, Planning & Design
Cincinnati Parks
475-9600

Graf, Jennifer

From: OTR Gateway Merchants [otrgatewaymerchants@gmail.com]
Sent: Tuesday, January 18, 2011 4:41 PM
To: Eilerman, Chris
Cc: Vanessa.adams@fta.dot.gov; Lisa Adkins; mepstein@ohiohistory.org; Harris, Larry; dsnyder@ohiohistory.org; margo@cincinnatipreservation.org; Schuckman, Steven; reinhaus@yahoo.com; Graf, Jennifer; Robbins, Valerie R; Craig, Judi D; Patrick O'Bannon; cgroth@go-metro.com; Moore, Michael; jburden@graypape.com; dowen@graypape.com
Subject: Re: Cincinnati Streetcar Consulting Parties meeting notes

All -

Thanks so much for allowing me to attend the Section 106 review. It was enlightening to see the process. I really only have two concerns about the impact of installing a streetcar system through our neighborhood of Over-the-Rhine:

1. The poles that will support the catenary system should be painted to match the surrounding area's light posts and street sign posts. I know this is minor, but in Cincinnati we have green and black light poles and when they get mixed together it creates more of a jumble and chaotic look to the street-scape. My concern is that the poles for the catenary will be viewed as a one color fits all item and while they appear to be designed to be as un-obtrusive as possible, the wrong color of paint will make them stand out and add to the clutter on the street.

2. The impact of the design of the shelters will be different depending on the neighborhood they are placed in. It struck me that the discussion about the need to develop a shelter that would not detract from the view of Music Hall would be true for any shelter in Over-the-Rhine. I believe the having the same shelter through-out Over-the-Rhine, (that is different from the shelters in the Cincinnati Business District, and different from the shelters in Uptown/University Heights) would help riders understand that they are in a different neighborhood with it's own unique flavor.

Still holding out hope for the West Clifton Alternative! I would love to make shopping in the CBD & OTR as easy as possible for the large population living off West Clifton.

Thank You.

Mike Deininger
President
OTR/Gateway Merchants Group

On Jan 13, 2011, at 5:17 PM, Eilerman, Chris wrote:

Attached are the meeting notes from the Section 106 Consulting Parties meeting for the Cincinnati Streetcar project held on January 7. Also attached is the list of consulting parties that responded to the Federal Transit Administration's (FTA) September invitation to participate in this process. Most these were represented at the January 7 meeting.

Please note that comments on the Cultural Resources Report for the project are due no later than January 17, 2011.

If you have any questions, please let me know.

Thanks,

Chris Eilerman

Graf, Jennifer

From: Eilerman, Chris [Chris.Eilerman@cincinnati-oh.gov]
Sent: Friday, January 14, 2011 11:22 AM
To: Graf, Jennifer
Cc: Robbins, Valerie R
Subject: FW: Cincinnati Streetcar Consulting Parties meeting notes

Jennifer,

See the attached from Walter Reinhaus. He represents the OTR Community Council and was on the list of Consulting Parties to whom we sent the latest Cultural Resources Report, but was not at the January7 meeting.

-Chris

Chris Eilerman
Assistant to the City Manager
Streetcar Project Manager
City of Cincinnati
513.352.5326

From: walter reinhaus [mailto:reinhaus@yahoo.com]
Sent: Friday, January 14, 2011 10:37 AM
To: Eilerman, Chris
Subject: Re: Cincinnati Streetcar Consulting Parties meeting notes

The Over-the-Rhine Community Council continues to support the streetcar as well as other efforts to enhance our quality of life and lift up our residents and the city of Cincinnati. Thanks to the participants for their continued good work. -Walter Reinhaus

--- On **Thu, 1/13/11, Eilerman, Chris <*Chris.Eilerman@cincinnati-oh.gov*>** wrote:

From: Eilerman, Chris <Chris.Eilerman@cincinnati-oh.gov>
Subject: Cincinnati Streetcar Consulting Parties meeting notes
To: Vanessa.adams@fta.dot.gov, "Lisa Adkins" <ladkins@ohiohistory.org>, mepstein@ohiohistory.org, "Harris, Larry" <Larry.Harris@cincinnati-oh.gov>, dsnyder@ohiohistory.org, margo@cincinnatipreservation.org, "Schuckman, Steven" <Steven.Schuckman@cincinnati-oh.gov>, otrgatewaymerchants@gmail.com, reinhaus@yahoo.com
Cc: "Graf, Jennifer" <Graf@pbworld.com>, "Robbins, Valerie R" <RobbinsV@pbworld.com>, craigj@pbworld.com, "Patrick O'Bannon" <pobannon@graypape.com>, cgroth@go-metro.com, "Moore, Michael" <Michael.Moore@cincinnati-oh.gov>, jburden@graypape.com, dowen@graypape.com
Date: Thursday, January 13, 2011, 4:17 PM

Attached are the meeting notes from the Section 106 Consulting Parties meeting for the Cincinnati Streetcar project held on January 7. Also attached is the list of consulting parties that responded to the Federal Transit Administration's (FTA) September invitation to participate in this process. Most these were represented at the January 7 meeting.

Please note that comments on the Cultural Resources Report for the project are due no later than January 17, 2011.

If you have any questions, please let me know.

Thanks,

Chris Eilerman

Assistant to the City Manager

Streetcar Project Manager

City of Cincinnati

513.352.5326

APPENDIX C
PREVIOUSLY RECORDED PROPERTIES IN THE OHIO HISTORIC INVENTORY

Appendix C. Previously Recorded Properties in the Ohio Historic Inventory

OHI Number	Resource Name	Address	Extant
HAM0150706	Vine Street Rowhouses	2265-2283 Vine St	Yes
HAM0440804	Blue Ribbon Building	1915 Race St	Yes
HAM0052604	N/A	1810-1812 Elm St	Yes
HAM0223104	Alms & Doepke Dry Goods Company	222 Central Parkway East	Yes
HAM0052704	Guarantee Deposit Co	1819 Elm St	Yes
HAM0052804	Christian Moerlein	1910 Elm St	Yes
HAM0053004	N/A	24 Findlay St	Yes
HAM0053104	Christ Child Day Nursery	112 Findlay St	Yes
HAM0053204	Madonna Community House	118 Findlay St	Yes
HAM0055004	Thuringia	2-4 E McMicken Ave	Yes
HAM0120806	Schwartz's Point	1901 Vine St	Yes
HAM0135304	Number One Bar	6 Findlay St	Yes
HAM0146406	Kirschner Building	2101 Vine St	Yes
HAM0146506	Werst Building	1929 Vine St	Yes
HAM0146606	Pfalzgraf Building	2025 Vine St	Yes
HAM0226104	Hill Floral Products	2010 Elm St	Yes
HAM0040104	Acme Hardware Co	112-114 Elder St	Yes
HAM0044504	Good Samaritan Church of God	1930 Vine St	Yes
HAM0047006	Controls Center Inc	22 W McMicken Ave	Yes
HAM0633804	N/A	1716 Race St	Yes
HAM0633904	N/A	1718 Race St	Yes
HAM0040504	Schilling House	1526 Elm St	Yes
HAM0040604	Community TV Sales & Service	1531 Elm St	Yes
HAM0040704	Tyre Baptist Church	1548 Elm St	No
HAM0042604	N/A	117 W 15th St	No
HAM0042704	N/A	1415-1417 Pleasant St	No
HAM0042804	Hamilton House	1616 Pleasant St	Yes
HAM0042904	Parksite Apts	1318-1320 Race St	Yes
HAM0043004	N/A	1419 Race St	Yes
HAM0043104	RS Coys House	1518-1520 Race St	Yes
HAM0043204	N/A	1527 Race St	Yes
HAM0043604	St Paul's German Evangelist	1429 Race St	Yes
HAM0045704	Heritage RM-Urban Appalachia	112-114 W 14th St	Yes
HAM0052004	6th District Public School	1525 Elm St	Yes
HAM0052104	N/A	1421 Elm St	Yes
HAM0052204	Holscher House	1612 Elm St	Yes
HAM0052304	Pine Hill Baptist Hill	1703 Elm St	Yes
HAM0052404	Brown Building	1710 Elm St	Yes

Appendix C. Previously Recorded Properties in the Ohio Historic Inventory

OHI Number	Resource Name	Address	Extant
HAM0052504	Whittle Electric Co	1711 Elm St	Yes
HAM0053504	Schneider Building	127 Green St	No
HAM0557344	Olympic Auto Park Garage	315 East Third Street	Yes
HAM0056904	Decker Building	1701 Pleasant St	Yes
HAM0057004	N/A	1425 Race St	No
HAM0057104	Reynolds Building	1631 Race St	Yes
HAM0121604	Lutheran Trinity Church	1524 Race St	Yes
HAM0145904	N/A	1506 Elm St	Yes
HAM0216904	JE Gibbs House	1726 Race St	Yes
HAM0231304	Meyer House	1410 Elm St	Yes
HAM0634004	N/A	1728 Race St	Yes
HAM0758304	N/A	1511 Race Street	No
HAM0040304	Ernest McCullough House	1420 Elm St	Yes
HAM0040404	Saul Bloom House	1433-1435 Elm St	Yes
HAM0693144	The Woodward Building & Loan Co	1029 Main St	Yes
HAM0024844	American Auto Association	1014 Race St	Yes
HAM0034404	First German Methodist Episcopal Church	1310-1312 Race St	Yes
HAM0040204	Apostolic Bethlehem Temple	1205 Elm St	Yes
HAM0136204	AG Hauck Co General Contract	1107-1109 Vine St	Yes
HAM0177404	Fifth Third Union Trust Co	1130 Vine St	No
HAM0190804	Hamilton Co Memorial Building	1225 Elm St	Yes
HAM0222104	Cincinnati Music Hall	1243 Elm St	Yes
HAM0230504	Ohio College of Applied Science	100-114 E Central Pkwy	Yes
HAM0230804	American Building	30 E Central Pkwy	Yes
HAM0545244	Aurora Flats	728 Main/203 E 8th	Yes
HAM0545544	Loth Furniture	118-120 E 8th St	Yes
HAM0204744	Peter Paul Office Equipment	816 Main St	Yes
HAM0205244	Citadel of the Salvation Army	114 E 8th St	Yes
HAM0205344	St Louis Church	29 E 8th St	Yes
HAM0205744	1st National Bank	830 Main St	Yes
HAM0230744	Vinney's Cinci Bartending	625-627 Walnut St	No
HAM0545944	Archdiocesan Building	800 Walnut St (100 E 8th)	Yes
HAM0548644	Lawyers Building	125 E 9th St	Yes
HAM0548744	Hibben Dry Goods Co	700 Walnut St	Yes
HAM0635044	Fort Washington Hotel	619-623 Main St	Yes
HAM0684044	Atlas Bank Building	524-530 Walnut St	Yes
HAM0684144	Executive Building	645 Walnut St	Yes
HAM0692644	Gibson Lofts	633-637 Walnut St	Yes

Appendix C. Previously Recorded Properties in the Ohio Historic Inventory

OHI Number	Resource Name	Address	Extant
HAM0692744	Phoenix Café	641 Walnut St	Yes
HAM0692944	N/A	708 Walnut St	Yes
HAM0693044	The Caldwell Building	118 E 9th St	Yes
HAM0711444	Young Women's Christian Association of Cincinnati	898 Walnut St	Yes
HAM0727604	Theodore Krumberg Building	1201 Main Street	Yes
HAM0753805	Inwood Park Comfort Station	2326 Vine Street	Yes
HAM0757444	Potter Stewart US Courthouse	100 E 5th St	Yes
HAM0758544	Olympic Garage	116-120 E 7th St	Yes
HAM0759044	Izzy's	612 Main St	Yes
HAM0761044	Metropole Apts	609 Walnut St	Yes
HAM0761244	Hamilton County Administration Building	138 E Court St	Yes
HAM0761344	5th 3rd Bank	916 Main St	Yes
HAM0027344	Downtown Corner Tavern	1003 Walnut St	Yes
HAM0028944	Smith's Building	41 E Court St	Yes
HAM0161744	Gwynne Building	602 Main St	Yes
HAM0203744	Attorneys at Law Building	806 Main St	Yes
HAM0203844	Scholz Antiques	819 Main St	Yes
HAM0203944	Elgin Office Equipment	810 Main St	Yes
HAM0204044	Alpha Camera	800-804 Main St	Yes
HAM0204344	Ohio Book Store	726 Main St	Yes
HAM0204444	Dennison Hotel	716 Main St	Yes
HAM0204544	Main Professional Building	817 Main St	Yes
HAM0204644	Chestnut's Hide Away Restaurant	811 Main St	Yes
HAM0165844	First National Bank Building	101 E 4th St	Yes
HAM0165944	Cincinnati Gas & Electric Building	139 E 4th St	Yes
HAM0171644	Mercantile Library Building	414 Walnut St	Yes
HAM0178844	Tri-State Savings & Loan	432 Walnut St	Yes
HAM0203544	Fourth & Walnut Building	410-413 Walnut Street	Yes

