

**Phase I History/Architecture Survey for the
I-70/71 South Innerbelt Study**

**(FRA-70-8.93; PID No. 77369)
Columbus, Franklin County, Ohio**

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ABSTRACT

MS Consultants, Inc., contracted with Hardlines Design Company (HDC) in September of 2005 to conduct a Phase I history/architecture survey of a project area associated with the proposed redevelopment of portions of Interstates 70 and 71 (I-70/I-71) in central Columbus, Ohio. The project will include reconstruction of the I-70/I-71 interchange and other changes to improve safety and traffic flow. The project area of potential effect (APE) overlaps the following areas of Columbus: Downtown, German Village, the Brewery District, the Near East Side, and Franklinton. The APE contains a large number of existing districts listed in the National Register of Historic Places (NRHP), one district that was officially determined eligible for the NRHP, as well as several Columbus Register of Historic Places (CRHP) local preservation districts. The APE also contains resources that are individually listed in the NRHP and CRHP. The land within the APE that is not occupied by historic districts is a mix of commercial, residential, industrial, and institutional uses. These areas contain a wide variety of buildings dating from the late nineteenth century to recent times.

Existing NRHP Districts and Individually Listed Properties

The eight NRHP districts identified in the survey and the number of contributing buildings for each district are listed below:

Downtown area:

- East Town Street Historic District: 28 contributing buildings
- South High Street Commercial Group Historic District: 8 contributing buildings
- Jefferson Avenue Historic District: 3 contributing buildings

German Village, Brewery District, and Whittier Peninsula area:

- German Village Historic District: 54 contributing buildings
- ODE Brewery District Historic District: 5 contributing buildings, 1 contributing structure

East Side area:

- Near East Side Historic District: 22 contributing buildings
- Hamilton Park Historic District: 9 contributing buildings
- Fort Hayes Historic District: 3 contributing buildings

The seven properties within the APE that are listed in the NRHP are:

- Great Southern Hotel and Theater, 310 South High Street (FRA-202-18)
- Schlee-Kemmler Building, 328 S. High Street (FRA-203-18)
- Trinity Lutheran Church, 404 S. Third Street (FRA-92-18)
- Ohio Farm Bureau Federation Offices, 620 and 630 E. Broad Street (FRA-572-18 and FRA-573-18)
- Ohio Asylum for the Blind, 240 Parsons Avenue (FRA-1190-19)
- W. H. Jones Mansion, 731 E. Broad Street (FRA-70-19)
- Shiloh Baptist Church, 720 Mount Vernon Avenue (FRA-454-19)

One property listed in the NRHP within the APE has been demolished: Frederick Prentiss House, 706 East Broad Street (FRA-441-19)

NRHP Eligibility Recommendations

As part of this study, HDC makes the following recommendations:

Five buildings, one site, and one structure are recommended as individually eligible for the NRHP:

- St. John's Evangelical Church, 61 E. Mound Street (FRA-2794-8), Criteria A and C
- Delmonte Apartments, 341 S. Third Street (FRA-208-18), Criterion C
- St. Paul African Methodist Episcopal Church, 339 E. Long Street (FRA-190-18), Criteria A and C
- (Structure) Hocking Valley Railroad Scioto River Bridges (FRA-9593-18), crossing the Scioto River between downtown and Franklinton, Criteria A and C
- Hannah Neil House and Mission, 727 E. Main Street (FRA-1224-19), Criteria A, B, and C
- Ohio Avenue Elementary School, 505 S. Ohio Avenue (FRA-1223-19), Criteria A and C
- (Site) Mt. Calvary Cemetery, 518 Mt. Calvary Avenue (FRA-9582-17), Criteria A and C

Two individual buildings and one three-building district are recommended for additional Phase II study:

- Bellows Avenue Elementary School, 725 Bellows Avenue (FRA-627-16)
- Duplex at 838–840 Thomas Avenue (FRA-9580-16)
- Houses at 950, 954, and 958 Thomas Avenue (FRA-9575-16, FRA-9576-16, and FRA-9577-16)

One new district is recommended as eligible for the NRHP under Criteria A and C: Old Oaks Historic District (East Side area, south of I-70), 34 contributing buildings.

One existing NRHP district is recommended for a small boundary expansion: East Town Street Historic District (Downtown area), 5 new contributing buildings.

One existing Officially Determined Eligible NRHP district is recommended for a boundary reduction due to the demolition of several contributing buildings: Columbus Brewery District Historic District (German Village/Brewery District/Whittier Peninsula area); this reduction would not change the number of contributing elements, which is 5 buildings and 1 structure.

ACKNOWLEDGEMENTS

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CHAPTER 1. INTRODUCTION

Project Description

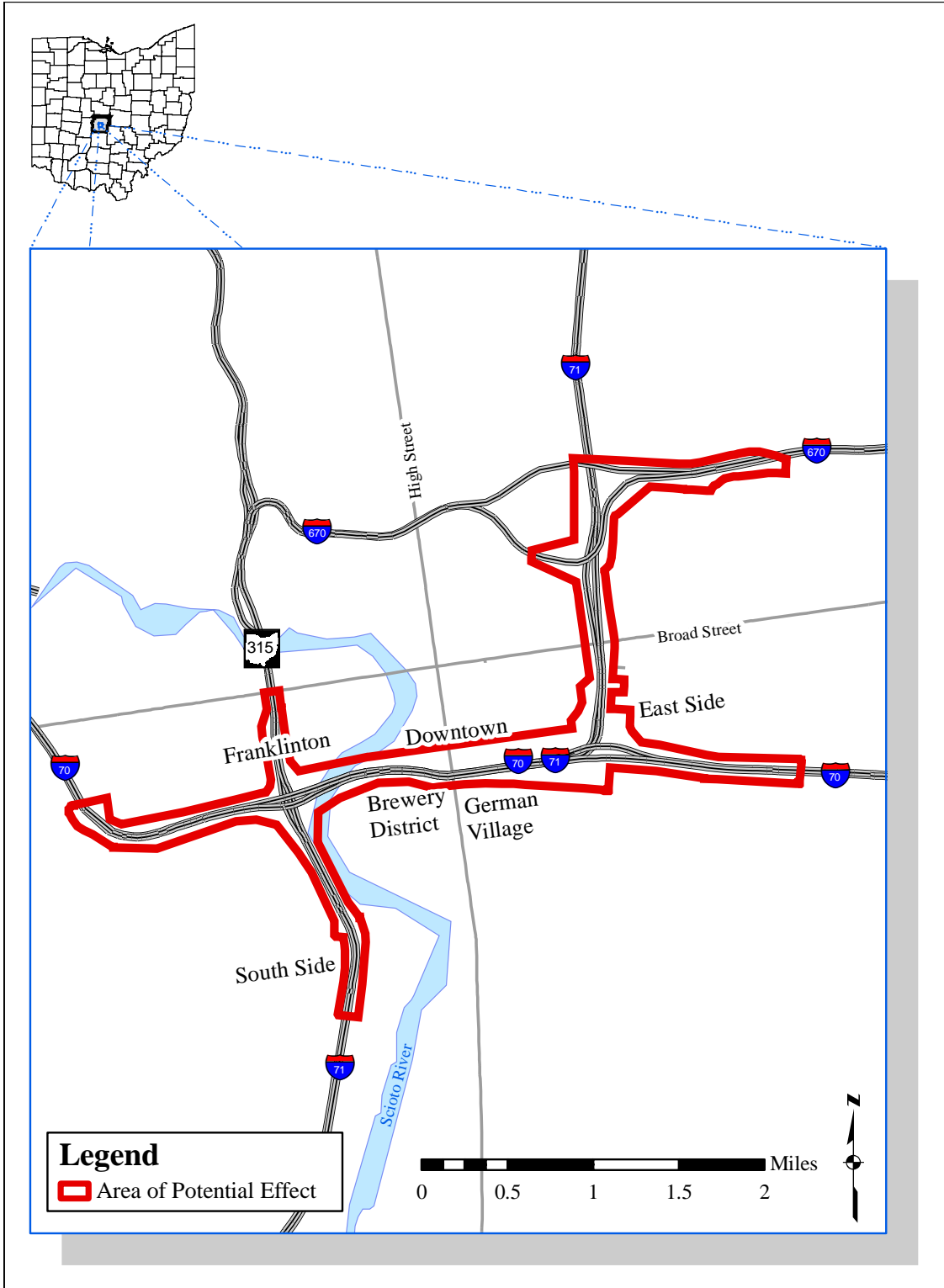
MS Consultants, Inc., contracted with Hardlines Design Company (HDC) in September of 2005 to conduct a Phase I cultural resources survey of an area of potential effect (APE) associated with the proposed improvement of Interstates 70 and 71 (I-70/I-71) in central Columbus, Ohio (Figure 1). The APE overlaps the city's downtown area, as well as several adjacent commercial, industrial, and residential areas. The central portion of the project area includes the south portion of the city's downtown central business district and a portion of the German Village neighborhood, which is primarily residential with some commercial land use, and the Brewery District, which has a mix of commercial, industrial, and residential land uses. The western portion of the project area overlaps the Franklinton neighborhood, an area with a mix of residential, industrial, and commercial uses. The eastern portion of the APE covers the East Side area, a primarily residential area with some commercial land use. A northern spur of the project area running along I-71 overlaps with the downtown central business district on the west side and with the East Side area on the east. The far northern portion of the APE overlaps portions of downtown and some industrial and newer residential area north and east of downtown.

Plans call for redevelopment of the interstate highways within this APE, redevelopment of interchanges and ramps, and possible reconfiguration and redevelopment of some surrounding feeder roads to improve safety, access, traffic flow, and aesthetics.

Project Objectives

The purpose of this survey is twofold. The first objective is to identify and map existing historic properties within the APE, including districts and individual properties listed in or eligible for listing in the National Register of Historic Places (NRHP), districts and individual properties that are officially determined eligible for the NRHP, and districts and individual properties that are listed in the Columbus Register of Historic Places (CRHP). These properties are identified in the report, and GIS mapping is used to identify district and property boundaries for all NRHP-listed properties. For NRHP-listed and NRHP-eligible historic districts, the survey also identifies which buildings within each district are contributing to the district's historical significance and which buildings are non-contributing.

The second objective is to identify properties within the APE that are fifty years old or older, and to evaluate the eligibility of these properties for inclusion in the NRHP. Buildings and structures over fifty years old were reviewed for significance in terms of the presence of previously unrecognized NRHP-eligible historic districts, and also in terms of the potential of buildings and structures to be individually eligible for the NRHP.



HDC, 2005

Sources:
ms consultants, inc.

Figure 1. Aerial photo map of survey area with boundary highlighted

Report Organization

This chapters and appendices in this report contain the following information:

Chapter 1: The project description, the project objectives, and a description of the report organization.

Chapter 2: A brief environmental and cultural context developed as a framework to interpret the results of the field investigations.

Chapter 3: A description of the literature review of the known cultural resources within the APE.

Chapter 4: A description of the history/architecture investigative methods.

Chapter 5: The results of the investigations.

Chapter 6: A summary of the recommendations for all history/architecture resources identified within the APE.

Chapter 7: References cited in the work.

Appendix A: Maps of different sections of the APE. These maps include the boundaries of NRHP and CRHP districts and show the status of the buildings on the map: good integrity, poor integrity, contributing and non-contributing to NRHP districts, and buildings under fifty years old. Also shown are NRHP boundaries for individually eligible and listed properties, plus which buildings have been recorded on the OHI, and individual CRHP properties.

Appendix B: A complete listing of the resources that are listed in and recommended as eligible for the NRHP.

Appendix C: One digital photograph for each property in the APE that is fifty years of age or older.

Appendix D. The ODOT History/Architecture Survey tables, which have an entry for each property in the APE that is fifty years of age or older.

Appendix E. New OHI forms completed for this survey.

Appendix F. Existing OHI forms that were completed for properties in the APE prior to this survey.

CHAPTER 2. ENVIRONMENTAL SETTING AND HISTORICAL OVERVIEW

HDC conducted background research to provide a context for developing the appropriate field methodology and to construct a historical overview for the report. This historical overview provides a context against which the findings of the survey can be compared.

Environmental Setting

The APE is located in a relatively flat area, with the Scioto River running through the western portion. The area is now highly urbanized, with primarily office and commercial uses in the downtown central business district, and mixtures of residential, commercial, and smaller amounts of industrial use in the surrounding area. The central business district has a mix of high-rise office structures and a large number of low-rise buildings used for commercial, office, and government purposes. Although a significant number of buildings have been demolished in the downtown area and surface parking lots cover much of the land, the area still serves as a cultural, government, and business center for the city.

The surrounding area is mixed in character. To the west of downtown is Franklinton, a primarily working-class residential area with some industrial and commercial land use, plus the notable institutional land use of Mount Carmel Medical Center. A southern spur of the APE along I-71 is dominated by a mix of residential structures, parkland, and industrial uses. The Brewery District and Whittier Peninsula area are dominated by office, industrial, and commercial land use, while the German Village area is primarily upper-middle-class residential in character, with some commercial land use centered on High Street and Third Street. The eastern side of the area is dominated by working-class and middle-class residential land use associated with neighborhoods belonging to the East Side area. The west side of the northern spur of the APE along I-71 contains a mixture of office, commercial, residential, and institutional uses, and the east side of the spur is primarily residential with some commercial and institutional uses.

Historical Overview

The following material is a synthesis of various sources on the known history of Columbus and Franklin County. Such regional information provides a context in which to evaluate the significance of a site. After a general description of the early history of the overall Columbus community, the section is divided into several geographical areas to cover the many distinctive areas that overlap the APE. The post-1840 historical narrative is divided into sections covering the Downtown, German Village/Brewery District/Whittier Peninsula, Franklinton, East Side, and South Side portions of the city. Each area has its own unique history and development patterns that merit individualized treatment.

Franklin County

During early historical times, members of the Delaware, Mingo, and Wyandot tribes inhabited the area that encompasses present-day Franklin County, and settlements were especially prominent along the Scioto River in what is now downtown Columbus. Lucas Sullivant of Kentucky established the first Euro-American settlement in the area in 1797. Sullivant had surveyed a portion of the Virginia Military District west of the Scioto River and laid out the town of Franklinton on the west bank of the Scioto River, across from present-day downtown Columbus. James Scott, who owned the first store in Franklinton, joined Sullivant in 1798 (Martin 1858:1, 6). Other Euro-American settlements soon sprang up in the area that would become Franklin County. In 1799, members of the Nelson, Hamilton, Agler, and Reed families established settlements at North Liberty along Darby Creek and other farmsteads along Alum Creek (Martin 1858:1–3).

Franklin County was established on April 30, 1803, making it one of the first counties organized in the new state of Ohio (Franklin County Historical Society 1972:35). Franklin County was carved out of the larger Ross County and initially stretched from present-day Pickaway County on the south to Lake Erie on the north, and from the present-day location of Greene County on the west to near the present-day Franklin–Licking County Line on the east (Martin 1858:8–9). The county consisted of land from four different land surveys: the Virginia Military District, U.S. Military Lands, Congress Lands, and the Refugee Tract. Franklin County did not reach its current boundaries until 1857. Prior to this time, portions of the original county territory were used to form Delaware County (1808), Pickaway County (1810), Madison County (1810), and Union County (1820), while in 1850 Madison Township gained land from Fairfield County. The final adjustment to the county was made in 1857, when 9.5 sections from the southwest corner of Licking County were incorporated into Franklin County.

City of Columbus

Columbus was the first planned state capital in the United States. In 1810, the state legislature of Ohio decided that the state capital should be more permanent and more centrally located. A five-member commission was established to examine eligible sites and make a selection. Initially, Franklinton was discussed as one possible location, but the area was disqualified because of its position on the floodplain of the Scioto River. The commission considered another location near present-day Dublin. In February 1812, a company composed of several central-Ohio residents proposed to the legislature that the state capital be located on the higher, eastern bank of the Scioto River, immediately across the river from Franklinton. This proposition also outlined certain responsibilities that the company would assume, such as laying out the town and erecting the state buildings, for which they would be later compensated if all deadlines were met and the buildings were of sufficient quality. The legislature passed an act accepting this proposal and bonding the company (Studer 1873:13–16).

Columbus was platted, and lots were sold publicly in June 1812 (Figure 2). At the same time that a dense forest was being cleared to make way for Columbus, Franklinton and other towns in Franklin County were flourishing because of the War of 1812, since the area had

become a general rendezvous location for the Northwestern Army. After the War of 1812, immigrants continued to move into Columbus, and business grew to keep up with the demands of the new population. In 1813, the first sawmill was built on the Scioto River, and in 1814, the *Western Intelligencer* newspaper was moved from Worthington and became the *Western Intelligencer and Columbus Gazette*. The newspaper later became the *Columbus Gazette*. In 1816, the first bridge over the Scioto River, a toll bridge owned by Lucas Sullivant, was constructed, and the first bank in Columbus was established. At the end of 1816, the state legislature moved into the new state buildings, and Columbus was officially established as the state capital. In 1824, the county seat was moved from Franklinton to Columbus (Martin 1858:39–41; Studer 1873:17–18).

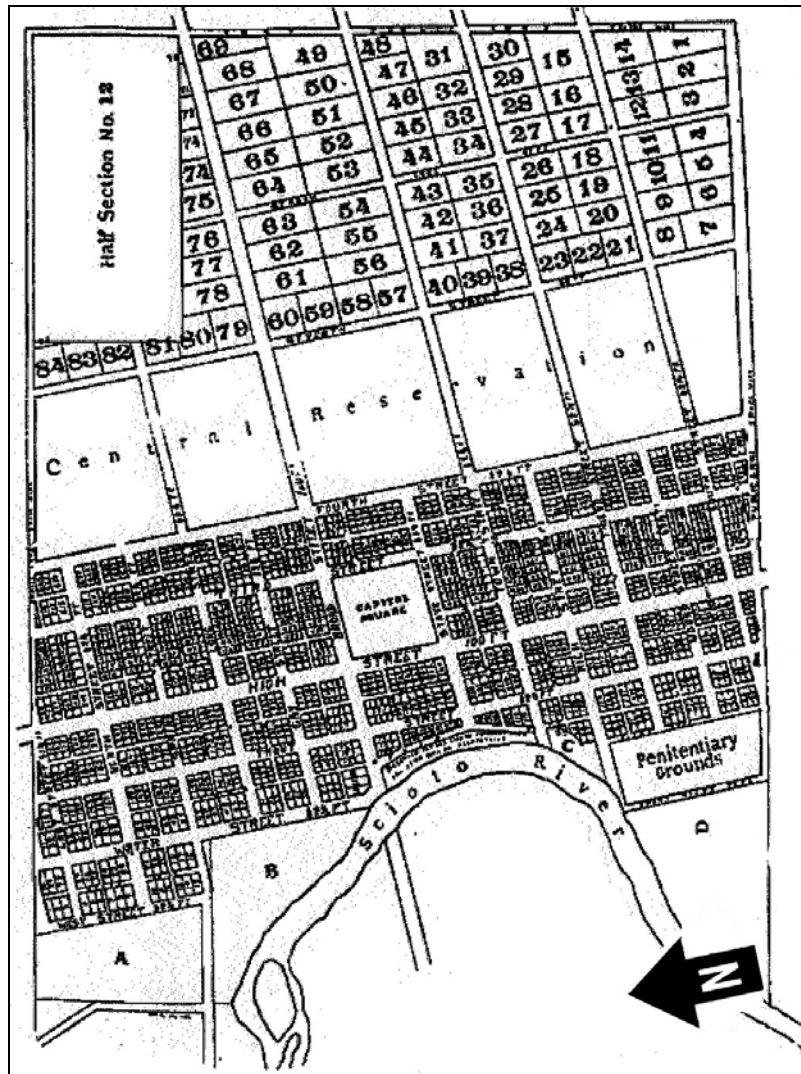


Figure 2. Reconstruction of original 1812 Columbus plat map
 Source: <http://ci.columbus.oh.us/AboutColumbus/about.html> (north arrow added by HDC)

The status of Columbus as the state capital, along with its central geographic location in the state, helped fuel the city’s growth, although expansion was slow until the 1830s. In 1833,

the National Road was built through Columbus, and a feeder canal linked Columbus to the Ohio and Erie Canal system. A large transient working population and the existence of large transportation companies in the city, such as the Ohio Stage Company, aided the growth and development of Columbus during the 1830s. In 1844, the Columbus and Xenia Railroad was the first rail line built through Columbus, signaling the beginning of a wave of rail development in the county that would continue for more than forty years. The Cleveland, Columbus, and Cincinnati line was built in the early 1850s, as were the Ohio Central line (east to Zanesville), the Columbus, Piqua, and Indiana line (west to the Ohio-Indiana border), the Hocking Valley line, and many others (Hooper 1920:225–229). The first wood-frame railroad station for passengers was erected in 1850 near what is now the intersection of the Short North, the North Market, Italian Village, and I-670. This station became known as the Union Depot. This station and the rail yards adjacent to it spurred the growth of the working-class neighborhoods to the east and the more upscale residential areas to the north and west.

The growth of Columbus also owed much to the location of public services and institutions within its boundaries. The city was home to the state government and institutions such as the state penitentiary, facilities for the care of the physically and mentally handicapped (the Institution for the Deaf and Dumb, Central Ohio Psychiatric Asylum, and so forth), and The Ohio State University (OSU). City and county institutions such as the county courthouse, the children's home, the county infirmary, and city hall were also located in Columbus. The establishment in Columbus of federal institutions such as the U.S. Arsenal, the Civil War barracks at Fort Hayes, and the U.S. Post Office and Courthouse also contributed to the city's increase in population, geographic expansion, and economic growth throughout the 1800s. In 1815, the city's population was only 700, but this number grew to 18,000 by 1850 (Studer 1873:18; Hooper 1920:229-230).

During the late 1800s and into the 1900s, the character of the city shifted. Residential areas began to move away from the core of downtown, which increasingly became a commercial and governmental center. Business flourished in areas such as the Brewery District and the North Market, which are both now NRHP historic districts. In the late nineteenth century, the city developed a number of economic bases that would keep the city growing well into the twentieth century. The Ohio State University (OSU) was founded on High Street north of the city in 1870. In its early years, OSU was known as a mechanical and agricultural college, but in the late nineteenth and early twentieth century, leaders like Joseph Sullivant and William Oxley Thompson transformed it into one of America's major public universities. OSU continues to be a major economic engine for the city of Columbus, and an important part of the city's cultural and recreational life.