APPENDIX D
OHI FORMS OF SELECTED PROPERTIES

Ohio Historic Preservation Office
567 E. Hudson St.
Columbus, OH 43211
614/298-2000

OHIO HISTORIC INVENTORY

RPR Number:

1. No. **HAM-08345-44**	4. Present Name(s) **CMHA Building**
2. County **Hamilton**	5. Historic or Other Name(s) **NCR Building**

6. Specific Address or Location
16 Central Parkway West

6a. Lot, Section or VMD Number

7. City or Village
Cincinnati

9. U.T.M. Reference
Quadrangle Name: **Covington (Ky.)**
16 Zone **714832** Easting **4331619** Northing

10. Classification: **Building**

11. On National Register? **NO**

13. Part of Established Hist. Dist? **NO**

15. Other Designation (NR or Local)

16. Thematic Associations:

17. Date(s) or Period **ca.1960**

17b. Alteration Date(s) **ca.1970**

18. Style Class and Design
Element **Modern Movements**

18a. Style of Addition or Elements(s)

19. Architect or Engineer

19a. Design Sources

20. Contractor or Builder

21. Building Type or Plan
Organization/Association

22. Original Use, if apparent
Office

23. Present Use
Local Gov't office

24. Ownership **Public**

25. Owner's Name & Address, if known
Cincinnati Metropolitan Housing Authority
16 Central Parkway West
Cincinnati, Ohio 45202

26. Property Acreage

27. Other Surveys

28. No. of Stories
Two story

29. Basement? **Unknown**

30. Foundation Material
Unknown

31. Wall Construction
Balloon/western/platform frame

32. Roof Type
Flat
Roof Material
Unknown

33. No. of Bays **2** Side Bays **6**

34. Exterior Wall Material(s)
Brick

35. Plan Shape

36. Changes associated with 17/17b Dates:
17. **Original/Most significant construct**
17b. **Some alteration**

37. Window Type(s)
1 over 1

38. Building Dimensions

39. Endangered? **NO**
By What?

40. Chimney Placement
No chimney observed

41. Distance from & Frontage on Road
15'

51. Condition of Property:
Good/Fair

52. Historic Outbuildings & Dependencies
Structure Type
Date
Associated Activity

53. Affiliated Inventory Numbers
Historic (OHI)
Archaeological (OAI)

42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)

The two-story building has a slight vertical projection on its west bay. The wider east bay has a solid row of one-over-one sash on the second story that wraps around from the primary (south) facade to the east facade. These windows are replacement aluminum sash, and feature concrete lintels and sills. The remaining window openings have concrete sills. The storefront of the primary facade appears to have been infilled when the CMHA moved into the building ca. 1970. The infill consists of brick veneer laid out in a different bond from the second story. The infill also features CMHA singage and iron fencing at the entrance. Metal coping surrounds the building's roofline. A window opening on the west facade has been infilled with glass block.

43. History and Significance (Continue on Reverse if necessary)

The builidng was constructed ca. 1960 and housed offices for National Cash Register (NCR) until ca. 1970. At this date, the Cincinnati Metropolitan Housing Authority (CMHA) took occupancy of the building, and is currently the only occupant. The CMHA was founded in 1933 and was previously housed in a building at 595 Armory Avenue. The building has lost integrity of materials, design, and workmanship due to the ca. 1970 storefront alterations and and the window infill on the west facade.

44. Description of Environment and Outbuildings (See #52)

The building is located at the southern end of the Over-the-Rhine NRHP Historic District, but is a non-contributing resource to the district. A fenced-in parking lot surrounds the building.

45. Sources of Information

Cincinnati City Directories 1960 - 1973

46. Prepared By: **Jennifer Burden**
47. Organization: **Gray & Pape, Inc.**
48. Date Recorded: **01/27/2011**
49. PIR Reviewer:
50. PIR Review Date:

HAM-08345-44
2. County Hamilton
4. Present or Historic Name(s) CMHA Building
6. Specific Address or Location 16 Central Parkway West

1. No. **HAM-08345-44**	4. Present Name(s) **CMHA Building**
2. County **Hamilton**	5. Historic or Other Name(s) **NCR Building**

HAM-08345-44

8. Site Plan with North Arrow

54. Farmstead Plan :

Door Selection:
Single off center

Door Position:
Recessed

Orientation:

Symmetry:

Report Associated With Project:

NADB #:

Ohio Historic Preservation Office
567 E. Hudson St.
Columbus, OH 43211
614/298-2000

OHIO HISTORIC INVENTORY

RPR Number:

1. No. **HAM-08346-44**	4. Present Name(s) **Kroger Headquarters**	
2. County **Hamilton**	5. Historic or Other Name(s) **Kroger Headquarters**	

6. Specific Address or Location
1022 Vine Street

6a. Lot, Section or VMD Number

7. City or Village
Cincinnati

9. U.T.M. Reference
Quadrangle Name: **Covington (Ky.)**
16 **714955** **4331559**
Zone Easting Northing

10. Classification: **Building**

11. On National Register? **NO**

13. Part of Established Hist. Dist? **NO**

15. Other Designation (NR or Local)

16. Thematic Associations:

17. Date(s) or Period **ca. 1960**

17b. Alteration Date(s) **ca. 1980**

18. Style Class and Design
Element **Modern Movements**

18a. Style of Addition or Elements(s)

19. Architect or Engineer
GBBN Architects for 1980 remodel

19a. Design Sources

20. Contractor or Builder

21. Building Type or Plan
Skyscraper

22. Original Use, if apparent
Office

23. Present Use
Office

24. Ownership **Private**

25. Owner's Name & Address, if known
The Kroger Company
1014 Vine Street
Cincinnati, Ohio 45202

26. Property Acreage **.925**

27. Other Surveys

28. No. of Stories
11 - 24 stories

29. Basement?

30. Foundation Material
Unknown

31. Wall Construction
Curtain Wall

32. Roof Type
Flat
Roof Material
Unknown

33. No. of Bays Side Bays

34. Exterior Wall Material(s)
Steel
Ceramic/Glass

35. Plan Shape

36. Changes associated with 17/17b Dates:
17. **Original/Most significant construct**
17b. **Substantial alteration/addition**

37. Window Type(s)
Casement

38. Building Dimensions

39. Endangered? **NO**
By What?

40. Chimney Placement

41. Distance from & Frontage on Road
20'

51. Condition of Property:
Good/Fair

52. Historic Outbuildings & Dependencies
Structure Type
Date
Associated Activity

53. Affiliated Inventory Numbers
Historic (OHI)
Archaeological (OAI)

42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)

The skyscraper was built from ca. 1957-1960. Entrances are located on Vine and Court streets and Central Parkway. The base consists of a 3-story brick veneer office space with casement ribbon windows. A new skin was applied to the building in ca. 1980. The building was originally blue and white, but currently has a white/light gray aluminum skin.

43. History and Significance (Continue on Reverse if necessary)

The building was one of the first skyscrapers built in downtown Cincinnati after World War II. It was built as the headquearters of the Kroger grocery store company and continues to function in this regard. The building has lost integrity of materials, design, and workmanship due to the application of the ca. 1980 aluminum skin.

44. Description of Environment and Outbuildings (See #52)

The building is located in the dense urban environment of Cincinnati. It is located across the southern boundary of the NRHP-listed Over-the-Rhine Historic District and within the Court Street local historic district, although it is a non-contributing resource to this district. A multi-story parking garage is located across Central Parkway from the building, which provides parking to Kroger employees.

45. Sources of Information

http://www.emporis.com/application/?nav=building&lng=3&id=krogerbuilding-cincinnati-oh-usa#

46. Prepared By: **Jennifer Burden** 47. Organization: **Gray & Pape, Inc.** 48. Date Recorded: **01/28/2011**
49. PIR Reviewer: 50. PIR Review Date:

HAM-08346-44
2. County Hamilton
4. Present or Historic Name(s) Kroger Headquarters
6. Specific Address or Location 1022 Vine Street

1. No. **HAM-08346-44**	4. Present Name(s) **Kroger Headquarters**
2. County **Hamilton**	5. Historic or Other Name(s) **Kroger Headquarters**

HAM-0834
6-44

8. Site Plan with North Arrow

54. Farmstead Plan :

Door Selection:

Door Position:

Orientation:

Symmetry:

Report Associated With Project:

NADB #:

Ohio Historic Preservation Office
567 E. Hudson St.
Columbus, OH 43211
614/298-2000

OHIO HISTORIC INVENTORY

RPR Number:

1. No. **HAM-08347-44**	4. Present Name(s) **Duke Energy Addition**	
2. County **Hamilton**	5. Historic or Other Name(s) **Cincinnati Gas & Electric Addition**	

6. Specific Address or Location
315-335 Main Street

6a. Lot, Section or VMD Number

7. City or Village
Cincinnati

9. U.T.M. Reference
Quadrangle Name: **Covington (Ky.)**
16 Zone **715378** Easting **4330797** Northing

10. Classification: **Building**

11. On National Register? **NO**

13. Part of Established Hist. Dist? **NO**

15. Other Designation (NR or Local)

16. Thematic Associations:

17. Date(s) or Period **ca. 1953**

17b. Alteration Date(s)

18. Style Class and Design
Element **Modern Movements**

18a. Style of Addition or Elements(s)

19. Architect or Engineer

19a. Design Sources

20. Contractor or Builder

21. Building Type or Plan
Office

22. Original Use, if apparent
Office

23. Present Use
Office

24. Ownership **Private**

25. Owner's Name & Address, if known
Duke Energy Ohio, Inc.
PO Box 1321
Charlotte, NC 28201

26. Property Acreage **.905**

27. Other Surveys

28. No. of Stories
5 - 10 stories

29. Basement?

30. Foundation Material
Unknown

31. Wall Construction
Curtain Wall

32. Roof Type
Flat
Roof Material
Unknown

33. No. of Bays Side Bays

34. Exterior Wall Material(s)
Stone panel

35. Plan Shape

36. Changes associated with 17/17b Dates:
17. **Original/Most significant construct**
17b.

37. Window Type(s)
Casement

38. Building Dimensions

39. Endangered? **NO**
By What?

40. Chimney Placement

41. Distance from & Frontage on Road
10'

51. Condition of Property:
Good/Fair

52. Historic Outbuildings & Dependencies
Structure Type
Skyscraper
Date
1929
Associated Activity
Original/Most significant construction

53. Affiliated Inventory Numbers
Historic (OHI)
HAM-01659-44
Archaeological (OAI)

42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)

The 7-story building is located behind and attached to the Cincinnati Gas & Electric Building (HAM-1659-44) and was constructed as an addition to this building. The exposed first story along Main Street (primary/east facade) is clad in glossy dark marble panels. A loading dock and the main entrance into the building are located on this facade. The upper stories are clad in stone panels. Windows throughout the building are 8-paned casements and appear to date to the building's original construction. The building is topped with a simple molded entablature.

43. History and Significance (Continue on Reverse if necessary)

The building was constructed as an addition to the then Cincinnati Gas & Electric Company building located at 139 E. 4th Street (HAM-1659-44). Currently, both buildings are used by Duke Energy, which acquired CG&E through company mergers and buy-outs. Therefore, this building has been associated with the utility company since its original construction. The building is also an intact example of mid-1950s commercial architecture that retains historic integrity.

44. Description of Environment and Outbuildings (See #52)

The building is located in the dense urban environment of downtown Cincinnati. The immediate surrounding buildings date from the late-19th to the mid-20th centuries.