Industry was established in Columbus in the late nineteenth and early twentieth centuries. While Columbus never developed anything as massive as the automobile and steel industries of northeastern Ohio, the city had nonetheless by 1910 attracted some important factories. One of the major characteristics of the city was the diversification of its economic interests, in contrast to cities like Detroit, Cleveland, and Pittsburgh, which were dominated by a small number of industries or even a single industry. Columbus featured a number of industries at the turn of the century, such as brewing beer and manufacturing carriages.

As these industries flourished, workers settled in the city, and the population grew. The city's growth at first clustered closely around downtown and job-providing factories, which were usually located along freight railroad lines. Later, commuter transportation had a major effect on the physical development of the city, especially residential areas. In 1863, mule-driven streetcars were established on High Street in the downtown area. Although slow, the mule-drawn streetcars were an important first step in allowing more people to move farther from the center of the city. This trend kicked into full gear at the end of the nineteenth century, when the Columbus Electric Railway Company began building its network of faster, more efficient electric streetcars. A successful electric streetcar line was first established in the city in 1891, and various lines on major streets were developed by various companies during the 1890s (Hooper 1920:230–235).

By 1900, these lines ran in all major directions out of the city. The ease of transportation from downtown and factory workplaces to outer areas of the city spawned suburban residential development in a diverse array of quarters within the city. Major early streetcar suburbs of the city flourished along Broad and Main Streets, Livingston Avenue, and Oak Street to the east and west. To the north and south, residential and commercial development flourished along streetcar lines built on High Street, Parsons Avenue to the south, and Fourth Street to the north. The car lines also provided transportation to state and federal institutions like the State Hospital for the Insane and the Institute for the Feeble Minded on the city's west side, the U.S. Army Barracks at Fort Hayes in the north central portion of the city, and The Ohio State University and the Ohio Fairgrounds on the north side. Recreational facilities that could be reached via electric street railway included the Driving Park racetrack, the Franklin Park Conservatory, and the recreational amusement facilities at Olentangy Park, located at 18th Avenue and Fourth Street, and Minerva Park, located about nine miles outside the city.

As it grew into the twentieth century, Columbus was well diversified, in contrast to Cleveland's heavy dependence on steel and other heavy industry. Columbus was a regional center of banking and commerce, it had well-established state institutions as the seat of government for Ohio, and it had its share of manufacturing. This economic diversification allowed the city to survive economic depressions like that of 1893 in better condition than many other cities. Columbus was also a major center of railroad lines in Ohio, and many tons of goods and raw materials passed through the city. The availability of timber and coal from nearby southeast Ohio helped the city attract industries that manufactured products like glassware, buggies, and shoes. Between 1880 and 1910, the population of Columbus increased by over 300 percent (Garrett 1980:101).

Although the early twentieth century saw continued growth of the city, it also saw some setbacks. A streetcar worker strike in 1910 caused transportation gridlock and resulted in violence. The 1913 flood also devastated many low-lying areas of the city. World War I and the 1920s were an era of slower growth for Columbus, in contrast to the rapid growth of other industrial cities. The city slowly annexed outlying communities in the 1920s, such as Clintonville, a residential suburb annexed in 1928. The growth of Columbus as an insurance and banking center in the 1920s was stronger than the city's industrial development, with the 1927 Art Deco American Insurance Union Tower (now the LeVeque Tower) serving as the

most prominent symbol of the city's status as a major insurance and banking center (Garrett 1980:121).

Again due to its economic diversification, Columbus survived the Great Depression of the 1930s in better condition than many cities of comparable size. However, the city's generally anti-union stance appears to have discouraged some industries from locating in the city, which may have slowed recovery. The advent of World War II brought growth at the city's Defense Construction Supply Center, which had been founded during World War I, and also established the Curtiss-Wright aircraft plant, with 12,000 union jobs (Garrett 1980:135). The city's infrastructure deteriorated during World War II due to wartime needs, and the postwar years were spent updating it after years of neglect (Garrett 1980:140–141).

Like most American cities, Columbus experienced additional development of its outlying suburbs in the 1950s, 1960s, and 1970s due to the new mobility offered by the personal automobile. This trend was promoted by increased automobile ownership, the construction boom of the postwar era, and the establishment of the interstate highway system in the 1950s and 1960s. In the early twentieth century, Columbus had possessed most of Franklin County's population, but by 1950, the population of the city was 375,901, while suburban population swelled the overall population of Franklin County to 503,410 (Garrett 1980:142). The postwar era saw mass suburban residential growth, with communities like Whitehall developing on what was formerly farmland. New suburban residential neighborhoods included the construction of sometimes hundreds of single-family houses at a time, and new suburban communities were created. Previously vacant lots were infilled in some existing neighborhoods, especially the northern and eastern portions of Clintonville-Beechwold on the city's north side (Garrett 1980:144). The postwar era was also a time when Appalachian residents immigrated to Columbus as a result of the decline of the coal industry.

The development of the suburbs spurred the first automobile-oriented suburban shopping centers in Columbus. As these shopping centers grew in popularity, the old downtown shopping core began to decline. Like most American cities, Columbus in the 1950s through the 1970s developed strip malls, enclosed shopping malls, and vast ranch house suburbs on the city's periphery. While the city's downtown continued to be a strong shopping, hotel, and entertainment hub into the 1950s—with the Lazarus Department Store, other retail outlets, movie houses, and numerous hotels—the slow process of downtown decline was underway by the 1960s.

By the 1970s, the expansion of state government and institutions and the growth in the number of students at The Ohio State University began to climb rapidly. Maynard “Jack” Sensenbrenner, mayor of the city from 1954–1959 and 1965–1972, aggressively pursued a policy of annexation of outlying areas and encouraged new development in these annexed areas. As a result, the city's area had climbed from 41.8 square miles to 146 square miles by the end of the 1970s. The economy of the city continued to be diversified, with some new industrial growth, as well as strong development in education, government, business, and research (Garrett 1980:149). The Franklin County communities of Dublin, Hilliard, Westerville, Gahanna, and other suburbs also experienced rapid residential and commercial development in the 1970s and 1980s.

Historic Context: Downtown Columbus

Although Montgomery Township was founded as early as 1803, the city of Columbus was not laid out until 1812. A decision to move the state capitol there was also made in 1812, and the state legislature was officially established there in 1816. What is now the downtown area developed first, and the city later expanded into outlying areas, generally along major transportation routes like High Street.

The downtown area was the focal point of the city early in its development. The downtown is located on a flat plateau, and the streets are laid out in a grid pattern. The center of the downtown area has been, since its early history, the lot for the Ohio Statehouse, which is located at the intersection of Broad and High Streets. Planning for the statehouse began as early as the 1830s, and it was constructed during the 1840s-1860s. The building is in the center of a square bounded by High, Broad, Third, and State Streets. In the late nineteenth century, the square was occupied by a series of small commercial and office buildings, hotels, and churches. The statehouse building is recognized as an excellent example of Greek Revival design and would have visually dominated the city's downtown in the 1860s. Commercial and office development continued up and down High Street in the nineteenth century, as the city grew as a center for commerce and government for the state of Ohio.

The 1872 *Caldwell's Atlas of Franklin County and the City of Columbus* shows that commercial development at that time was mainly clustered along High Street and north of Mound Street. What is now the southern edge of downtown was at that time heavily residential, with some commercial development and several schools and churches. The portion of south downtown east of Seventh Street was almost completely developed, with dwellings or institutional or commercial buildings occupying almost every lot. East of Seventh Street were several small residential subdivisions in the downtown, including subdivisions developed by J. D. Cumming, C. W. Kent, McCoy, Platt, Benignus, Miller, and English & Martin. Most of these subdivisions had large numbers of lots that were still empty in 1872. The land in the north portion of downtown, west of the U.S. Army arsenal (now Fort Hayes, discussed in East Side context) was an undeveloped tract, while land to the south of the arsenal had some clusters of residential development associated with the Robert Neil and McCune, Short, and Mithoff subdivisions.

The growth of Columbus as a center of banking and commerce continued in the 1880s and 1890s, leading to more dense development in the center of downtown. By the 1890s, many of the city's nineteenth-century two- to four-story commercial buildings began to be replaced with early skyscrapers of six to ten stories. These buildings were commonly located on the statehouse square in the center of downtown and along High Street. The city's first proto-skyscraper appears to have been the Ruggery Building, ca. 1890, a brick structure of about six to seven stories with arched windows. The city's first classic skyscraper with a soaring vertical form and a bold Chicago School design was D. H. Burnham's Wyandotte Building (1894), located on West Broad Street just west of High Street. The trend to build upwards continued into the 1920s but was largely stopped by the Great Depression of the 1930s. By the 1920s, Sanborn Insurance maps show downtown Columbus as a vibrant, heavily built-up mixture of office buildings, shops, restaurants, theatres, and other businesses (Sanborn 1921–1922). The downtown area continued to change and evolve during the 1920s. Larger office

buildings, most notably the LeVeque Tower/American Insurance Union Tower, an Art Deco skyscraper that remains one of the city's signature buildings, continued the development of the downtown area.

In the post-World War II era, a number of changes came to downtown. The process of replacing smaller buildings in the downtown area with large office buildings continued. Interstate highway construction in the 1960s led to the placement of I-70 along the southern edge of downtown and I-71 along the eastern edge. The interstates and the continued proliferation of the personal automobile continued to increase the tendency to commute longer distances and to reside further away from the workplace.

In the downtown area, this trend led to an increasing emphasis on parking facilities. In some cases, smaller commercial buildings were demolished to make way for surface parking lots. As suburban shopping malls were developed, shoppers began to rely on these facilities instead, leading to a decline in commercial venues in the downtown area and continuing the trend to demolish smaller commercial buildings to make way for parking lots. As a result, much of the architectural fabric of the downtown area dating to the nineteenth and early twentieth centuries began to disappear in the 1950s and 1960s to make way for surface parking. This trend intensified in the 1970s and 1980s and continues into the present era, although the city has passed a moratorium on surface parking to slow the loss of the remaining urban fabric.

Interstate-highway development in the area also affected downtown. Due to the mobility afforded by the automobile, middle- and upper-middle-class families that previously resided in the Short North and south campus areas were now able to live further from downtown in suburban areas like Grandview Heights, Worthington, and Upper Arlington. As the economic prosperity of the corridor declined, some commercial properties were demolished, and more surface parking lots were established in the vacant lots.

The 1970s and 1980s saw a rapid expansion of Columbus as a center of banking, commerce, and government. Skyscrapers and parking garages were built in the downtown, and older commercial buildings were demolished to make way for these buildings. The old Franklin County Courthouse on the south end of downtown was demolished in the 1970s, and this area is now occupied by a series of high-rise government structures built in the 1970s and 1980s.

The construction of the Capitol South Development, most notably the City Center shopping mall and associated parking facilities, led to the disappearance of more of High Street's older commercial buildings. As a result of these trends, downtown Columbus today retains some clusters of pre-1950s buildings, but much of the downtown is occupied by newer office buildings, parking garages, and surface parking lots.