45. Sources of Information

46. Prepared By: **Jennifer Mastri**
47. Organization: **Gray & Pape, Inc.**
48. Date Recorded: **01/28/2011**
49. PIR Reviewer:
50. PIR Review Date:

HAM-0834 7-44
2. County Hamilton
4. Present or Historic Name(s) Duke Energy Addition
6. Specific Address or Location 315-335 Main Street

1. No. **HAM-08347-44**	4. Present Name(s) **Duke Energy Addition**
2. County **Hamilton**	5. Historic or Other Name(s) **Cincinnati Gas & Electric Addition**

HAM-08347-44

8. Site Plan with North Arrow

54. Farmstead Plan :

Door Selection:
Single off center

Door Position:
Recessed

Orientation:

Symmetry:

Report Associated With Project:

NADB #:

Ohio Historic Preservation Office
567 E. Hudson St.
Columbus, OH 43211
614/298-2000

OHIO HISTORIC INVENTORY

RPR Number:

1. No. **HAM-08348-44**	4. Present Name(s) **316 Walnut Street**
2. County **Hamilton**	5. Historic or Other Name(s)

6. Specific Address or Location
316 Walnut Street

6a. Lot, Section or VMD Number

7. City or Village
Cincinnati

9. U.T.M. Reference
Quadrangle Name: **Covington (Ky.)**
16 **715263** **4330767**
Zone Easting Northing

10. Classification: **Building**

11. On National Register? **NO**

13. Part of Established Hist. Dist? **NO**

15. Other Designation (NR or Local)

16. Thematic Associations:

17. Date(s) or Period **ca.1930**

17b. Alteration Date(s)

18. Style Class and Design
Element **Art Deco**

18a. Style of Addition or Elements(s)

19. Architect or Engineer

19a. Design Sources

20. Contractor or Builder

21. Building Type or Plan
Office

22. Original Use, if apparent
Office

23. Present Use
Office

24. Ownership **Private**

25. Owner's Name & Address, if known
105 East Fourth Street Holdings, LLC
701 13th
Washington, DC 20005

26. Property Acreage

27. Other Surveys

28. No. of Stories
5 - 10 stories

29. Basement?

30. Foundation Material
Unknown

31. Wall Construction
Curtain Wall

32. Roof Type
Flat
Roof Material
Unknown

33. No. of Bays **4** Side Bays

34. Exterior Wall Material(s)
Stone panel

35. Plan Shape

36. Changes associated with 17/17b Dates:
17. **Original/Most significant construct**
17b.

37. Window Type(s)
Casement

38. Building Dimensions

39. Endangered? **NO**
By What?

40. Chimney Placement

41. Distance from & Frontage on Road
10'

51. Condition of Property:
Good/Fair

52. Historic Outbuildings & Dependencies
Structure Type
Skyscraper
Date
1902-1903
Associated Activity
Original/Most significant construction

53. Affiliated Inventory Numbers
Historic (OHI)
HAM-01658-44
Archaeological (OAI)

42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)

The 5-story building has similiar detailing as the First National Bank Building (HAM-01658-44) located on the northeast corner of Walnut and East 4th streets. However, the stone panels are gray rather than beige and this building features no brick. The first story is lighter gray and features a centrally located ca. 1970 aluminum entry door and two small casement windows on either side of the door. These windows may be later additions as they do not fit with the overall design of the building. The upper story windows are replacement aluminum sash. Metal decorative medallions are located between the 2nd and 3rd stories. Decorative stone medallions are located between the 4th and 5th stories. These decorative features are not located on the Frist National Bank building.

43. History and Significance (Continue on Reverse if necessary)

The building was built to complement the First National Bank building (HAM-1658-44), but research did not indicate if this building was ever associated with the Bank building. City directory and Sanborn map research indicated the building was always used as office space separate from the Bank building. The building exhibits features of the Art Deco Style, but it is not an excellent example of the Style. Additionally, replacement materials have caused the building to lose historic integrity.

44. Description of Environment and Outbuildings (See #52)

The building is located in the dense urban environment of downtown Cincinnati. The building is located in between the Frist National Bank (1902-1903) and Scripps Center (ca. 2000) skyscrapers, which overshadow this 5-story building.

45. Sources of Information

Cincinnati city directories 1930-1960 and Sanborn maps for Cincinnati 1934 and 1950.

46. Prepared By: **Jennifer Mastri**
47. Organization: **Gray & Pape, Inc.**
48. Date Recorded: **01/28/2011**
49. PIR Reviewer:
50. PIR Review Date:

HAM-0834 8-44
2. County Hamilton
4. Present or Historic Name(s) 316 Walnut Street
6. Specific Address or Location 316 Walnut Street

1. No. **HAM-08348-44**	4. Present Name(s) **316 Walnut Street**
2. County **Hamilton**	5. Historic or Other Name(s)

HAM-08348-44

8. Site Plan with North Arrow

54. Farmstead Plan :

Door Selection:
Single centered

Door Position:
Recessed

Orientation:

Symmetry:

Report Associated With Project:

NADB #:

Ohio Historic Preservation Office
567 E. Hudson St.
Columbus, OH 43211
614/298-2000

OHIO HISTORIC INVENTORY

RPR Number:

1. No. **HAM-08349-44**	4. Present Name(s) **114 East 6th Street**	
2. County **Hamilton**	5. Historic or Other Name(s) **The Maisonette Restaurant**	

6. Specific Address or Location
114 East 6th Street

6a. Lot, Section or VMD Number

7. City or Village
Cincinnati

9. U.T.M. Reference
Quadrangle Name: **Covington (Ky.)**
16 Zone **715218** Easting **4331143** Northing

10. Classification: **Building**

11. On National Register? **NO**

13. Part of Established Hist. Dist? **NO**

15. Other Designation (NR or Local)

16. Thematic Associations:
Food Service

17. Date(s) or Period **ca. 1910**
17b. Alteration Date(s) **ca. 1950**

18. Style Class and Design
Element **Neo-Classical Revival**

18a. Style of Addition or Elements(s)

19. Architect or Engineer

19a. Design Sources

20. Contractor or Builder

21. Building Type or Plan
Restaurant/Bar

22. Original Use, if apparent
Restaurant/bar

23. Present Use
VACANT/NOT IN USE

24. Ownership **Private**

25. Owner's Name & Address, if known
CBD Holdings, Inc.
1014 Vine Street #1420
Cincinnati, Ohio 45202

26. Property Acreage **.087**

27. Other Surveys

28. No. of Stories
Two story

29. Basement?

30. Foundation Material
Brick bearing

31. Wall Construction
Balloon/western/platform frame

32. Roof Type
Flat
Roof Material
Unknown

33. No. of Bays **5** Side Bays

34. Exterior Wall Material(s)
Brick

35. Plan Shape

36. Changes associated with 17/17b Dates:
17. **Original/Most significant construct**
17b. **Substantial alteration/addition**

37. Window Type(s)

38. Building Dimensions

39. Endangered? **YES**
By What?
Vacancy

40. Chimney Placement

41. Distance from & Frontage on Road
15'

51. Condition of Property:

52. Historic Outbuildings & Dependencies
Structure Type

Date

Associated Activity

53. Affiliated Inventory Numbers
Historic (OHI)

Archaeological (OAI)

42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)

The building has been vacant since 2005 when The Maisonette restaurant closed. The first story features a ca. 1950 storefront with four wooden doors with concrete surrounds. The main entry is centrally located and features iron columns and a possible transom that is currently covered with a 'For Lease' sign. A 1916 photograph shows the storefront originally had large transom windows, storefront windows, and kickplates. The second story features an original portico-in-antis with fluted columns and five double doors with fanlight transoms. The roof line features a parapet that is currently covered with a shingled pent roof. The brackets are still visible under the roof.

43. History and Significance (Continue on Reverse if necessary)

The building is an uncommon example of the Neo Classical Style on this small scale in Cincinnati. However, major alterations to the storefront and roof have caused the building to lose integrity of materials, design, workmanship, and feeling. The building was used for commercial purposes, including The Maisonette restaurant from 1949-2005, but has been vacant since 2005.

44. Description of Environment and Outbuildings (See #52)

The building is located in the dense urban environment of downtown Cincinnati. The Arnoff Center (built 1995) is located behind the building. A ca. 2005 restaurant is located to its immediate west. Other buildings on the north side of East 6th Street date from late-19th and early-20th centuries. The skyscraper across East 6th Street was built ca. 1985.

45. Sources of Information

**1922, 1934, and 1950 Sanborn Maps. Cincinnati Historical Society photograph collection. **

46. Prepared By:
47. Organization:
48. Date Recorded:
49. PIR Reviewer:
50. PIR Review Date:

1. No. **HAM-08349-44**	4. Present Name(s) **114 East 6th Street**
2. County **Hamilton**	5. Historic or Other Name(s) **The Maisonette Restaurant**

HAM-08349-44

8. Site Plan with North Arrow

54. Farmstead Plan :

Door Selection:

Door Position:

Orientation:

Symmetry:

Report Associated With Project:

NADB #:

Ohio Historic Preservation Office
567 E. Hudson St.
Columbus, OH 43211
614/298-2000

OHIO HISTORIC INVENTORY

RPR Number:

1. No. **HAM-08350-44**	4. Present Name(s) **118 East 6th Street**	
2. County **Hamilton**	5. Historic or Other Name(s) **La Normandie Restaurant**	

6. Specific Address or Location
118 East 6th Street

6a. Lot, Section or VMD Number

7. City or Village
Cincinnati

9. U.T.M. Reference
Quadrangle Name: **Covington (Ky.)**
16 **715222** **4331144**
Zone Easting Northing

10. Classification: **Building**

11. On National Register? **NO**

13. Part of Established Hist. Dist? **NO**

15. Other Designation (NR or Local)

16. Thematic Associations:

17. Date(s) or Period
ca. 1910

17b. Alteration Date(s)

18. Style Class and Design
Element **Neo-Classical Revival**

18a. Style of Addition or Elements(s)

19. Architect or Engineer

19a. Design Sources

20. Contractor or Builder

21. Building Type or Plan
Office

22. Original Use, if apparent
Office
Restaurant/bar

23. Present Use
VACANT/NOT IN USE

24. Ownership

25. Owner's Name & Address, if known
CBD Holdings, LLC
1014 Vine Street
Cincinnati, Ohio 45202

26. Property Acreage **.043**

27. Other Surveys

28. No. of Stories
5 - 10 stories

29. Basement?

30. Foundation Material
Unknown

31. Wall Construction
Balloon/western/platform frame

32. Roof Type
Flat
Roof Material
Unknown

33. No. of Bays **3** Side Bays

34. Exterior Wall Material(s)
Brick

35. Plan Shape

36. Changes associated with 17/17b Dates:
17. **Original/Most significant construct**
17b.

37. Window Type(s)

38. Building Dimensions

39. Endangered? **YES**
By What?
Vacancy

40. Chimney Placement

41. Distance from & Frontage on Road
15'

51. Condition of Property:

52. Historic Outbuildings & Dependencies
Structure Type
Date
Associated Activity

53. Affiliated Inventory Numbers
Historic (OHI)
Archaeological (OAI)

42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)

The 5-story building features window openings covered with louvered shutters and rock-faced lintels and sills. The 4th floor window openings are arched and have arched brick lintels. Above these windows are decorative brick corbelling and a smooth entablature that may be painted metal or concrete. A cornice with dentil molding is located at the top of the building. The storefront was greatly altered in 1966 and features a large unpainted brick arch. A sheet of metal is currently covering the storefront, blocking the detail within the arch.

43. History and Significance (Continue on Reverse if necessary)

City directory and Sanborn map research indicates the building was as office space on the upper levels and commercial space on the first story. La Normandie restaurant was located on the first story until it closed in 2005. Since that date, the building has been vacant. The building has lost intergrity of materials, workmanship, design, and feeling due the major alteration of the storefront space in 1966.

44. Description of Environment and Outbuildings (See #52)

The building is located in the dense urban environment of downtown Cincinnati. Other buildings on the north side of East 6th Street date from late-19th and early-20th centuries. The skyscraper across East 6th Street was built ca. 1985.