Historic Context: German Village, the Brewery District, and Whittier Peninsula

Development in German Village began in the 1840s and continued to progress during the 1850s with a wave of German immigrants who settled in the Columbus area. The neighborhood in its early stage of development had a distinctive development pattern of a rectilinear street grid densely built up with mostly simple brick masonry houses, with some commercial buildings on Livingston Avenue and High Street. Areas further south in the neighborhood, near Schiller Park, contain larger houses built in the 1860s–1870s, with a few examples from later decades. These houses reflect stylistic details from popular American architectural styles like Eastlake and Italianate. Construction of more elaborate houses is thought to have reflected the high level of prosperity in German Village during the 1860s and 1870s (Recchie 1980:2–3). The portion of German Village within the APE for this project is centered around Livingston Avenue and is part of the oldest portion of the neighborhood.

The earlier portions of German Village that developed before 1900 have a distinctive streetscape within the city. The buildings are closely spaced and dominated by brick masonry construction for small gable-front, single-family cottage-type dwellings and two-story town houses. The early buildings were not particularly ornate in character, but the overall design, scale, and spacing of the buildings creates a distinctive urban environment.

Historical maps of the city show that the northern end of the German Village neighborhood had been platted by 1856, and the entire area was fully platted by 1872. The overall development pattern of the area included commercial and institutional development on major north-south arteries like High Street and Third Street, and residential development in other sections of the neighborhood.

While German Village was primarily residential and commercial, industry was concentrated in the area west of German Village now known as the Brewery District. The brewery industry, strongly connected to the German community, was heavily concentrated west of High Street in this part of the city. The earliest brewery was established in Columbus by Louis Hoster in 1839. By 1890, a few breweries dominated the Columbus market, all located west of German Village along Front Street, including the Schlee Brewery and the Hoster Brewery. The Schlee Brewery had an expansive physical plant with brick Italianate buildings constructed from the 1860s through the 1890s (OHPO 2000:8-1). Buildings associated with the Hoster Brewery are inside the APE.

The Whittier Peninsula is located west of the Brewery District. It was the slowest part of this area to develop, and it gravitated to industrial development. The area is within a sharp curve in the Scioto River, which borders it on the north, south, and west, forming a peninsula. In 1872, Caldwell's atlas showed the peninsula still divided into large and medium tracts of land, with no residential platting. The area was geographically divided from the land to the east by the Columbus feeder for the Ohio and Erie Canal, which cut across the eastern edge of the peninsula.

In 1872, the Hocking Valley Railroad had its car yard and roundhouse on the peninsula, and two industries, the Franklin Iron Works South End Blast Furnace and the T. Morris Canal

Mills, are shown on the overall Caldwell atlas map. A more detailed Caldwell atlas map of the eastern portion of the peninsula also shows a coal yard, tannery, brewery, paper mill, and cabinet company. Many of these industries were ones that produced unpleasant smells and were traditionally located in areas isolated from the city's main housing enclaves.

The Whittier Peninsula area developed additional industries in the late nineteenth century, generally the same types of industries that were present in the 1870s. Industries shown on the 1901 Sanborn maps of the area include several coal, lime, stone, and cement yards, the Billow-Lupfer Mattress factory, the Shelton Glass Packing Box Factory, a soap works, two mills along the Scioto River, and the Eagle Foundry. Limited residential construction also occurred, consisting of simple working-class duplexes and single-family houses.

The area continued on as an industrial and warehouse area, although by the post-World War II era, many of the industries had departed or gone out of business. Currently the area is occupied by vacant land, some remaining warehouses and city maintenance facilities, and an electrical substation. Current plans call for future development of parkland on portions of the peninsula, as well as residential and commercial development.

Historic Context: Franklinton

The area of Franklinton consists of land west of the Scioto River, including lowlands adjacent to the Scioto and additional land to the east that slopes up from the river. A portion of the area next to the Scioto River was the first settlement in what is now Franklin County. The initial portion of Franklinton was laid out by Lucas Sullivant in 1797 and named after Benjamin Franklin. Most early settlers came from Kentucky, Maryland, Virginia, Pennsylvania, and the first brick house in the area was built in 1803 by Sullivant (Custodio 1997:12). A jail was constructed in 1804, and a courthouse in 1807 (Custodio 1997:28). The county seat was moved to Columbus in 1824, and the old Franklinton courthouse was at that time converted to a school building (Custodio 1997:31). The oldest portions of Franklinton were positioned close to the Scioto River in what is now the eastern portion of the neighborhood.

By the publication of the 1872 Caldwell's atlas, Franklinton had been platted with streets out to about the area where State Route (SR) 315 cuts through at Green Street today (Figure 3). At that time, the portion of Franklinton west of the present SR 315 was still a series of farmland tracts. Frank Martin owned 47 acres on the east end of the area, and F. Sinclair owned a smaller tract and homestead that fronted the National Road. A large number of smaller lots along the National Road and Sullivant Avenue, totaling 172 acres, were owned by Dr. J. Hawks. A 190-acre tract to the south of the Hawks tract was owned by the heirs of J. D. Osborne. A tract south of Mound Street in southwestern Franklinton was purchased by the Catholic Church in 1865 and designated as Mt. Calvary Cemetery. The main roads through the area were the National Road (now Broad Street/US Route 40), Sullivant Avenue, and the Trappe Free Pike, running along the southern fringe of the area and later known as Mound Street. The area appeared to have remained rural through the 1880s.

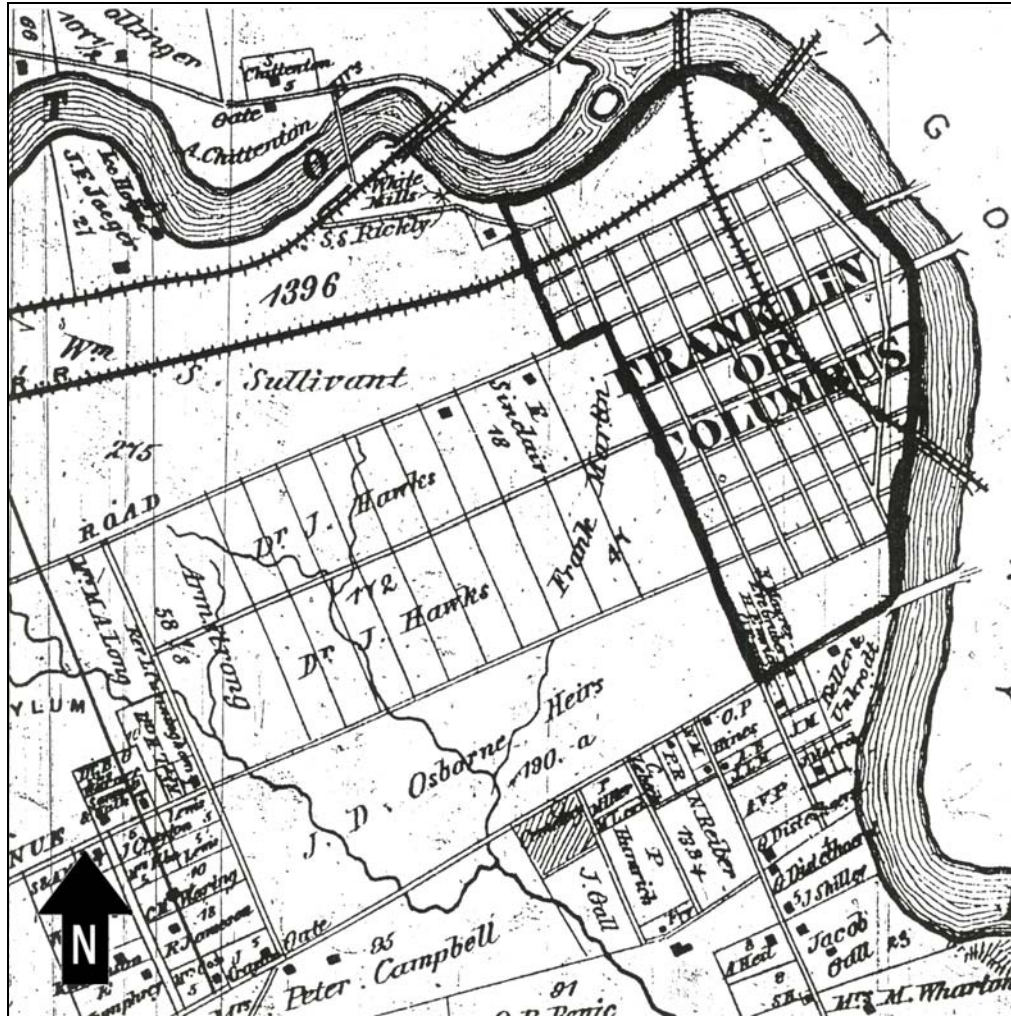


Figure 3. Portion of Caldwell's 1872 atlas showing Franklinton
(north arrow added by HDC)

The expansion of Franklinton to the west was related to the overall expansion of Columbus as a center for business, government, and industry in the late nineteenth century, and to transportation developments. Street railway companies had been consolidated by 1892, and the system converted to electric streetcars in the 1880s and 1890s. With the faster electric streetcars, it was easier for workers to commute longer distances and to live further away from the workplace, and the city expanded outward into areas like west Franklinton and Hilltop.

Franklinton was well served by the city's electric streetcar system. Lines ran through the area along east-west routes on W. Broad Street and W. Mound Street, and shorter lines ran north-south along Glenwood Avenue and Sandusky Street. Interurban lines also offered additional service in the area along Central Avenue, Town Street, and Sullivan Avenue (<http://hometown.aol.com/chirailfan/colmapt.html>).

With commuter transportation available, the Martin, Sinclair, Hawks, and Osborne tracts in west Franklinton were laid out with streets and small residential lots in a series of large and

small plats dating from 1890–1902. The largest plats were the Osborne Place Addition, which established residential lots from Sandusky Street west to Hawks Avenue, and the Avondale subdivision, platted in 1893, which extended from Mound Street north to Sullivant, and from Avondale Avenue west to Glenwood Avenue. The Hamilton Place plat took street and lot development into the blocks north of Mound west to Central Avenue in 1893, and the smaller Sinks and Hoover's Sullivant Hill Addition platted the northwest corner of Sullivant and Central in 1898. The Della Porter's Parcels subdivision extended the platted area well west of Central Avenue, terminating at Ryan Street (Franklin Co. Subdiv. Plat Books).

The Columbus Public Schools often constructed large elementary school facilities in recently platted areas that were beginning to undergo residential development. In west Franklinton, the first school built was Avondale Elementary, constructed in 1894, followed by the Bellows Avenue Elementary School, built in 1905 in the western portion of the Osborne Place Addition.

Flooding in Franklinton during the severe 1913 flood may have discouraged, for a time, additional development in the newly platted areas. Residential development went forward in the western and northern portions of some of these plats in the early years of the twentieth century. However, much of the western portion of these plats and the southern area around Thomas Avenue received only spotty housing construction until the World War I era and the 1920s. By 1925, these plats had been mostly filled, although some lots would remain empty until after World War II.