45. Sources of Information

**Cincinnati city directories. 1922, 1934, and 1950 Sanborn maps. **

46. Prepared By:
47. Organization:
48. Date Recorded:
49. PIR Reviewer:
50. PIR Review Date:

HAM-0835 0-44
2. County Hamilton
4. Present or Historic Name(s) 118 East 6th Street
6. Specific Address or Location 118 East 6th Street

1. No. **HAM-08350-44**	4. Present Name(s) **118 East 6th Street**
2. County **Hamilton**	5. Historic or Other Name(s) **La Normandie Restaurant**

HAM-08350-44

8. Site Plan with North Arrow

54. Farmstead Plan :

Door Selection:

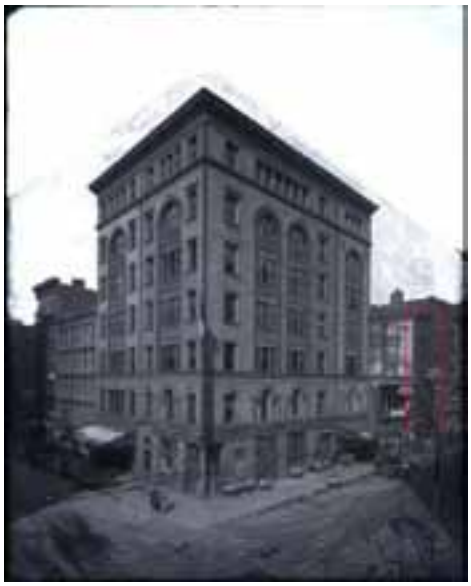
Door Position:

Orientation:

Symmetry:

Report Associated With Project:

NADB #:



Ohio Historic Preservation Office
567 E. Hudson St.
Columbus, OH 43211
614/298-2000

OHIO HISTORIC INVENTORY

RPR Number:

1. No. **HAM-08351-44**	4. Present Name(s) **Arsh Indian Restaurant**
2. County **Hamilton**	5. Historic or Other Name(s)

6. Specific Address or Location
122 East 6th Street

6a. Lot, Section or VMD Number

7. City or Village
Cincinnati

9. U.T.M. Reference
Quadrangle Name: **Covington (Ky.)**
16 Zone **715229** Easting **4331148** Northing

10. Classification: **Building**

11. On National Register? **NO**

13. Part of Established Hist. Dist? **NO**

15. Other Designation (NR or Local)

16. Thematic Associations:

17. Date(s) or Period **ca.1910**

17b. Alteration Date(s)

18. Style Class and Design
Element **No academic style - Vernacular**

18a. Style of Addition or Elements(s)

19. Architect or Engineer

19a. Design Sources

20. Contractor or Builder

21. Building Type or Plan
Skyscraper

22. Original Use, if apparent
Office
Restaurant/bar

23. Present Use
VACANT/NOT IN USE

24. Ownership **Private**

25. Owner's Name & Address, if known
CBD Holdings, Inc
1014 Vine Street
Cincinnati, Ohio 45202

26. Property Acreage **.063**

27. Other Surveys

28. No. of Stories
5 - 10 stories

29. Basement?

30. Foundation Material
Unknown

31. Wall Construction
Balloon/western/platform frame

32. Roof Type
Flat
Roof Material
Unknown

33. No. of Bays **4** Side Bays **8**

34. Exterior Wall Material(s)
Brick

35. Plan Shape

36. Changes associated with 17/17b Dates:
17. **Original/Most significant construct**
17b.

37. Window Type(s)
1 over 1

38. Building Dimensions

39. Endangered? **YES**
By What?
Vacancy

40. Chimney Placement

41. Distance from & Frontage on Road
10'

51. Condition of Property:
Good/Fair

52. Historic Outbuildings & Dependencies
Structure Type
Date
Associated Activity

53. Affiliated Inventory Numbers
Historic (OHI)
Archaeological (OAI)

42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)

The 6-story building features a ca. 1980 replacement storefront with aluminum windows and entry door. The second story windows on the primary (south) facade are replacment one-over-one aluminum sash. This set of windows has a wide unadorned lintel. The remaining wondow openings throughout the building have been covered with louvered shutters. Window openings on the upper stories of the primary facade have plain stone or concrete lintels and sills. The cornice features decorative brick corbelling with dentil molding.

43. History and Significance (Continue on Reverse if necessary)

According to city directory and Sanborn map research, the building was used as storefront and office space. The building is currently vacant, but retains signage from the Arsh Indian Restaurant. A ca. 1916 photo shows the upper four stories of the building. The building has lost integrity of materials, workmanship, feeling, and design due to the storefront alterations.

44. Description of Environment and Outbuildings (See #52)

The building is located in the dense urban environment of downtown Cincinnati. Other buildings on the north side of East 6th Street date from late-19th and early-20th centuries. The skyscraper across East 6th Street was built ca. 1985.

45. Sources of Information

Cincinnati city directory 1923. Sanborn Maps 1922, 1934, and 1950. Photograph collection at the Cincinnati Historical Society.

46. Prepared By: **Jennifer Burden** 47. Organization: **Gray & Pape, Inc.** 48. Date Recorded: **01/31/2011**
49. PIR Reviewer: 50. PIR Review Date:

1. No. **HAM-08351-44**	4. Present Name(s) **Arsh Indian Restaurant**
2. County **Hamilton**	5. Historic or Other Name(s)

HAM-08351-44

8. Site Plan with North Arrow

54. Farmstead Plan :

Door Selection:
Single off center

Door Position:
Recessed

Orientation:

Symmetry:

Report Associated With Project:

NADB #:

Ohio Historic Preservation Office
567 E. Hudson St.
Columbus, OH 43211
614/298-2000

OHIO HISTORIC INVENTORY

RPR Number:

1. No. **HAM-08352-44**	4. Present Name(s) **Schmidt Building**
2. County **Hamilton**	5. Historic or Other Name(s) **Reakirt Building**

6. Specific Address or Location
126 East 6th Street

6a. Lot, Section or VMD Number

7. City or Village
Cincinnati

9. U.T.M. Reference
Quadrangle Name: **Covington (Ky.)**
16 Zone **715247** Easting **4331149** Northing

10. Classification: **Building**

11. On National Register? **NO**

13. Part of Established Hist. Dist? **NO**

15. Other Designation (NR or Local)

16. Thematic Associations:

17. Date(s) or Period **1923**

17b. Alteration Date(s)

18. Style Class and Design
Dominant **Commercial/Chicago Style**

18a. Style of Addition or Elements(s)

19. Architect or Engineer

19a. Design Sources

20. Contractor or Builder

21. Building Type or Plan
Skyscraper

22. Original Use, if apparent
Office

23. Present Use
Restaurant/bar
Office

24. Ownership **Private**

25. Owner's Name & Address, if known
SBG Properties, Ltd.
128 East 6th Street
Cincinnati, Ohio 45202

26. Property Acreage **.135**

27. Other Surveys

28. No. of Stories
5 - 10 stories

29. Basement?

30. Foundation Material
Unknown

31. Wall Construction
Metal/steel frame

32. Roof Type
Flat
Roof Material
Unknown

33. No. of Bays **5** Side Bays **7**

34. Exterior Wall Material(s)
Brick

35. Plan Shape

36. Changes associated with 17/17b Dates:
17. **Original/Most significant construct**
17b.

37. Window Type(s)
1 over 1
6 over 6

38. Building Dimensions

39. Endangered? **NO**
By What?

40. Chimney Placement

41. Distance from & Frontage on Road
10'

51. Condition of Property:

52. Historic Outbuildings & Dependencies
Structure Type
Date
Associated Activity

53. Affiliated Inventory Numbers
Historic (OHI)
Archaeological (OAI)

42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)

The 10-story building features elements of the Commercial/Chicago Style including the primary (south) facade divided into base (storefront and mezzanine), shaft (center 6 stories), and capital (upper two stories and cornice) sections, large one-over-one sash, symmetrical fenestration, and a flat roof with prominent cornice. Sash throughout the building appear to be original and have plain stone or concrete lintels and sills. The capital features fluted pilasters, decorative brick corbelling, and tall metal cornice. The storefront has been completely altered to suit the needs for the Benihana restaurant.

43. History and Significance (Continue on Reverse if necessary)

The 1934 Sanborn Map notes the building was constructed in 1923 and is listed as the Reakirt Building. The Cincinnati city directories note several offices were housed in the building, including the Burroughs Adding Machine Company on the third floor. Currently, the Benihana restuarant is located on the first story and the upper stories appear to be a mix of office and vacant space. The building is a good example of the Chicago Style, but the ca. 1980 storefront has caused the building to lose integrity of materials, design, feeling, and workmanship.

44. Description of Environment and Outbuildings (See #52)

The building is located in the dense urban environment of downtown Cincinnati. Other buildings on the north side of East 6th Street date from late-19th and early-20th centuries. The skyscraper across East 6th Street was built ca. 1985.

45. Sources of Information

Cincinnati city directory 1923, Sanborn Maps 1934 and 1950.

46. Prepared By: **Jennifer Burden** 47. Organization: **Gray & Pape, Inc.** 48. Date Recorded: **01/31/2011**
49. PIR Reviewer: 50. PIR Review Date:

HAM-08352-44
2. County **Hamilton**
4. Present or Historic Name(s) **Schmidt Building**
6. Specific Address or Location **126 East 6th Street**

1. No. **HAM-08352-44**	4. Present Name(s) **Schmidt Building**
2. County **Hamilton**	5. Historic or Other Name(s) **Reakirt Building**

HAM-08352-44

8. Site Plan with North Arrow

54. Farmstead Plan :

Door Selection:
Two doors asymmetrical

Door Position:
Flush

Orientation:

Symmetry:

Report Associated With Project:

NADB #:

Ohio Historic Preservation Office
567 E. Hudson St.
Columbus, OH 43211
614/298-2000

OHIO HISTORIC INVENTORY

RPR Number:

1. No. **HAM-08353-44**	4. Present Name(s) **130 East 6th Street**
2. County **Hamilton**	5. Historic or Other Name(s)

6. Specific Address or Location
130 East 6th Street

6a. Lot, Section or VMD Number

7. City or Village
Cincinnati

9. U.T.M. Reference
Quadrangle Name: **Covington (Ky.)**
16 Zone **715262** Easting **4331151** Northing

10. Classification: **Building**

11. On National Register? **NO**

13. Part of Established Hist. Dist? **NO**

15. Other Designation (NR or Local)

16. Thematic Associations:

17. Date(s) or Period **1891**

17b. Alteration Date(s)

18. Style Class and Design
Dominant **Commercial/Chicago Style**

18a. Style of Addition or Elements(s)

19. Architect or Engineer

19a. Design Sources

20. Contractor or Builder

21. Building Type or Plan
Skyscraper

22. Original Use, if apparent
Office

23. Present Use
VACANT/NOT IN USE

24. Ownership **Private**

25. Owner's Name & Address, if known
SBG Properties, Ltd.
128 East 6th Street
Cincinnati, Ohio 45202

26. Property Acreage **.09**

27. Other Surveys

28. No. of Stories
5 - 10 stories

29. Basement?

30. Foundation Material
Unknown

31. Wall Construction
Metal/steel frame

32. Roof Type
Flat
Roof Material
Unknown

33. No. of Bays **4** Side Bays

34. Exterior Wall Material(s)
Brick

35. Plan Shape

36. Changes associated with 17/17b Dates:
17. **Original/Most significant construct**
17b.

37. Window Type(s)
1 over 1

38. Building Dimensions

39. Endangered? **YES**
By What?
Vacancy

40. Chimney Placement

41. Distance from & Frontage on Road
10'

51. Condition of Property:
Good/Fair

52. Historic Outbuildings & Dependencies
Structure Type

Date

Associated Activity

53. Affiliated Inventory Numbers
Historic (OHI)

Archaeological (OAI)

42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)

The 6-story building has a date plate on its primary (south) facade that says 1891. Windows on the upper stories appear to be original plate glass and one-over-one sash. The second and third stories are framed by fluted pilasters and metal cornice with dentil molding. The fourth story windows feature rusticated stone lintels. The fifth story window openings are arched. The sixth story windows have rounded pilasters between each opening and have a tiered lintelcourse. The cornice appears to be missing at the southeast corner. The storefront, which is currently vacant, has been greatly altered to accommodate a restaurant.