The housing in west Franklinton was generally fairly modest through all of its history, and wood-frame construction was dominant in much of the area. Some areas in the far eastern portion of the plats had predominantly brick construction, and a few somewhat larger brick houses were built in the area, but most of the dwellings of the early twentieth century were modest wood-frame gabled ells and American Foursquares of fairly plain design. Stylistically, the houses were mostly examples of simple vernacular design or modest interpretations of Neoclassical Revival or other popular architectural styles of the time.

Later housing of the 1920s in west Franklinton also included modest wood-frame Craftsman bungalow dwellings or side- or front-gabled vernacular types in Neoclassical Revival or Colonial Revival modes. The housing was generally working-class and middle-class in character. Sullivant Avenue contained some commercial development, and the Central Avenue and Sullivant Avenue intersection developed as a commercial focal point. W. Mound Street had mostly industrial development, including stone and monument companies related to the nearby development of Mt. Calvary and Greenlawn cemeteries.

The Great Depression halted residential development in the area, as it did in most of Columbus. The early 1930s did bring the construction of a minor league professional baseball stadium to W. Mound Street, a facility now known as Cooper Stadium. With the end of World War II, returning servicemen and women starting new families stoked the demand for single-family houses. Most of the remaining few vacant lots in Franklinton filled at that time with modest Minimal Traditional wood-frame cottages and ranch houses. Many of these houses were constructed along Thomas Avenue in the southern portion of the area. Additional commercial and industrial development proceeded on Mound Street, with the

development of several new small factories and commercial facilities, and the expansion of tire and auto shops and other businesses that were already located in the area. Several remaining lots in the residentially zoned area around Thomas Avenue were filled in the 1950s and early 1960s with three- and four-unit apartment buildings.

The area remained solidly middle and working class through the 1950s. Interstate construction in the 1960s and 1970s led to a significant amount of demolition in the area. I-70 sliced through the southern portion of the area, destroying residences in the area from the south side of Thomas Avenue almost down to W. Mound Street. SR 315 also cut through Franklinton and a large interchange between I-70 and I-71 and SR 315 was built in the southeast corner of Franklinton. A significant chunk of the area's housing was demolished to accommodate this highway construction.

Completion of interstate highways also led to the flight of middle-class residents to newly developed suburbs. Some portions of Franklinton today are still viable working-class residential areas, while some portions of the area are blighted. The area is still home to a large population, but some single-family houses and duplexes have been demolished due to neglect and deterioration, or during efforts to expand treatment and parking facilities for Mount Carmel Hospital. A floodwall was also completed in Franklinton along the Scioto River in the 1990s to prevent future flooding.

Historic Context: East Side

The Columbus expansion after the Civil War included the city's east side, which was roughly the land east of Parsons Avenue. On the 1872 Caldwell atlas map of Montgomery Township, that area that is now the East Side is shown as having several small plats on its west end in the area closest to Parsons Avenue (Figure 4). The area between Broad Street and Mound Street that is now the East of I-71 portion of the APE was at that time occupied by several land uses. The Ohio Asylum for the Blind occupied much of the land. To the south, the small Merriott's subdivision had only one house on its 18 lots, and to the west of Merriott's subdivision was the Hannah Neil Mission, a house on a large tract whose occupant, Hannah Neil, used the home for an aid organization that helped the needy, including those who were traveling through the area on the nearby National Road (now Broad Street).

Immediately to the west were several additional small subdivisions, including McPhelan's Addition and the Ramsey, J & H Miller, and Kimball subdivisions. Some sparse house construction had occurred in these subdivisions. Friend Street (later renamed Main Street) was shown on the 1872 Caldwell atlas as having a street railroad; which at that time would have most likely meant streetcars pulled by mules. This streetcar line appears to explain the concentration of residential development in the area along the Main Street corridor. The eastern portion of the east side, east of present-day Wilson Avenue, was still at this time largely un-platted, open land.

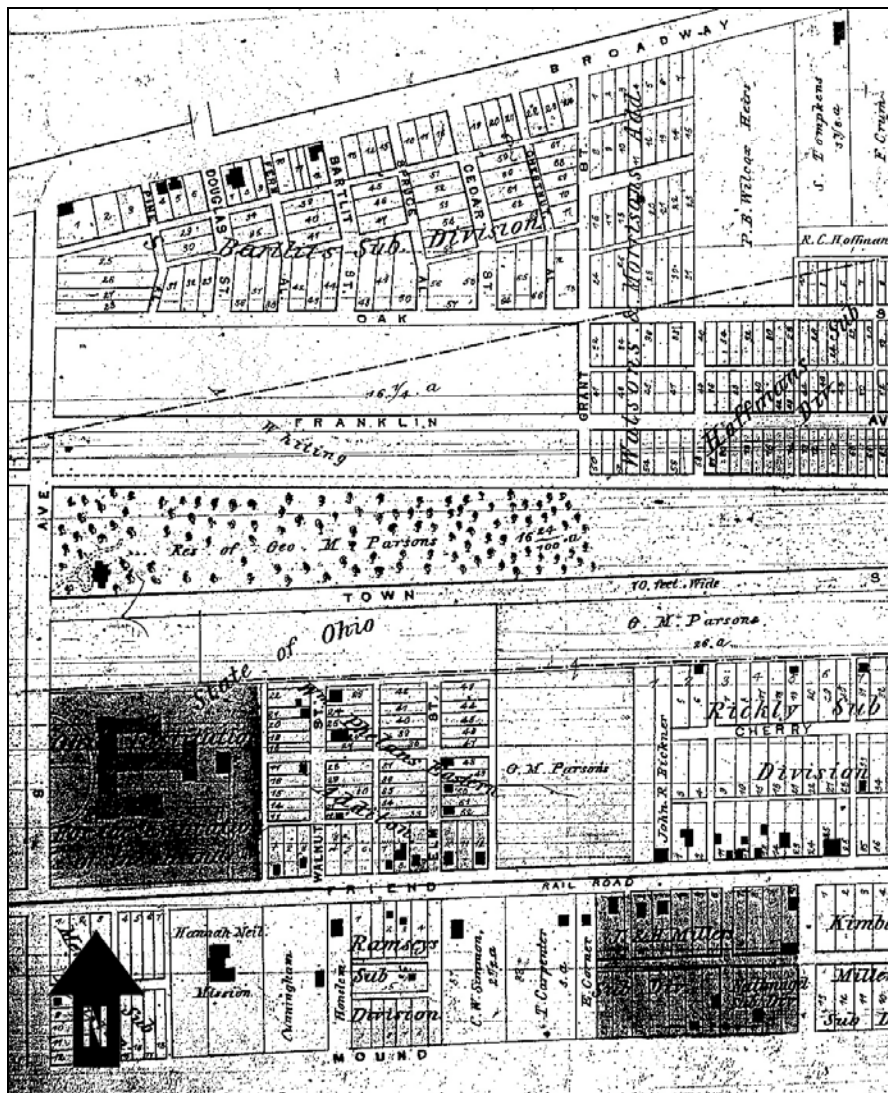


Figure 4. Caldwell 1872 atlas map showing Parsons Avenue area of East Side (north arrow added by HDC)

To the north of the Ohio Asylum for the Blind, a large area was taken up by the grounds of the now-demolished George Parsons Mansion. Empty land sat to the north of the George Parsons tract, and the Bartlett subdivision along Broad Street had a few houses, all of them fronting E. Broad Street, which at that time was known as Broadway. By the 1880s, the Columbus Electric Trolley Car Company had a line through the area and built its car barns near what was then the Franklin County Fairgrounds (now Franklin Park Conservatory) (OHPO 1978:8-2). Formerly mule-driven streetcar lines were converted to electrical power in the 1880s and 1890s, providing faster and better service. Improvement of street railways generally helped spur residential development.

In the northwest portion of the East Side area, north of downtown, one of the main developments that is shown on the 1872 Caldwell atlas was the Army's U.S. Arsenal, now known as Fort Hayes and owned by the Columbus Public Schools. This facility was 77-3/4

acres with a picturesque layout of winding roads. Major buildings included a storehouse, armory, office, officer's residence, and artillery storage building. The complex also featured a stable, guardhouse, and magazine.

Development east of Parsons accelerated in the 1880s and 1890s, as more of the area was platted, and housing construction began in earnest. From about 1885–1915, E. Broad Street and Bryden Road were the site of some of the most elaborate housing in the city, constructed by the upper middle-class and wealthy businessmen, some of whom were among the city's industrial and political leaders. Dwellings reflected the Victorian aesthetic of the area, with the common use of the Eastlake, Queen Anne, Richardsonian Romanesque, and Renaissance Revival styles. Members of the prestigious Lazarus, Wolfe, and Huntington families all resided in the area during the 1890s and the early twentieth century. Multi-family apartment buildings and somewhat more modest middle- and upper-middle-class dwellings were also built in the area around the turn of the century. Churches and schools, many of them architecturally distinguished, were also built to serve area residents. By ca. 1915–1925, the final lots in the area were being filled with houses and apartment buildings reflecting the Tudor Revival, Arts and Crafts, and Colonial Revival aesthetics of the period. (OHPO 1978:8-2–3).

The area reflected a variety of socioeconomic classes. Wealthier individuals built houses in areas east and north of the APE for this project along Bryden Road and E. Broad Street. The portion of the APE that surrounds I-70 sits further south and is oriented mainly along north-south streets, including 17th and 18th Streets, and Ohio, Wilson, and Miller Avenues. Fulton, Cole, and Mooberry Streets are the main east-west roads through the I-70 portion of the APE. This section of the APE was originally an enclave of the middle class. It contained none of the elaborate mansions of the E. Broad Street and Bryden Road corridors, but instead had more modest examples of Victorian vernacular and Mission-style American Foursquares and gabled ells. In addition to single-family homes, this area featured two-story, four-unit apartment buildings and duplexes. In contrast to the wood-frame construction dominant in the Franklinton area, brick masonry homes were very commonly constructed on the East Side along what is now I-70.

For the I-70 area of the East Side portion of the APE, the bulk of development came in the 1900–1915 era, when the area was filled with gabled ells, American Foursquares, and corbelled brick apartment buildings. The 1921 Columbus Sanborn maps show that most of the lots within the APE had housing on them by that time, although there were a few vacant lots here and there and some clusters of two to six adjacent lots. Much of the area was developed with single-family homes, but duplexes were the second most common property type and were built throughout the APE, mainly using the symmetrical American Foursquare format. By 1921, four- to eight-unit apartment buildings with brick exteriors were also common in this area, with many of them designed in the familiar corbelled brick style that is common throughout portions of Columbus that developed before 1930.

Many of the upper-class and middle-class residential neighborhoods that developed next to the downtown areas in Midwestern cities declined relatively early in their histories. By the 1920s and 1930s, some of the older Victorian houses of the Near East Side in Columbus were considered stylistically outdated, and the very wealthy had begun flocking to outer

suburbs like Bexley and Grandview. As these large mansions were abandoned by the very wealthy, many were divided up for apartments and rooming houses for middle-class, white-collar men and women. The 1945 Columbus Sanborn maps also show the conversion of a few middle-class, single-family houses within the APE to multi-unit dwellings.

After World War II, as suburban development increased, the middle class began to leave the area. The 1960s brought the construction of I-70 through the area. By 1968, the completed I-70 is shown on Sanborn maps, cutting through the area on an east-west course between Cole and Mooberry Streets. A significant amount of housing in the area was demolished to make way for I-70. By the 1970s, with the continued trend of middle-class migration to outlying suburbs, some housing slipped into a blighted condition, and demolition of structures was common from the 1970s through the 1990s.

The Near East Side Historic District was listed in the NRHP in 1975, and since then, the local community has expended much effort to revive the area. Although some portions of the east side continue to be blighted, much of the area is now a mix of working-class and middle-class residents of fairly diverse backgrounds. The large Near East Side Historic District contains several smaller CRHP districts, including the Bryden Road Historic District, which overlaps the APE. South of I-70, the Old Oaks area is a large CRHP district that extends into the APE on its north edge, but this district is not listed in the NRHP. Interest in the historic character of the area's housing stock has led to extensive rehabilitation of properties in the area.

Historic Context: South Side

This area, originally part of Montgomery Township, developed more slowly than other parts of the APE, and development has remained somewhat sparse throughout the history of the area. On the 1872 Caldwell atlas of Franklin County, the area west of the Scioto River was a series of small to large farms, ranging in size from 20 acres to the larger 107-acre tract owned by John Cherry's heirs. One road, the Franklin-Jackson Pike, ran through the area in a north-south course, which appears to roughly follow the present-day course of Harmon Road. Most of the homesteads in the area were oriented along this pike. One bridge across the Scioto River at the site of what is now Greenlawn Avenue connected the area to the east side of the river.

By 1910, several additional roads had been developed through the area, including Stimmel Road (Figure 5). The area around Greenlawn Avenue was divided into smaller tracts of less than 20 acres, although some large tracts still existed, including one large piece of land held by brewery owner Nicholas Schlee. One residential plat, the Wharton Place Addition, was laid out north of Greenlawn Avenue along the Scioto River. A railroad spur from the Hamilton and Mt. Vernon Railroad had been extended along the Scioto River south through the area, crossing into the area on a bridge over the Scioto River, south of Greenlawn Avenue, with a dead end south of Frank Road. This rail line may have been developed in anticipation that industry would develop along the Scioto River in this area.

The area was not heavily enough developed to be covered on 1921–1922 Sanborn maps of Columbus. In the 1920s, some bungalows and American Foursquare houses were built in the

Wharton Place subdivision, and some light industrial development had occurred in the northern portion of the project area. The area appears to have undergone little development in the 1930s and 1940s. By the 1960s, several factories and commercial operations moved to the area, and some modest apartment buildings were constructed in the vicinity of Eaton Avenue, north of Greenlawn Avenue, in what was originally developed as the Wharton Place subdivision. I-71 was developed in the 1960s along the Scioto River through the area, eliminating a portion of the Wharton Place subdivision. Today, the area has mixed uses, with some housing and a larger number of warehouses, commercial operations, and small factories.



Figure 5. 1910 Modie atlas map showing portion of South Side area (north arrow added by HDC)

CHAPTER 3. LITERATURE REVIEW

HDC conducted a literature review to identify any recorded historic resources within the APE. The literature search included a review of the following sources:

- Ohio Historic Preservation Office
 - Ohio Historic Inventory (OHI) forms
 - National Register of Historic Places (NRHP) files
 - National Historic Landmarks list
 - Determination of Eligibility files
 - Contract Report files
 - Cultural Resource GIS Database
- USGS 7.5' and 15' series topographic maps
- Ohio Department of Transportation (ODOT) Historic Bridge Inventory
- Cemetery records
- Certified Local Government (CLG) records, including Columbus Register of Historic Places (CRHP) resource lists and maps
- Franklin County and Columbus atlases and histories

The literature review indicated that a number of surveys had been previously conducted within the APE, which had led to the designation of numerous historic districts and individual buildings and structures:

- 7 NRHP historic districts
- 1 district Officially Determined Eligible for the NRHP
- 7 individually listed NRHP resources
- 1 demolished NRHP-listed resource
- 7 CRHP Historic Districts
- 3 individually listed CRHP resources
- 166 standing structures over fifty years old recorded on the OHI
- 15 demolished structures over fifty years old recorded on the OHI
- 0 (zero) National Historic Landmarks

HDC also examined historical real estate atlases, Sanborn insurance maps, and other maps of Columbus that show the APE. This research found a real estate atlas covering the area dating to 1872, plus Sanborn maps from 1887, 1891, 1901, 1921, and 1951. The historical atlases show property lines, owner names, acreage, and building locations. Together, these atlases and maps can indicate the growth of the APE and the surrounding area through those years.

HDC examined the local histories of Franklin County and Columbus to gain insight into the area's background and development. In most cases, HDC did not complete more detailed research, such as tracing deeds or consulting population and agricultural censuses, since this level of research is generally not undertaken at the Phase I level. Some specialized documents were also reviewed, such as an evaluation and history of Columbus public school buildings and information on individual industries, churches, and government agencies.

CHAPTER 4. SURVEY AND ANALYSIS METHODS

Survey methods for this project were based on the 2004 edition of the ODOT *Cultural Resources Survey Manual*. The investigative methods used for this project included information from a number of different sources, as noted in Chapter 3, “Literature Review.”

Survey Methods for Existing Historic Districts

Since this project contains an unusually large number of existing historic districts, an important component of the project was to survey the nominated buildings in existing historic districts. Once the boundaries of the historic district boundaries were ascertained, the contributing and non-contributing properties within those districts were marked on project mapping. In some cases, NRHP district nominations had maps or lists of the contributing properties within the district; in those cases, each building over fifty years old was marked on project mapping as contributing or non-contributing, according to the information on the nomination. Each of these buildings was then examined in the field to confirm that this status was still current. Contributing buildings were examined to ensure that they still retained sufficient integrity to contribute to the historic character of their respective districts, and that they were still standing.

For buildings that were non-contributing, they were examined to see if they had been restored to a condition that would give them contributing status, or if during the original survey they were under fifty years old but are now over fifty years old, with a higher potential to be contributing resources to the district.

NRHP nominations that had been completed over twenty-five years ago typically did not contain lists or maps of contributing and non-contributing buildings. For these districts, the properties were surveyed to determine their status. Each building in the district that was under fifty years old was given non-contributing status, and the buildings over fifty years old were analyzed for age and integrity to determine if contributing status to the district would be appropriate. These results were then recorded on GIS mapping for the project.

Buildings that were over fifty years old but were outside the period of significance or historical theme for the districts were reviewed on a case-by-case basis. In some cases, these buildings clearly did not contribute to the historical theme and period of the district. However, some of the buildings that were constructed later than the cut-off date for the period of significance helped to give a sense of the urban density and streetscape of the district and were compatible in style, scale, and materials with buildings from the period of significance.

All buildings over fifty years old in NRHP historic districts were recorded on the ODOT survey tables prepared for the project (see Appendix D).

The CRHP districts are generally structured to regulate design of new buildings and changes to existing buildings. Since documentation for CRHP districts did not contain lists of contributing or non-contributing buildings, HDC staff used a process similar to that for

buildings in NRHP districts that did not have in their nominations lists or maps of contributing or non-contributing properties. However, most CRHP districts in the APE were also NRHP districts, so a separate process usually was not necessary. Such was the case for the CRHP districts of East Town Street, Hamilton Park, Jefferson Avenue, South High Commercial Group, and German Village.

However, two other CRHP districts did not have similar NRHP boundaries—the Brewery District and the Old Oaks Historic District—and the survey process for these CRHP districts was tailored to each situation. The CRHP Brewery District includes one small area that has been officially determined eligible for the NRHP. Outside of this small area, the CRHP Brewery District is a large area of land that covers areas of industrial development and vacant land that is not eligible for the NRHP. The purpose of such a large CRHP district is to control the character of new development in the area. Buildings within the CRHP Brewery District were therefore surveyed with the same methodology as areas that were not covered by a historic district listing.

The CRHP Old Oaks Historic District is located on the Near East Side, south of I-70. The Old Oaks CRHP district overlaps the APE, but the district is not listed in the NRHP. HDC therefore completed a full survey of the CRHP district within the APE to determine if it was eligible for listing in the NRHP and to delineate appropriate boundaries for any eligible area.

Survey Methods for Buildings Outside Existing Historic Districts

For buildings outside of existing historic districts in the APE, one of the first tasks of the project was to identify properties in the APE that were fifty years old or older. To determine reasonable construction dates for each building, HDC used a combination of architectural field analysis and information from historical maps, including atlases and Sanborn maps, and data from the Franklin County auditor.

Overall, the level of historical map coverage for the APE is adequate for this level of survey. Atlases and USGS maps, such as the 1872 Caldwell atlas and Sanborn maps from 1887, 1891, 1901, 1921, and 1951, help trace the evolution of a site by documenting the development of sites and the buildings constructed on them. The Franklin County Auditor retained construction dates on their website for most of the buildings within the project area, although dates were not provided for some buildings constructed before 1910.

For each building, the HDC surveyor visually examined and took notes on the building's location, condition, architectural character, and material integrity. The style and materials of each building were analyzed for age, craftsmanship, and architectural style, and this information was used to supplement data taken from historical maps. At least one digital photo was taken of each of the buildings in the APE. Some buildings within the APE had been previously inventoried for the OHI, so information from the OHI was used to supplement information from maps, the county auditor, and other sources.

Current ODOT survey standards require that an OHI form be completed only for buildings or structures that fit in with the historic or architectural context of the area. To qualify for

recording on an OHI form, properties must also have a level of material integrity sufficient either for individual NRHP eligibility or for contributing status in a historic district that is eligible for the NRHP. In general for this project, repetitive property types with marginal integrity, such as examples of common mid-twentieth-century housing, were not recorded with OHI forms. OHI forms were reserved for buildings that had not been previously inventoried and that were to be recommended as individually eligible or eligible as part of a district, or for buildings that represented an unusually well-preserved example of a significant property type. New or updated OHI forms were not generated for buildings that were previously recorded on the OHI. Appendix E of this report contains the new OHI forms that HDC completed for this project, and Appendix F contains copies of existing OHI forms for properties within the APE.

HDC recorded all buildings and structures in the APE that are fifty years old or older on ODOT's History/Architecture Resources Table (Appendix D). The HDC surveyor used the ODOT survey table in the field as a guideline to document these buildings and structures. Building and lot dimensions were taken from existing county auditor maps. Photographs were generally taken from the right-of-way.

NRHP Criteria

Each structure was evaluated for NRHP eligibility through fieldwork and intensive literary research, as described above. Properties are eligible if they are fifty years of age or older and possess integrity of location, design, setting, materials, workmanship, feeling, and association, and at least one of the following:

- a) Are associated with events that have made significant contributions to the broad patterns of our history
- b) Are associated with the lives of persons significant in our past
- c) Embody the distinctive characteristics of 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
- d) Have yielded, or may be likely to yield, information important to prehistory or history

In order to qualify for the NRHP, a property must therefore meet both of two separate types of requirements:

1. It must exhibit integrity of location, design, materials, and so on.
2. It must meet one or more of the preceding four criteria.