43. History and Significance (Continue on Reverse if necessary)

City directories and Sanborn map research indicates the building was used for commercial purposes. Currently, the building appears to be completely vacant. The building is an example of the Chicago Style, but has lost integrity of materials, design, and workmanship due to the partial loss of the cornice and ca. 1990 storefront addition.

44. Description of Environment and Outbuildings (See #52)

The building is located in the dense urban environment of downtown Cincinnati. Other buildings on the north side of East 6th Street date from late-19th and early-20th centuries. The skyscraper across East 6th Street was built ca. 1985.

45. Sources of Information

Cincinnati city directories, 1922, 1934, and 1950 Sanborn Maps.

46. Prepared By: **Jennifer Burden** 47. Organization: **Gray & Pape, Inc.** 48. Date Recorded: **01/31/2011**
49. PIR Reviewer: 50. PIR Review Date:

HAM-08353-44
2. County **Hamilton**
4. Present or Historic Name(s) **130 East 6th Street**
6. Specific Address or Location **130 East 6th Street**

1. No. **HAM-08353-44**	4. Present Name(s) **130 East 6th Street**
2. County **Hamilton**	5. Historic or Other Name(s)

HAM-08353-44

8. Site Plan with North Arrow

54. Farmstead Plan :

Door Selection:
Two doors asymmetrical

Door Position:
Recessed

Orientation:

Symmetry:

Report Associated With Project:

NADB #:

Ohio Historic Preservation Office
567 E. Hudson St.
Columbus, OH 43211
614/298-2000

OHIO HISTORIC INVENTORY

RPR Number:

1. No. **HAM-08354-44**	4. Present Name(s) **Gano Street Substation**	
2. County **Hamilton**	5. Historic or Other Name(s) **Gano Street Substation**	

6. Specific Address or Location **117 Gano Street**	19a. Design Sources	35. Plan Shape **Rectangular**
	20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. **Original/Most significant construct** 17b.
6a. Lot, Section or VMD Number	21. Building Type or Plan **Other Building Type**	
7. City or Village **Cincinnati**	22. Original Use, if apparent **Energy Facility**	37. Window Type(s) **Steel**
9. U.T.M. Reference Quadrangle Name: **Covington (Ky.)** **16** Zone **715216** Easting **4331187** Northing	23. Present Use **VACANT/NOT IN USE**	38. Building Dimensions
	24. Ownership **Private**	39. Endangered? **NO** By What?
10. Classification: **Building**	25. Owner's Name & Address, if known **CBD Holdings, Inc. 1014 Vine Street Cincinnati, OH 45202**	
11. On National Register? **NO**		40. Chimney Placement
13. Part of Established Hist. Dist? **NO**	26. Property Acreage **.127**	
15. Other Designation (NR or Local)	27. Other Surveys	41. Distance from & Frontage on Road
	28. No. of Stories **One story**	51. Condition of Property: **Good/Fair**
16. Thematic Associations: **Electric**	29. Basement?	52. Historic Outbuildings & Dependencies Structure Type
	30. Foundation Material **Ashlar Stone, w/no water table**	
17. Date(s) or Period **ca. 1910** 17b. Alteration Date(s)	31. Wall Construction **Metal/steel frame**	Date
18. Style Class and Design **No academic style - Vernacular**	32. Roof Type **Flat** Roof Material **Built-up (tar paper, membrane, graveled)**	Associated Activity
18a. Style of Addition or Elements(s)	33. No. of Bays **4** Side Bays **8**	53. Affiliated Inventory Numbers Historic (OHI)
19. Architect or Engineer	34. Exterior Wall Material(s) **Brick**	Archaeological (OAI)

42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)

This large, one-story, utilitarian building has an ashlar stone foundation, walls clad in brick, window openings with original industrial hopper sash, and a flat roof. The alley to the north of the building has been regraded to allow for a loading dock at the neighboring Aronoff Center, and the stone foundation has been faced with concrete for additional support. The main entry has been partially covered. A replacement dock door has been added to the east facade. Recessed panels are found below and above the paired windows on the east facade, and the windows on the north facade. Window openings have stone lintels and sills. A decorative, stepped-brick cornice adorns the top of the building.

43. History and Significance (Continue on Reverse if necessary)

Built ca. 1910, by the Union Gas & Electric Company, the Gano Street Substation originally housed four large transformers used to convert electricity from alternating current to direct current, in order to power Cincinnati's streetcars. Union Gas & Electric still operated the substation through 1934, but Cincinnati Gas & Electric took over ownership prior to 1950. The substation was presumably closed following the dismantling of the Cincinnati streetcar system in 1951. The Comisar family, owners of several Sixth Street restaurants, purchased the property at a later date and used it primarily for storage. The building is currently vacant. The building retains integrity of location, materials, and workmanship, however the construction of the Aronoff Center immediately to the west has continued...

44. Description of Environment and Outbuildings (See #52)

The Gano Street Substation sits north of a row of former restaurant buildings on Sixth Street, and east of the Aronoff Center for the Arts on Walnut Street. Tucked behind these buildings in the dense Central Business District, the building is accessible through the alleys, Gano Street and Bodman Alley.

45. Sources of Information

Sanborn Fire Insurance Maps, 1891, 1934, 1950; Williams Cincinnati City Directory 1923; www.hamiltoncountyauditor.org; William Carney, 'Seeing Cincinnati: Alley Archeology', Cincinnati Magazine, Aril 1976 p. 19.

46. Prepared By: **Douglas Owen** 47. Organization: **Gray & Pape, Inc.** 48. Date Recorded: **01/31/2011**
49. PIR Reviewer: 50. PIR Review Date:

1. No. **HAM-08354-44**	4. Present Name(s) **Gano Street Substation**
2. County **Hamilton**	5. Historic or Other Name(s) **Gano Street Substation**

HAM-08354-44

8. Site Plan with North Arrow

54. Farmstead Plan :

Door Selection:
Single off center

Door Position:
Altered

Orientation:

Symmetry:

Report Associated With Project:

NADB #:

1. No. **HAM-08354-44**	4. Present Name(s) **Gano Street Substation**
2. County **Hamilton**	5. Historic or Other Name(s) **Gano Street Substation**

42. Further Description of Important Interior and Exterior Features (Con't)

43. History and Significance (Con't)

diminished its integrity of setting and feeling. Several other substations and other streetcar-related structures remain throughout the city.

44. Description of Environment and Outbuildings (Con't)

45. Sources (Con't)

Ohio Historic Preservation Office
567 E. Hudson St.
Columbus, OH 43211
614/298-2000

OHIO HISTORIC INVENTORY

RPR Number:

1. No. **HAM-00248-44** REV	4. Present Name(s) **American Automobile Association**
2. County **Hamilton**	5. Historic or Other Name(s) **Cincinnati Suburban Bell Telephone Co**

6. Specific Address or Location
1014-1016 Race Street

6a. Lot, Section or VMD Number

7. City or Village
Cincinnati

9. U.T.M. Reference
Quadrangle Name: **Covington (Ky.)**
16 Zone **714810** Easting **4331549** Northing

10. Classification: **Building**

11. On National Register? **NO**

13. Part of Established Hist. Dist? **NO**

15. Other Designation (NR or Local)

16. Thematic Associations:
Telephone/Telegraph
Auto

17. Date(s) or Period **1904**
17b. Alteration Date(s) **1983**

18. Style Class and Design
Dominant **Renaissance Revival**

18a. Style of Addition or Elements(s)
No academic style - Vernacular

19. Architect or Engineer

19a. Design Sources

20. Contractor or Builder

21. Building Type or Plan
COMMERCIAL

22. Original Use, if apparent
Communications Facility
Club

23. Present Use
Office

24. Ownership

25. Owner's Name & Address, if known
Cincinnati Automobile Club
15 W Central Parkway
Cincinnati, OH, 45202

26. Property Acreage **0.557**

27. Other Surveys

28. No. of Stories
Three story

29. Basement? **Unknown**

30. Foundation Material
Ashlar Stone, w/no water table

31. Wall Construction
Brick bearing

32. Roof Type
Flat
Roof Material
Built-up (tar paper, membrane, graveled)

33. No. of Bays **3** Side Bays **6**

34. Exterior Wall Material(s)
Common or American bond

35. Plan Shape
Square

36. Changes associated with 17/17b Dates:
17. **Original/Most significant construct**
17b. **Substantial alteration/addition**

37. Window Type(s)
Modern Replacements

38. Building Dimensions

39. Endangered? **NO**
By What?

40. Chimney Placement

41. Distance from & Frontage on Road

51. Condition of Property:
Good/Fair

52. Historic Outbuildings & Dependencies
Structure Type

Date

Associated Activity

53. Affiliated Inventory Numbers
Historic (OHI)

Archaeological (OAI)

42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)

A large three-story addition was built on the east side of the original building in 1983, which effectively triples the size of the 1904 building. The addition is connected through an enclosed atrium. The original window sash was replaced ca. 2010 with tinted plate glass sash. The original storefront has also been heavily altered, with doorways on the west and north facades removed, and the original storefront sash replaced with a tinted plate glass sash. The alterations and the large addition have diminished the building's historic character and compromised its integrity of materials, workmanship, and feeling.

43. History and Significance (Continue on Reverse if necessary)

The Cincinnati Suburban Bell Telephone Company originally occupied the building. At a later date, the Cincinnati Auto Club purchased the building, and it now houses the offices of the American Automobile Association (AAA). Alterations and additions have greatly diminished the building's historic integrity.

44. Description of Environment and Outbuildings (See #52)

The building sits at the southeast corner of Central Parkway and Race Street. The majority of its comtemporary buildings have been demolished and replaced with new construction and surface parking lots, compromising the building's integrity of setting and feeling.

45. Sources of Information

Sanborn Insurance Maps 1887, 1934, 1950; Williams Cincinnati City Directories 1910, 1923; www.hamiltoncountyauditor.org

46. Prepared By: **Douglas Owen** 47. Organization: **Gray & Pape, Inc.** 48. Date Recorded: **01/28/2011**
49. PIR Reviewer: 50. PIR Review Date:

HAM-00248-44
2. County Hamilton
4. Present or Historic Name(s) American Automobile Association
6. Specific Address or Location 1014-1016 Race Street

1. No. **HAM-00248-44** REV	4. Present Name(s) **American Automobile Association**
2. County **Hamilton**	5. Historic or Other Name(s) **Cincinnati Suburban Bell Telephone Co**

HAM-00248-44

8. Site Plan with North Arrow

54. Farmstead Plan :

Door Selection:
Single centered

Door Position:
Recessed

Orientation:

Symmetry:

Report Associated With Project:

NADB #:

CBD-7-342

44

OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office
Ohio Historical Center
Columbus, Ohio 43211

HAM 248

1. No. HAM 248-44

2. County Hamilton

3. Location of Negatives MPA

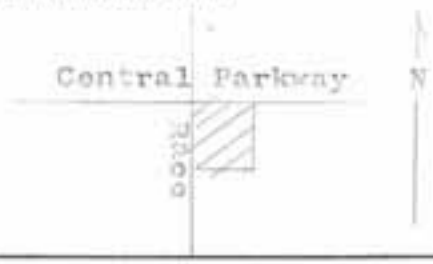
4. Present Name(s) American Automobile Association

5. Other Name(s)

6. Specific Location 1014 Race Street

7. City or Town Cincinnati, Ohio — If Rural, Township & Vicinity

8. Site Plan with North Arrow



9. Coordinates

Lat. _____ Long. _____

U.T.M. Reference

Zone	Easting	Northing
16	714800	4331380

10. Site ☐ Building ☒ Structure ☐ Object ☐

11. On National Register? Yes ☐ No ☒

12. Is it Eligible? Yes ☐ No ☒

13. Part of Estab. Hist. Dist.? Yes ☐ No ☒

14. District Potent'l? Yes ☒ No ☐

15. Name of Established District

16. Thematic Category 20th Century Architecture

17. Date(s) or Period 1904

18. Style or Design Italian Renaissance

19. Architect or Engineer Unknown

20. Contractor or Builder Unknown

21. Original Use, if apparent Commercial

22. Present Use Commercial

23. Ownership Public ☐ Private ☒

24. Owner's Name & Address, if known Cincinnati Auto Club 1014 Race Cincinnati, Oh

25. Open to Public? Yes ☒ No ☐

26. Local Contact Person or Organization MPA

27. Other Surveys in Which Included None

28. No. of Stories 3

29. Basement? Yes ☒ No ☐

30. Foundation Material stone

31. Wall Construction brick

32. Roof Type & Material flat, metal

33. No. of Bays Front 3 Side 6

34. Wall Treatment common bond

35. Plan Shape rectang.

36. Changes (Explain in #42) Addition ☐ Altered ☐ Moved ☐

37. Condition Interior good Exterior good

38. Preservation Underway? Yes ☐ No ☒

39. Endangered? By What? Yes ☐ No ☒

40. Visible from Public Road? Yes ☒ No ☐

41. Distance from and Frontage on Road 10'

42. Further Description of Important Features

This building is distinguished by its decorative stone trim. The ground floor has rusticated stone trim, the upper floors have stone quoins, there are also stone quoins on the pilasters between the upper floor windows. The giant pilasters terminate in large stone trimed arches. There is also a stone cornice with dentils.

43. History and Significance

This is a good example of Italian Renaissance architecture. By its size, style and date it contributes to the overall homogeneity of the area.

44. Description of Environment and Outbuildings

This building is located in the north central section of the central business district among many similar buildings.

45. Sources of Information

Hamilton County Court House

46. Prepared by P. Sambi

47. Organization MPA

48. Date 1/19/76

49. Revision Date(s)

Hamilton

American Automobile Association

Ohio Historic Preservation Office
567 E. Hudson St.
Columbus, OH 43211
614/298-2000

OHIO HISTORIC INVENTORY

RPR Number:

1. No. **HAM-06926-44** REV	4. Present Name(s) **Gibson Lofts**	
2. County **Hamilton**	5. Historic or Other Name(s) **Gibson Flats**	

6. Specific Address or Location
633-637 Walnut Street

6a. Lot, Section or VMD Number

7. City or Village
Cincinnati

9. U.T.M. Reference
Quadrangle Name: **Covington (Ky.)**
16 Zone **715127** Easting **4331218** Northing

10. Classification: **Building**

11. On National Register? **NO**

13. Part of Established Hist. Dist? **NO**

15. Other Designation (NR or Local)

16. Thematic Associations:

17. Date(s) or Period
ca. 1870

17b. Alteration Date(s)

18. Style Class and Design
High **Second Empire/Mansard**

18a. Style of Addition or Elements(s)

19. Architect or Engineer

19a. Design Sources

20. Contractor or Builder

21. Building Type or Plan
COMMERCIAL

22. Original Use, if apparent
RESIDENTIAL/DOMESTIC
COMMERCIAL

23. Present Use
RESIDENTIAL/DOMESTIC
COMMERCIAL

24. Ownership **Private**

25. Owner's Name & Address, if known
639 Walnut LLC
119 E Court St
Cincinnati, OH 45202

26. Property Acreage

27. Other Surveys

28. No. of Stories
5 - 10 stories

29. Basement?

30. Foundation Material
Ashlar Stone, w/no water table

31. Wall Construction
Brick bearing

32. Roof Type
Mansard
Roof Material
Asphalt shingle

33. No. of Bays **4** Side Bays

34. Exterior Wall Material(s)
Limestone

35. Plan Shape
Rectangular

36. Changes associated with 17/17b Dates:
17. **Original/Most significant construct**
17b.

37. Window Type(s)
1 over 1

38. Building Dimensions

39. Endangered? **NO**
By What?

40. Chimney Placement

41. Distance from & Frontage on Road

51. Condition of Property:
Good/Fair

52. Historic Outbuildings & Dependencies
Structure Type
Date
Associated Activity

53. Affiliated Inventory Numbers
Historic (OHI)
Archaeological (OAI)

42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)

With the exception of the storefronts, the Gibson Lofts Building retains the exterior features described in the original 2001 OHI by J. Herrmann, including the letters 'TG' in the gabled dormers. The first floor storefronts have been rehabbed, restoring the original iron supports and revealing the transom window openings, which were previously boarded over.

43. History and Significance (Continue on Reverse if necessary)

This building was constructed c. 1870 and purchased by the Thomas Gibson Company, a plumbing supplier, in 1884. The main Gibson business was immediately to the south (now demolished), and these buildings were the Gibson Flats, which were apartments for rent. The ground-level storefront was occupied by commercial businesses, including a restaurant in 1923. The building retains all aspects of integrity and is an excellent example of a Second Empire style commercial building in the Central Business District.

44. Description of Environment and Outbuildings (See #52)

These buildings are located in Cincinnati's Central Business District, in an entertainment and eatery district. The Aronoff Center for the Arts is located directly across Walnut Street.

45. Sources of Information

Sanborn Fire Insurance Maps, 1891, 1934, 1950; Williams Cincinnati City Directory 1923; www.hamiltoncountyauditor.org; HAM-6926-44 (J. Hermann, 2001)

46. Prepared By: **Douglas Owen** 47. Organization: **Gray & Pape, Inc.** 48. Date Recorded: **01/31/2011**
49. PIR Reviewer: 50. PIR Review Date:

HAM-06926-44
2. County Hamilton
4. Present or Historic Name(s) Gibson Lofts
6. Specific Address or Location 633-637 Walnut Street

1. No. **HAM-06926-44** REV	4. Present Name(s) **Gibson Lofts**
2. County **Hamilton**	5. Historic or Other Name(s) **Gibson Flats**

HAM-06926-44

8. Site Plan with North Arrow

54. Farmstead Plan :

Door Selection:
Two doors symmetrical

Door Position:
Recessed

Orientation:

Symmetry:

Report Associated With Project:

NADB #:

(facsimilie copy)

OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office
567 E. Hudson St.
Columbus, Ohio 43211
614/298-2000

OHIO HISTORICAL SOCIETY

HAM-6926-44

1. No. HAM-6926-44

2. County Hamilton

3. Location of Negatives Gray & Pape, Inc.

Roll No. EE19 **Frame** 3A,4A, 5A, 6A

4. Present Name (s) Gibson Lofts — Coded

5. Historic or Other Name(s) Gibson Flats

HAMILTON

6. Specific Address or Location 633, 637 Walnut Street

6a. Lot, Section or VMD

7. City or Village If Rural, Township Vicinity Cincinnati

8. Site Plan with North Arrow

9. U.T.M. Reference

Quadrangle Name Covington

Zone 16 **Easting** 715127 **Northing** 4331010

10. Site ☐ Building ☑ Structure ☐ Object ☐

11. On National Register? Yes ☐ No ☑

12. N.R. Potential? Yes ☑ No ☐

13. Part of Estab. Hist. Dist? Yes ☐ No ☑

14. District Potential? Yes ☐ No ☑

15. Name of Established District (N.R. or Local)

16. Thematic Association(s) Commercial/Residential

17. Date(s) or Period c.1890

17b. Alteration

18. Style or Design Second Empire — ☐ High Style ☑ Elements

18a. Style of Addition or Element(s)

19. Architect or Engineer

19a. Design Sources

20. Contractor or Builder

21. Building Type or Plan

22. Original Use, if apparent Mixed Commercial

23. Present Use Commercial

24. Ownership Public ☐ Private ☑

25. Owner's Name and Address, if known

26. Property Acreage

27 Other Surveys in Which Included: Phase I Architectural Survey of the Proposed I-71 LRT Corridor, Hamilton County, Ohio

28. No of Stories 5

29. Basement? Yes ☑ No ☐

30. Foundation Material Stone

31. Wall Construction Brick

32. Roof Type and Material Mansard — Asphalt Shingles

33. No of Bays 4 Front — 1 Side

34. Exterior Wall Brick

35. Plan Shape Rectangular

36. Changes (Explain in #42) Addition ☐ Altered ☑ Moved ☐

37. Window Types ☐ 6 over 6 ☐ 2 over 2 ☐ 4 over 4 ☑ Other

38. Building Dimensions

39. Endangered By What? Yes ☐ No ☑

40. Chimney Placement

41. Distance from and Frontage on Road

GIBSON LOFTS

633, 637 WALNUT STREET

42. Further Desciption of Important and Exterior Features:(Continue on reverse if necessary)

This five-story, rectangular building is a brick construction with a cut-stone façade. The building features one-over-one double-hung sash windows, as well as shallow gabled dormers with tripartite windows on the east façade. The building's mansard roof is covered with replacement asphalt shingles, and features decorative dentils along the roofline, as well as finials at the roof's corners. In addition to this ornamentation, the dormers also have decorative scrollwork surrounding the letters "IG" in Classical Revival pediments, and engaged columns between their windows to create the effect of a portico. The building's façade has corner quoins and stone lintels over its (cont'd)

43. History and Significance: (Continue on reverse if necessary)

This building was constructed c. 1870 and purchased by the Thomas Gibson Company, a plumbing supplier, in 1884. The Gibson Company connected its property at what was then 273 Walnut (now demolished and occupied by Uno's Pizzeria, a new construction) with the two buildings immediately to the north in the French Second Empire style. According to the Sanborn atlas, the company used the southernmost building for its business, and the (cont'd)

44. Desciption of Environment and Outbuildings: (see #52)

This mixed-use building is located on Walnut Street opposite the Aronoff Center for the Arts, a recently-constructed theater facility. The block comprises the Backstage area, characterized by the compatible development of upscale restaurants and apartments that cater to Aronoff patrons.

45. Sources of Information:

Sanborn Fire Insurance Map, 1891
www.hamiltoncountyauditor.org
Cincinnati Business Courier, 8 June 2001
The Bicentennial Guide to Greater Cincinnati

46. Prepared by J. Herrmann

47. Organization Gray & Pape, Inc.

48. Date Recorded in Field 7/01

49. Revised by

50a. Date

50b. Reviewed by

51. Condition of Property

- [ ] Excellent
- [x] Good/Fair
- [ ] Deteriorated
- [ ] Ruin
- [ ] Destroyed/Burned

Date

52. Historic Outbuildings and Dependencies
Barn Type(s)

Corn Crib or Shed [ ]	Smoke House [ ]	Privy [ ]
Summer Kitchen [ ]	Spring House [ ]	Garag [ ]
Silo [ ]	Ice House [ ]	
Designed Landscape Features [ ]		

53. Affiliated OAI Site Number(s): and multiple

Archaeological Features:	Observed	Expected on Basis of Archival Research
Well		
Privy		
Cistern		
Foundation		
Structural Rubble		
Formal Trash Dump		
Other		

VIEW TO NORTHWEST

42. (Cont'd) windows, as well as cast iron elements and transom windows on the first story; however, the storefronts appear to have been altered or covered several times since the building's construction.

43. (Cont'd) buildings that are now 633 and 637 Walnut Street were the Gibson Flats, which appear to have been apartments for rent.