Resources under fifty years of age can be considered for NRHP eligibility under Consideration (g), for properties that have achieved significance within the past fifty years because they are associated with an event that has extraordinary importance.

For this project, each structure was researched to determine if it was eligible under one of the above NRHP criteria. For Criterion (a), the residences were assessed for historic context associated with the history of Columbus, or with the respective communities or neighborhoods for the buildings' locations. For Criterion (b), research was conducted to

determine if any outstanding historical figures were involved with the structures. For Criterion (c), each structure was evaluated for building form, architectural style, engineering technique, and cultural expression. Given the nature of the resources, Criterion (d) was not invoked for evaluating the buildings.

Because of the large size of the study area and the wide variety of land uses, a wide variety of historic contexts were developed for Criterion (a), including such themes as education, business, industry, suburban residential development, ethnicity, and government and politics.

CHAPTER 5. RESULTS OF THE SURVEY

Overall, the survey of the APE and surrounding vicinity revealed an urban area with a wide mix of land uses, ranging from residential to office, commercial, and industrial. The Downtown Columbus area is dominated by parking, office and commercial land uses, while the areas of German Village, the East Side, and Franklinton within the APE are mainly residential, but with some commercial, institutional, or other uses. The area generally sits on a rectilinear grid system of streets that is interrupted in a few places by interstate highways and the Scioto River. Major arteries include Interstates 70, 71, and 670, SR 315, High Street, Broad Street, Livingston Avenue, Town Street, Third Street, and Mound Street.

This section describes the structures within the APE that are over fifty years old and evaluates each for eligibility for the National Register of Historic Places (NRHP). In some cases, clusters of similar buildings are discussed in the report as a group.

Division of the APE into Areas

To organize the results of this survey, the APE for this project is divided into five major areas based on historical development and geographical location. Four of the five areas are further subdivided into sections, based on either existing NRHP historic districts within that area or smaller geographically contiguous areas within that area that share a common development history but are not included in an NRHP district. These sections are used mainly in this chapter in the discussion of building over fifty years old, and their aim is to divide the APE into reasonably manageable, logical sections for clearer presentation. For example, the area of the APE that extends to the East Side is geographically diverse and includes land on the north, south, and west portions of the East Side. The neighborhoods south of I-70 are discussed separately from the East Side areas north of I-70 or properties located near I-71 or I-670. In this way, properties that share a common geographical area and historic context are discussed together. The areas used in this report are:

- **Downtown.** This area covers parts of the APE north of I-70 from the Scioto River to I-71, and land on the west side of I-71. Sections in the Downtown area are:
 - South High Commercial Group Historic District
 - East Town Street Historic District
 - Jefferson Avenue Historic District
 - Areas Outside of Downtown Historic Districts
- **German Village, Brewery District, and Whittier Peninsula.** This area extends along the south side of I-70 from the Scioto River to Parsons Avenue. Sections in this area are:
 - German Village Historic District
 - Columbus Brewery District (Officially Determined Eligible) Historic District
 - Areas Outside of Historic Districts

- **East Side.** This area includes land east of I-71, and land north and south of I-70 that lies east of I-71, and land around I-670 on the north. Sections in the East Side area are:
 - Near East Side Historic District
 - Hamilton Park Historic District
 - East of I-71
 - I-670 Area
 - North of I-70
 - South of I-70

- **Franklinton.** This area includes all parts of the study area west of the Scioto River, including areas north and south of I-70 and east and west of SR 315. Sections in the Franklinton area are:
 - Thomas Avenue Area
 - Area of Central and Sullivant Avenues
 - W. Mound Street Area
 - West of SR 315
 - East of SR 315

- **South Side.** This area extends from Mound Street south along I-71, to the southern termination of the APE. This area is small, and its discussion does not have sections.

Buildings and Structures Under Fifty Years Old

The APE contains a large number of properties under fifty years old, most of which are residential, commercial, or industrial buildings that were built from the late 1950s to recent times. These buildings were usually examples of vernacular industrial, commercial, or industrial design, and they served as small businesses or factories or as homes for the working and middle classes. No information was found that would indicate that any of these buildings would qualify for NRHP Consideration G (for exceptional significance), which is needed for a property under fifty years old to be eligible for the NRHP. All major portions of the study area contained buildings less than fifty years old.

A second category of properties under fifty years old includes the many ramps, bridges, and overpasses in the project area that are associated with Interstates 70, 71, and 670 and SR 315. The interstates and SR 315 were built during the mid-to late-1960s. Some of the existing fabric of these highways may be part of the original 1960s construction, although ramps, bridges, retaining walls, and guard rails have been replaced within the last thirty years.

The Third Ohio Historic Bridge Inventory, Evaluation, and Management Plan (2004), produced by ODOT in connection with the Federal Highway Administration (FHWA) and the Ohio Historic Preservation Office (OHPO), specifically addresses the historical significance and NRHP eligibility of interstate highway-related structures in Ohio. This document states that a meeting between ODOT, FHWA, and OHPO resulted in an agreement that "...Ohio's comprehensive interstate highway system represented an engineering and political achievement, but Ohio's Interstate highway system as a whole, and individual examples of its standardized components such as standard steel stringer bridges, reinforced concrete slab bridges, and culverts, do not meet the National Register criteria for eligibility

(ODOT 2004:35).” The roadway structures associated with interstate highways and SR 315 within the APE are under fifty years old and represent standard interstate highway construction elements as mentioned above. These structures are therefore recommended as not eligible for the NRHP.

Buildings and Structures Over Fifty Years Old

In each of the APE areas, this section presents survey results in the following order:

- Existing historic districts
- Existing individually listed resources
- Properties recommended as eligible for inclusion in the NRHP
- Properties located outside of any existing historic districts

Maps for the areas are provided in Appendix A. The corresponding map numbers for each section are provided after each section heading.

DOWNTOWN

Downtown: Existing Historic Districts and Individual Resources

Some of the Downtown area within the APE is part of established NRHP and CRHP historic districts. The three NRHP districts that overlap the Downtown area of the APE and have contributing buildings within the APE are:

- South High Street Commercial Group Historic District
- East Town Street Historic District
- Jefferson Avenue Historic District

In addition, four individually listed NRHP properties lie within the Downtown area:

- Great Southern Hotel and Theater, 310 South High Street
- Schlee-Kemmler Building, 328 S. High Street
- Trinity Lutheran Evangelical Church, 404 S. Third Street
- Ohio Farm Bureau Federation Offices, 620 and 630 E. Broad Street

South High Street Commercial Group Historic District (NRHP and CRHP)

Appendix A: Map 2

The South High Street Commercial Group district is in the southern end of downtown Columbus and is bounded by High Street, Mound Street, Main Street, and Pearl Alley. The district consists of eight contributing buildings and represents one of the few remaining intact late nineteenth-century streetscapes in downtown Columbus.



Figure 6. South High Commercial Group Historic District

Architectural features such as stone storefront piers, a cast-iron storefront, bracketed cornices, and decorative lintels unify the commercial buildings. The grouping is listed in the NRHP under Criterion A because it is one of the last remnants of the large commercial areas associated with the influential nineteenth- and twentieth-century German population of this area. It is also listed under Criterion C because it is an excellent example of late nineteenth-century commercial architecture (Recchie 1983b:8-1).

Two of the district's contributing buildings are also individually listed in the NRHP: the Great Southern Hotel and Theatre (FRA-202-18) and the Schlee-Kemmler Building (FRA-203-18). The South High Commercial Grouping district is also listed in the CRHP, and the Schlee-Kemmler Building and Southern Hotel and Theater are listed as individual CRHP properties. Since the district is subject to design review related to its CRHP listing, the contributing buildings still retain a high level of integrity.

No boundary changes or revision of the list of contributing and noncontributing structures is recommended for this district. All eight of the contributing buildings of this historic district are within or overlap the APE for this project.

East Town Street Historic District (NRHP and CRHP)

Appendix A: Map 3

The East Town Street Historic District is a compact area containing mainly post-Civil War, high-style houses originally constructed by the wealthy and upper-middle-classes. The nomination for the district dates to November 1975 and so did not include the criteria for listing. The OHPO NRHP database lists Criterion B for the prominent Ohio political leaders that resided in the district's housing, and Criterion C for the outstanding examples of nineteenth-century residential architecture in the area.



Figure 7. Partial view of East Town Street Historic District, showing 615 and 621 E. Town Street

Many buildings in the district are good examples of the post-Civil War Italianate and French Second Empire styles, and a few examples of pre-Civil War design exist as well. The central portion of the district is bounded by Franklin Avenue on the north, S. Washington Avenue on the west, Cherry Street on the south and the centerline of Lester Drive on the east. The district also includes properties on the north side of Franklin Avenue between Lester Drive and S. Washington Avenue, properties on the south side of E. Town Street between S. Washington and Grant avenues, several properties on the north side of E. Town Street east of

the Grant Avenue intersection, and a small area along the south side of Rich Street, west of S. Washington Avenue.

A total of 28 buildings on the eastern portions of Franklin Avenue, Town Street, and E. Rich Street are within the APE. Specifically, 7 buildings are on Franklin Avenue, 13 are on E. Town, and 10 are on E. Rich Street. The 1950s-era apartment building at 620 E. Town is considered non-contributing; although the building is over fifty years old, the building's International Style of design is not compatible with the contributing buildings of the district, and the building falls outside the period of significance for the district.

The boundaries for the NRHP East Town Street Historic District and the CRHP district are somewhat different. The CRHP district includes five buildings on Oak Street that are not included in the NRHP district: 607, 613, 619, 625, and 629 Oak Street (FRA-2811-18 to FRA-2815-18). These properties are a set of Italianate vernacular brick town houses dating to ca. 1885. Although these houses are plainer in architectural character than most of the houses of the East Town Street Historic District, they are from the same time period, and the Italianate style that they reflect is represented in the NRHP East Town Street Historic District.

HDC recommends that the East Town Street NRHP district be amended to include these properties. A more extensive discussion of these properties is provided on page 36 in the section, "East Town Street NRHP Boundary Extension."

Jefferson Avenue Historic District (NRHP and CRHP)

Appendix A: Map 4

The Jefferson Avenue Historic District is one of three late nineteenth-century housing areas in the downtown that were planned along oval drives with landscaped medians: Jefferson Avenue, Hamilton Park, and Lafayette Park. Of the three, the Jefferson Avenue and Hamilton Park districts are listed as both NRHP and CRHP districts, but Lafayette Park was destroyed during the construction of I-71.

The Jefferson Avenue district is listed in the NRHP under Criteria A, B, and C. The Criterion A citation is for the overall significance of the district in the development of Columbus, the Criterion B citation is due to its associations with writer James Thurber, and the Criterion C citation is for its examples of late nineteenth-century domestic architecture.

The APE boundary line bisects the Jefferson Avenue Historic District, with the east side of the district falling within the APE and the west side of the district falling outside of it. Three contributing buildings lie on Jefferson Avenue within the APE: 78–80, 92, and 100 Jefferson Avenue. The house at 78–80 Jefferson is a two-story brick residence that was included in the district in spite of a large commercial addition at the rear and side of the building. The other two buildings, both from the nineteenth century, are a two-story brick residence at 92 Jefferson and a large brick residence at 100 Jefferson Avenue, which has in recent times been used for institutional and business functions. These three buildings retain sufficient integrity for continued contributing status in the district.