44. (Cont'd)

OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office
567 E. Hudson St.
Columbus, Ohio 43211
614/298-2000

OHIO HISTORICAL SOCIETY

1. No.	2. County	4. Present Name (s)
HAM-6926-44	Hamilton	Gibson Lofts

3. Location of Negatives
Gray & Pape, Inc.
Roll No. EE19 **Frame** 3A, 4A, 5A, 6A

5. Historic or Other Name(s)
Gibson Flats

VIEW TO WEST

VIEW TO WEST

Ohio Historic Preservation Office
567 E. Hudson St.
Columbus, OH 43211
614/298-2000

OHIO HISTORIC INVENTORY

RPR Number:

1. No. **HAM-06927-44** REV	4. Present Name(s) **The Righteous Room**
2. County **Hamilton**	5. Historic or Other Name(s) **Phoenix Cafe**

6. Specific Address or Location
641 Walnut Street

6a. Lot, Section or VMD Number

7. City or Village
Cincinnati

9. U.T.M. Reference
Quadrangle Name: **Covington (Ky.)**
16 Zone **715125** Easting **4331227** Northing

10. Classification: **Building**

11. On National Register? **NO**

13. Part of Established Hist. Dist? **NO**

15. Other Designation (NR or Local)

16. Thematic Associations:
COMMERCE

17. Date(s) or Period
ca. 1860

17b. Alteration Date(s)

18. Style Class and Design
Italianate

18a. Style of Addition or Elements(s)

19. Architect or Engineer

19a. Design Sources

20. Contractor or Builder

21. Building Type or Plan
Restaurant/Bar

22. Original Use, if apparent
Restaurant/bar

23. Present Use
Restaurant/bar

24. Ownership

25. Owner's Name & Address, if known
641 Wanlut LLC
973 Hatch
Cincinnati, OH 45202

26. Property Acreage **.054**

27. Other Surveys

28. No. of Stories
Four story

29. Basement?

30. Foundation Material
Ashlar Stone, w/no water table

31. Wall Construction
Brick bearing

32. Roof Type
Shed/pent
Roof Material
Built-up (tar paper, membrane, graveled)

33. No. of Bays **4** Side Bays

34. Exterior Wall Material(s)
Brick

35. Plan Shape
Rectangular

36. Changes associated with 17/17b Dates:
17. **Original/Most significant construct**
17b.

37. Window Type(s)
2 over 2

38. Building Dimensions

39. Endangered? **NO**
By What?

40. Chimney Placement

41. Distance from & Frontage on Road

51. Condition of Property:
Excellent

52. Historic Outbuildings & Dependencies
Structure Type
Date
Associated Activity

53. Affiliated Inventory Numbers
Historic (OHI)
Archaeological (OAI)

42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)

The upper floors of the building retain the features described in the 2001 OHI by J. Herrmann, including the wood and stone cornice with a radial pattern in the frieze and brackets, the carved wood sills and lintels with a keystone element and brackets, and the second and 3rd floor windows with arched lintels and original sash. The storefront has been rehabbed recently and retains the limestone cornice and pilasters above the storefront. The storefront windows have been replaced, however the openings and iron work surrounding the sash remains intact. The large aluminum awning over the storefront, visible in the 2001 OHI, has been removed. The building is an excellent example of an early Italianate commercial building, with few alterations and a high degree of integrity.

43. History and Significance (Continue on Reverse if necessary)

The building originally housed Frank Rappold Soft Drinks, and continued to operate as a restaurant/bar through most of its history. The Phoenix CafΘ, a tenant for the majority of the later twentieth century, closed in 2008 and was replaced by The Righteous Room bar. The building is an excellent example of an early Italianate commercial building, maintaining all aspects of integrity.

44. Description of Environment and Outbuildings (See #52)

The building is located in the Central Business District in downtown Cincinnati. It is a dense urban environment. 641 Walnut is located in an entertainment and eatery district, across the street from the Aronoff Center for the Arts.

45. Sources of Information

Sanborn Fire Insurance Maps, 1891, 1934, 1950; Williams Cincinnati City Directory 1923; www.hamiltoncountyauditor.org; HAM-6927-44 (J. Herrmann 2001)

46. Prepared By: **Douglas Owen** 47. Organization: **Gray & Pape, Inc.** 48. Date Recorded: **01/31/2011**
49. PIR Reviewer: 50. PIR Review Date:

HAM-06927-44
2. County Hamilton
4. Present or Historic Name(s) The Righteous Room
6. Specific Address or Location 641 Walnut Street

1. No. **HAM-06927-44**REV	4. Present Name(s) **The Righteous Room**
2. County **Hamilton**	5. Historic or Other Name(s) **Phoenix Cafe**

HAM-06927-44

8. Site Plan with North Arrow

54. Farmstead Plan :

Door Selection:
Single off center

Door Position:
Recessed

Orientation:

Symmetry:

Report Associated With Project:

NADB #:

(facsimile copy)

(Short Form)

OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office
567 E. Hudson St.
Columbus, Ohio 43211
614/298-2000

OHIO HISTORICAL SOCIETY

HAM-6927-44

1. No.	2. County	4. Present Name (s)
HAM-6927-44	Hamilton	Phoenix Café — Coded

3. Location of Negatives
Gray & Pape, Inc.

Roll No. EE19 **Frame** 7A, 8A

5. Historic or Other Name(s)

6. Specific Address or Location
641 Walnut Street

6a. Lot, Section or VMD

7. City or Village If Rural, Township Vicinity
Cincinnati

8. Site Plan with North Arrow

9. U.T.M. Reference
Quadrangle Name Covington

Zone 16 **Easting** 715125 **Northing** 4331017

10. Site ☐ Building ✓ Structure ☐ Object ☐

11. On National Register?	Yes ☐ No ✓	12. N.R. Potential?	Yes ☐ No ✓
13. Part of Estab. Hist. Dist?	Yes ☐ No ✓	14. District Potential?	Yes ☐ No ✓

15. Name of Established District (N.R. or Local)

16. Thematic Association(s)
Commerce

17. Date(s) or Period
c.1865

17b. Alteration

18. Style or Design
Italianate

☐ High Style Elements

18a. Style of Addition or Element(s)

19. Architect or Engineer

19a. Design Sources

20. Contractor or Builder

21. Building Type or Plan

22. Original Use, if apparent
Commercial/ Apartments

23. Present Use
Commercial/ Apartments

24. Ownership Public ☐ Private ✓

25. Owner's Name and Address, if known

26. Property Acreage

27. Building was Documented for:
Phase I Architectural Survey of the Proposed I-71 LRT Corridor, Hamilton County,Ohio

28. No of Stories 4

29. Basement? Yes ✓ No ☐

30. Foundation Material
Limestone Block

31. Wall Construction
Frame

32. Roof Type and Material
Shed/ low gable — Asphalt Shingles

33. No of Bays
4 Front — 0 Side

34. Exterior Wall
Common Bond Brick

35. Plan Shape Rectangular

36. Changes (Explain in #42) Addition ☐ Altered ✓ Moved ☐

37. Window Types
☐ 6 over 6 ✓ 2 over 2
☐ 4 over 4 ☐ Other

38. Building Dimensions

39. Endangered By What? Yes ☐ No ✓

40. Chimney Placement

41. Distance from and Frontage on Road

Place 3/4-View Black and White Photograph Below (image size should be 3-1/2" X 5")

View to Northwest

Comments:
Wood and stone cornice with radial pattern in frieze and brackets. Curved sills and lintels with keystone element and brackets. 2nd and 3rd floor windows have arched lintels. Limestone cornice and pilasters above storefront. Tile below bay windows. Aluminum awnings.

See historic context in Chapter IV of report

46. Prepared by
J. Herrmann

47. Organization
Gray & Pape, Inc.

48. Date Recorded in Field
7/01

49. Revised by **50a. Date**

50b. Reviewed by

HAM. 6927-44 Hamilton Phoenix Cafe' 641 Walnut Street.

Ohio Historic Preservation Office
567 E. Hudson St.
Columbus, OH 43211
614/298-2000

OHIO HISTORIC INVENTORY

RPR Number:

1. No. **HAM-06841-44** REV	4. Present Name(s) **Executive Building**
2. County **Hamilton**	5. Historic or Other Name(s) **Louis Stix and Company**

6. Specific Address or Location
645 Walnut Street

6a. Lot, Section or VMD Number

7. City or Village
Cincinnati

9. U.T.M. Reference
Quadrangle Name: **Covington (Ky.)**
16 Zone **715109** Easting **4331234** Northing

10. Classification: **Building**

11. On National Register? **NO**

13. Part of Established Hist. Dist? **NO**

15. Other Designation (NR or Local)

16. Thematic Associations:
COMMERCE

17. Date(s) or Period **ca. 1910**
17b. Alteration Date(s) **ca. 2005**

18. Style Class and Design
Element **Renaissance Revival**

18a. Style of Addition or Elements(s)

19. Architect or Engineer

19a. Design Sources

20. Contractor or Builder

21. Building Type or Plan
COMMERCIAL

22. Original Use, if apparent
COMMERCIAL

23. Present Use
Professional

24. Ownership **Private**

25. Owner's Name & Address, if known

26. Property Acreage

27. Other Surveys

28. No. of Stories
5 - 10 stories

29. Basement? **Unknown**

30. Foundation Material
Unknown

31. Wall Construction
Metal/steel frame

32. Roof Type
Flat
Roof Material
Built-up (tar paper, membrane, graveled)

33. No. of Bays **3** Side Bays **10**

34. Exterior Wall Material(s)
Limestone
Brick

35. Plan Shape

36. Changes associated with 17/17b Dates:
17. **Original/Most significant construct**
17b. **Some alteration**

37. Window Type(s)
Modern Replacements

38. Building Dimensions

39. Endangered? **NO**
By What?

40. Chimney Placement

41. Distance from & Frontage on Road

51. Condition of Property:
Good/Fair

52. Historic Outbuildings & Dependencies
Structure Type
Date
Associated Activity

53. Affiliated Inventory Numbers
Historic (OHI)
Archaeological (OAI)

42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)

The building features altered storefronts with faux marble inlays and replacement windows. The lower two stories features walls with limestone veneer, while upper stories have brick and limestone veneer. Windows have been replaced throughout the entire building between 2005-2010. All windows are plate glass with the exception of the fifth story, which has modern one-over-one-replacements. The building was also painted during the renovation, with the formerly dark brick painted to a light tan. Alterations to the building have diminished its historic integrity and character.

43. History and Significance (Continue on Reverse if necessary)

Built ca. 1910, the building at 645 Walnut Street originally housed the Louis Stix and Company, a dry goods, furnishings, and carpet wholesaler, which moved from its previous location upon this building's opening. Several other dry goods works operated in the area at the time, including the National Register-listed Hibben's Dry Goods on the northeast corner of the same intersection. Alterations to the building, including the introduction of replacement windows, and a new storefront have compromised the building's integrity of materials, design, and workmanship. New construction to the north and east have compromised integrity of setting and feeling.

44. Description of Environment and Outbuildings (See #52)

The Executive Building is located in Cincinnati's Central Business District. It is in a dense urban setting of primarily commercial architecture. While several historic buildings remain to the south of the Executive Building, the Aronoff Center for the Arts was built in 1995 directly across Walnut Street. New construction is also found across East Seventh Street.

45. Sources of Information

Sanborn Insurance Maps, 1897, 1934, 1950; Williams Cincinnati City Directories 1912, 1915, 1922; www.hamiltoncountyauditor.org

46. Prepared By: **Douglas Owen** 47. Organization: **Gray & Pape, Inc.** 48. Date Recorded: **01/28/2011**
49. PIR Reviewer: 50. PIR Review Date:

HAM-06841-44
2. County Hamilton
4. Present or Historic Name(s) Executive Building
6. Specific Address or Location 645 Walnut Street

1. No. **HAM-06841-44**REV	4. Present Name(s) **Executive Building**
2. County **Hamilton**	5. Historic or Other Name(s) **Louis Stix and Company**

HAM-06841-44

8. Site Plan with North Arrow

54. Farmstead Plan :

Door Selection:
Altered

Door Position:
Recessed

Orientation:

Symmetry:

Report Associated With Project:

NADB #:

(facsimile copy)

(Short Form)

OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office
567 E. Hudson St.
Columbus, Ohio 43211
614/298-2000

OHIO HISTORICAL SOCIETY

HAM-6841-44

1. No. HAM-6841-44	2. County Hamilton	4. Present Name (s) Executive Building — Coded
3. Location of Negatives Gray & Pape, Inc.		5. Historic or Other Name(s)
Roll No. EE23	Frame 6, 7, 8	

6. Specific Address or Location 645 Walnut Street

6a. Lot, Section or VMD

7. City or Village If Rural, Township Vicinity Cincinnati

8. Site Plan with North Arrow

9. U.T.M. Reference

Quadrangle Name Covington

Zone 16 Easting 715109 Northing 4331018

10. Site ☐ Structure ☐ Building ✓ Object ☐

11. On National Register?	Yes ☐ No ✓	12. N.R. Potential?	Yes ☐ No ✓
13. Part of Estab. Hist. Dist?	Yes ☐ No ✓	14. District Potential?	Yes ✓ No ☐

15. Name of Established District (N.R. or Local)

16. Thematic Association(s) Commerce

17. Date(s) or Period c. 1925 — **17b. Alteration** c. 1965

18. Style or Design Renaissance Revival — High Style Elements ✓

18a. Style of Addition or Element(s)

19. Architect or Engineer

19a. Design Sources

20. Contractor or Builder

21. Building Type or Plan

22. Original Use, if apparent Commericial

23. Present Use Commercial

24. Ownership Public ☐ Private ✓

25. Owner's Name and Address, if known

26. Property Acreage

27. Building was Documented for: Phase I Architectural Survey of the Proposed I-71 LRT Corridor, Hamilton County, Ohio

28. No of Stories 8

29. Basement? Yes ☐ No ☐

30. Foundation Material unknown

31. Wall Construction Brick

32. Roof Type and Material Flat unknown

33. No of Bays 3 Front 10 Side

34. Exterior Wall Brick & Faced Limestone

35. Plan Shape Rectangular

36. Changes (Explain in #42) Addition ☐ Altered ✓ Moved ☐

37. Window Types 6 over 6 ☐ 2 over 2 ☐ 4 over 4 ☐ Other ✓

38. Building Dimensions

39. Endangered By What? Yes ☐ No ✓

40. Chimney Placement

41. Distance from and Frontage on Road

Place 3/4-View Black and White Photograph Below (image size should be 3-1/2" X 5")

View to southeast

Comments:
Windows paired on east side and in sets of 3 on south side. Bottom 2 stories have faced limestone. Pilasters with engraved palettes and corinthian capitals. Marble inlays & brass window dressings. Perhaps a post-construction alteration.

46. Prepared by E. Edelbrock

47. Organization Gray & Pape, Inc.

48. Date Recorded in Field 7/01

49. Revised by — **50a. Date**

50b. Reviewed by

Hamilton

Executive Building

645 Walnut street

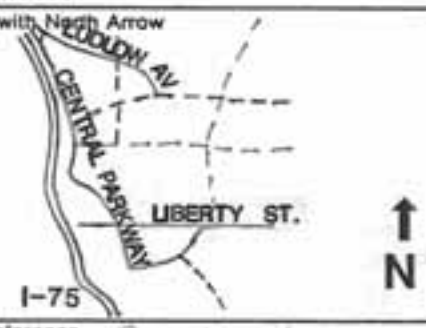
OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office
1985 Velma Avenue
Columbus, Ohio 43211
614/297-2470

OHIO HISTORICAL SOCIETY
SINCE 1885

1. No.	HAM-7571- 40
2. County	Hamilton
3. Location of Negatives	Cinti. Park Board
Roll No.	9
Picture No.(s)	8,9,12,15, & 17
4. Present Name(s)	Central Parkway
Coded	CODED
5. Historic or Other Name(s)	
6. Specific Address or Location	Central Parkway between Sycamore and Ludlow
6a. Lot, Section or VMD Number	
7. City or Village	Cincinnati
If Rural, Township & Vicinity	

8. Site Plan with North Arrow



9. U.T.M. Reference Quadrangle Name	Cinti West
Zone	
Easting	
Northing	
10. Site	☒
Structure	☐
Building	☐
Object	☐
11. On National Register? Yes	☐
No	☒
12. N.R. Potential? Yes	☐
No	☒
13. Part of Estab. Hist. Dist.? Yes	☐
No	☒
14. District Potential? Yes	☐
No	☒
15. Name of Established District (N.R. or Local)	
16. Thematic Association(s)	Parkways
17. Date(s) or Period	1928
17b. Alteration Date(s)	1956-60
18. Style or Design	☐ High Style ☐ Elements
18a. Style of Addition or Element(s)	
19. Architect or Engineer	
19a. Design Sources	
20. Contractor or Builder	
21. Building Type or Plan	
22. Original Use, if apparent	
23. Present Use	Parkway
24. Ownership	Public ☒ Private ☐
25. Owner's Name & Address, if known	Cincinnati Park Board 950 Eden Park Drive Cincinnati, OH 45202
26. Property Acreage	23.806
27. Other Surveys in Which Included	
28. No. of Stories	
29. Basement?	Yes ☐ No ☐
30. Foundation Material	
31. Wall Construction	
32. Roof Type & Material	
33. No. of Bays	Front Side
34. Exterior Wall Material(s)	
35. Plan Shape	
36. Changes (Explain in #42)	Addition ☐ Altered ☐ Moved ☐
37. Window Type(s)	☐ 6 over 6 ☐ 2 over 2 ☐ 4 over 4 ☐ Other
38. Building Dimensions	
39. Endangered? By What?	Yes ☐ No ☒
40. Chimney Placement	
41. Distance from and Frontage on Road	

42. Further Description of Important Interior and Exterior Features (Continue on reverse if ne

See reverse.

43. History and Significance (Continue on reverse if necessary)

See reverse.

44. Description of Environment and Outbuildings (See #52)

See reverse.

45. Sources of Information

See reverse.

46. Prepared by	Heidi Sahrbacker
47. Organization	City Planning Dept.
48. Date Recorded in Field	July 31, 1992
49. Revised by	
50a. Date Revised	
50b. Reviewed by	SCG

ENTERED NOV 17 2003

1. No. HAM-7571- 40
2. County Hamilton
4,5. Present or Historic Name
6. Specific Address or Location Central Parkway between Sycamore and Ludlow

Central Parkway

42. Description

Central Parkway extends for two miles along the former route of the old Miami & Erie Canal. Originating at Sycamore Street in the CBD, the parkway travels west for 1/2 mile then takes an abrupt turn and continues north towards Clifton for roughly 1 & 1/2 miles, where it ends in a triangular intersection with Ludlow and Hamilton Avenues. The parkway, which varies from four to six lanes in width, is paved with asphalt and punctuated with several stretches of median in the section south of Liberty Street, which retain original ornamental street lights. Following the Smale Commission's recommendations in 1989, the downtown median was replanted with trees, flower beds and shrubs. Also found on the median is a historic marker, capped with a silhouette of a Conestoga Wagon party, delineating the confluence of two eighteenth-century military trails.

43. History and Significance

Central Parkway is one of several parkways constructed as part of an extensive network envisioned in the 1907 Kessler park plan. (For the purpose of this survey, a parkway is defined as a road with limited access, that is controlled by the Park Board, serves as an arterial route for non-commercial traffic, is located within a park or ribbon of park-like development, and is decoratively landscaped with trees, belts of turf, etc.) Central Parkway was conceived as the city's most important parkway--the spine to which all other parkways would connect. It was built in conjunction with a Rapid Transit Railway, which was planned to run in a tunnel created in the old canal bed. The railway, approved by voters in 1916, was begun in 1920, but abandoned when funds were exhausted in 1927, largely because the growing popularity of the automobile greatly diminished the need or desire for mass rail transit.

When it was dedicated in 1928, Central Parkway featured central islands bisected by concrete walks flanked with trees and park benches and punctuated by circular ventilators for the subway below and ornamental street lamps. This scheme was much simpler than that proposed in the 1907 Kessler park plan, which called for a grand boulevard embellished with gardens and fountains. From 1956 to 1960, the roadways were widened, the medians narrowed, and most of the original plantings and street furniture were removed, except for the street lights. In 1990, the islands received new landscaping. The appearance of the parkway has been radically altered over the years; however, the route itself has great historical significance, having served as a major thoroughfare for over two hundred years; evolving from a Conestoga wagon trail to a canal, to a subway line, to the present roadway.

44. Description of Environment

Central Parkway meanders along the path of the Mill Creek, just east of I-75, linking Cincinnati's CBD with Fairview/Clifton Heights, Clifton, the West End and Northside. Uses flanking the parkway are primarily commercial, interspersed with light industrial and residential.

45. Sources

The Bicentennial Guide to Greater Cincinnati, Giglierano and Overmyer
Cincinnati 1788-1943 WPA Guide
Plans of the Cincinnati Planning Commission
Records of the Park Board of Commissioners

OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office
567 E. Hudson St.
Columbus, OH 43211
614/298-2000

1. No. HAM-6931-44

2. County **Hamilton**

3. Location of Negatives **OHPO**

Roll No. **5754**

Picture No.(s) **20**

4. Present Name(s) **Roeller, Roeller, and Jameson**

5. Historic or Other Name(s) **Woodward Building and Loan Co.**

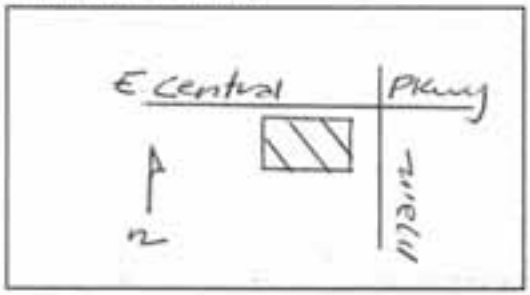
6. Specific Address or Location **1029 Main Street**

6a. Lot, Section or VMD Number

7. City or Village **Cincinnati**

If Rural, Township & Vicinity

8. Site Plan with North Arrow



9. U.T.M. Reference

Quadrangle Name: **Covington (Ky.)** O.K. S.G.

Zone	Easting	Northing
16	715177 9	4331425 19

10. Classification: **Building**

11. On National Register? **No**

12. NR Potential?

13. Part of Established Hist. Dist? **No**

14. District Potential?

15. Name of Established District (NR or Local)

16. Thematic Associations: **Bank, ,**

17. Date(s) or Period **1940**

17b. Alteration Date(s)

18. Style or Design **Art Deco,**

High Style Elements **Yes**

18a. Style of Addition or Elements(s)

19. Architect or Engineer

19a. Design Sources

20. Contractor or Builder

21. Building Type or Plan **Financial Institution**

22. Original Use, if apparent **Financial institution, , ,**

23. Present Use **Office, ,**

24. Ownership **Private**

25. Owner's Name & Address, if known **RKR Communities, Inc 1029 Main St., Cincinnati, O 45202**

26. Property Acreage

27. Other Surveys **None**

28. No. of Stories **One story**

29. Basement? **Yes**

30. Foundation Material **Concrete frame**

31. Wall Construction **Unknown**

32. Roof Type **Flat**

Roof Material **Built-up (tar pape**

33. No. of Bays **3**

Side Bays **7**

34. Exterior Wall Material(s) **Stone**

35. Plan Shape **Rectangular**

36. Changes (Explain in #42) Addition Altered Moved

37. Window Type(s) **Casement,**

38. Building Dimensions **20" X 50'**

39. Endangered? By What?

40. Chimney Placement **Other**

41. Distance from and Frontage on Road **10'**

42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)

Small scale, one story, Art Deco influenced bank building. Entry located at corner. Raised foundation composed of granite with limestone wall treatment above. Decorative piers separate each bay. Large spandrel extends across each window bay, each exhibiting two decorative carvings. Decorative continued...

43. History and Significance (Continue on Reverse if necessary)

Constructed in 1940 for the Wodward Building and Loan Company. Serves as the office for this small local building and loan company until the 1960's. Significant as an example of the Art Deco style as applied to a small scale office building.

44. Description of Environment and Outbuildings (See #52)

Located opposite the Hamilton County Courthouse. Immediately west are surface parking lots. continued...

45. Sources of Information

Personal Observation
William's Cincinnati Directory (various years)

46. Prepared By: **Fred Mitchell**

47. Organization **Historic Preservation Associates**

48. Date Recorded **01/07/2004**

49. Revised By

50a. Date Revised

50b. Reviewed by

SCG

ENTERED NOV 23 2004

1. No. HAM-6931-44
2. County Hamilton
4. Present or Historic Name(s) Roeller, Roeller, and Jameson
6. Specific Address or Location 1029 Main Street

1. No. HAM-7588-44	2. County Hamilton	4. Present Name(s) Roeller, Roeller, and Jameson	I. No. HAM-7588-44
3. Location of Negatives OHPO			
Roll No. 5754	Picture No.(s) 20	5. Historic or Other Name(s) Woodward Building and Loan Co.	

51. Condition of Property: **Excellent**

52. Historic Outbuildings and Dependencies

Barn Type:

53. Affiliated OAI Site Numbers

54. Farmstead Plan

Door Selection: **Corner**

Door Position: **Flush**

Orientation: **Lateral axis**

Symmetry: **Bilateral asymmetry**

42. Further Description of Important Interior and Exterior Features (Con't)

carved eagle protrudes from the facade above the entry. Below the eagle is found a name plate that reads "Woodward Bldg & Loan Co". Entry bay is very decorative exhibiting large metal double entry doors with deep multi-light transom above. Between the entry doors and tramson is found a name place for the current occupants that reads "Roeller, Roeller, and Jameson". Main facades terminate with the use of a low, simple stone parapet.

43. History and Significance (Con't)

44. Description of Environment and Outbuildings (Con't)

Additional mixed scale, style and period buildings nearby. No district potential.

45. Sources (Con't)