Figure 8. Partial view of Jefferson Avenue Historic District, showing 100 Jefferson Avenue, with 92 Jefferson Avenue in the background

This area of Jefferson Avenue is also a CRHP district. The CRHP district contains three lots along Jefferson Avenue that are not part of the NRHP district that were most likely included to ensure that any new development on these tracts would be designed to be compatible with the historic properties of the NRHP district. These three lots do not contain historic buildings; therefore, there is no reason to include them in the NRHP-listed district.

Great Southern Hotel and Theater (FRA-202-18) and Schlee-Kemmler Building (FRA-203-18)

Appendix A: Map 2

These buildings are individually listed in the NRHP, but they are also contributing properties in the NRHP South High Commercial Group Historic District and are included in the discussion for that district on page 29.

Trinity Lutheran Church, 404 S. Third Street (FRA-92-18)

Appendix A: Map 4

Located at the northeast corner of Third and Fulton Streets, the Trinity Lutheran Church was dedicated in 1857 and is cited in the NRHP nomination as an example of Romanesque Revival design. The building features a brick exterior with steeple and an interior with stained glass by the Von Gerichten Company, which had an office in nearby German Village (Kane 1985:7 1). The original building has an educational wing addition on its north side that was built in 1966, but the addition is connected to the building via a small corridor and does not heavily affect its integrity. The NRHP-listed property is the entire lot for Trinity Lutheran Church, including the land that the 1966 addition is on, which consists of four Franklin County parcels, 010-067030 (1857 church), 010-141456 (1966 addition), and 010-17849 and 010-035095 (parcels located in between the church and the addition). The building is significant under Criterion C as an example of Romanesque Revival architecture.



Figure 9. Trinity Lutheran Church, 404 S. Third Street

Ohio Farm Bureau Federation Offices, 620 and 630 E. Broad Street (FRA-572-18 and FRA-573-18)

Appendix A: Map 4

This property consists of two French Second Empire–style brick houses. The buildings are nominated under Criterion C for their significance as examples of the Second Empire Style, and also under Criterion A for use of the two buildings as the offices of the Farm Bureau Federation, an organizational ancestor of the existing Nationwide Insurance Corporation (Kane 1986:8-1). The nomination for the property did not contain a map. However, the two houses are located on two simple rectilinear lots, which appear to be the area intended for nomination. The lots are Franklin County 010-023468 for 620 E. Broad, and 010-042377 for 630 E. Broad Street.



Figure 10. Ohio Farm Bureau Federation Offices, 620 and 630 E. Broad Street

Downtown: Resources Recommended as Eligible for the NRHP

With much of the APE occupied by existing historic districts and much of the remaining area of downtown heavily covered in past survey work, few buildings are left that warrant new recommendations of NRHP eligibility. However, the following buildings in this area appear to retain the required significance and integrity for NRHP eligibility, and HDC is recommending them:

- East Town Street NRHP Boundary Extension, 601, 607, 613, 619, 625, and 629 Oak Street (FRA-2811-18 to FRA-2815-18)
- St. John's Evangelical Protestant Church, 61 E. Mound Street (FRA-2794-18)
- Delmonte Apartments, 341 South Third Street (FRA-208-18)
- St. Paul African Methodist Episcopal Church, 639 E. Long Street (FRA-190-18)
- Hocking Valley Railroad Scioto River Bridges, Scioto River near Cherry Street and Miranova Place (FRA-9593-18)

East Town Street NRHP Boundary Extension

Appendix A: Map 3

A cluster of six brick Victorian and Italianate town houses sits on Oak Street: 601, 607, 613, 619, 625, and 629 Oak Street (FRA-2811-18 to FRA-2815-18). The buildings were originally constructed as duplexes. They appear on the 1901 Sanborn maps and likely date to ca. 1885. These buildings are included in the CRHP East Town Street Historic District but not in the NRHP-listed district.



Figure 11. 619 Oak Street, part of the Oak Street townhouses and duplexes proposed for East Town Street Historic District boundary extension

These six buildings have a good level of integrity, with wood windows and trim intact. An early twentieth-century remodeling effort has added porches and converted some of the upper story windows to doors, and the porches have since been removed. However, they are still compatible in style and materials to the contributing buildings of the NRHP East Town Street Historic District.

HDC proposes that the boundary of the NRHP East Town Street Historic District be expanded one block north to include these buildings, since they have a good level of integrity, are adjacent to its northern boundary, are housing units, and are within the period of significance for the district. The additional eligible properties would be Franklin County lots 010-046980 (607), 010-038174 (613), 010-038176 (619), 010-047768 (625), and 010-021748 (629). Four of the buildings are within the APE (613, 619, 625, and 629) and the fifth (607) overlaps the APE boundary.

St. John's Evangelical Protestant Church, 61 E. Mound Street (FRA-2794-18)

Appendix A: Map 2

This building is a large and architecturally prominent Neo-Romanesque church with a basilican plan. The stone exterior includes an arched entrance with three small windows at the top, capped buttresses, and a stone bell tower at the rear of the building. The church is a good example of the later, twentieth-century interpretations of the Romanesque Revival style, often referred to as Neo-Romanesque. The church typifies the more academic approach to this style in the 1920s, in which the original examples of medieval architecture were more closely followed, in contrast to the Victorian Romanesque Revival style, where Romanesque features were applied to buildings that reflected the Victorian aesthetic popular at that time. The congregation was founded in 1872 as a German evangelical congregation and has been at this site since 1873.



Figure 12. St. John's Evangelical Protestant Church, 61 E. Mound Street

The building has a high level of integrity; its stone exterior is largely unchanged, and the original doors and stained glass windows are still in place. Congregation histories indicate that the architects of the building were Miller and Reeves. Construction began in 1924 and the building was completed in October of 1925. The interior includes white painted walls, several large stone arches, and a wood altar screen of Neo-Gothic design.

St. John's Evangelical Church is recommended as eligible for the NRHP under Criterion C for its status as an excellent example of 1920s Neo-Romanesque design and for the craftsmanship of the church's stone exterior, stained glass, and interior woodwork. The

church is also recommended as eligible under Criterion A for the congregation’s importance in the German-American community in Columbus. Along with Trinity Lutheran Church and St. Mary’s Catholic Church in German Village, it was one of the leading congregations serving the heavily German population of south downtown and German Village. The site for the NRHP-eligible property would be all of the lot that the church sits on, specifically Franklin County Lot No. 010-066860-00.

Delmonte Apartments, 341 South Third Street (FRA-208-18)

Appendix A: Map 2

The Delmonte Apartments building is a brick, Neoclassical Revival apartment building with three stories. Notable features are a flat roof, round arched windows, and brick stringcourses. It has three sections, each with an entrance, and each entrance has an elaborate red sandstone doorway surround with brick pilasters, and a red sandstone entablature and cornice. Above each cornice is an oval window framed at the bottom by red sandstone foliate decorations with a form resembling a broken pediment. The windows are all double hung and one over one, and appear to be either the original wood windows or very high-quality replacements that closely mimic the originals. The building is capped with a wood cornice, and the name “Delmonte” is spelled in yellow brick at the center of the façade. The integrity level of the building is very high.



Figure 13. Delmonte Apartments, 341 S. Third Street

The form of the building is somewhat unusual in that the building appears to be three buildings with their short walls facing Third Street. The three units are then connected with a

party wall to present a unified façade to the street. The most common form of apartment building in Columbus has a long, rectangular building with multiple doors leading out directly from the apartments to the street. Other common buildings are single, long and narrow buildings with one central entrance. The practice of attaching three long narrow buildings into a unified façade appears to be uncommon in Columbus.

The building is a good example of an early twentieth-century brick apartment building with features of the Renaissance Revival style. Review of Columbus OHI forms did not reveal other apartment buildings with a similar format. The building appears to have been a fairly typical middle-class apartment building of the turn-of-the-century era. City directory research indicates that the building was home to middle-class and white-collar, working-class individuals in the 1920s, including dentists, salesmen, stenographers, and travel agents.

As a medium-sized apartment building for middle-class professionals and other white-collar workers, the building does not appear to have a high level of significance under NRHP Criterion A. No association with prominent individuals was found that would indicate Criterion B significance. However, the building is an unusually well-preserved, turn-of-the-century apartment complex reflecting the Renaissance Revival style, and the format of the building seems unusual for Columbus. HDC therefore recommends the Delmonte Apartments as eligible for the NRHP under Criterion C as a good example of a turn-of-the-century Renaissance Revival-style apartment building with a distinctive floor plan. The eligible property would be Franklin County Auditor lot 010-028714.

St. Paul African Methodist Episcopal Church, 639 E. Long Street (FRA-190-18)

Appendix A: Map 4

The St. Paul African Methodist Episcopal Church is an early twentieth-century Romanesque Revival brick church with a long, narrow, gabled nave flanked on the north side by two brick towers with pyramidal roofs. Significant features of the building include wood bracketed cornices on the towers, corbelled brick friezes, an arched porch, frontal rose window, and transepts. The building retains its original opalescent stained glass.



Figure 14. St. Paul African Methodist Episcopal Church, 639 E. Long Street; note addition under construction in foreground

The overall form of the exterior is intact, although the brickwork appears to have been covered by some type of coating that has obscured the bond pattern of the brick. However, the coating has not obscured the corbelled and recessed brick details of the exterior, and the original limestone foundation and window lintels and sills are still intact. The church is also currently constructing a new administrative building and wellness center on the west side of the original church. The new building, composed of concrete block, will make contact with the existing church at the west tower; however, it does not appear that the attachment of the new building will significantly alter a large area of exterior fabric on the existing church, and the division line between the existing church and the new buildings should be readily discernible.

The building is an outstanding example of the Victorian phase of Romanesque Revival design, and it is one of the city's best examples of this style as executed in brick. The building's intact stained glass also shows high values of craftsmanship. The building has had

few exterior alterations other than the application of a coating over the brick, the replacement of the original roof with an asphalt shingle roof, and the construction of the new building to the west of the original structure. Overall, it has a high level of integrity.

In addition to its architectural significance, the St. Paul African Methodist Episcopal Church has considerable historical significance to the Columbus African American community. The St. Paul congregation was founded in 1823, and they built the current structure on this site from 1905–1906. An Ohio Historical Marker recognizes the church as the oldest African American church in the city of Columbus.

This building is within the boundaries of the Jefferson Avenue Historic District as originally drawn, but it was not mentioned in the original Jefferson Avenue nomination as a contributing building and is not shown as such on nomination maps. However, the Jefferson Avenue Historic District is residential in character and theme, and as a church, the building is unrelated to the contributing buildings of the district. Therefore, this report evaluates this church in terms of individual eligibility, rather than as a contributing element to the Jefferson Avenue Historic District.

The St. Paul African Methodist Episcopal Church is recommended as eligible for the NRHP under Criterion A for its important role as one of the major social institutions of the African American community in Columbus, Ohio, housing one of the city's oldest African American churches. The building is also recommended as eligible under Criterion C as an excellent example of turn-of-the-century Victorian Romanesque Revival design. Since the land west of the church was not originally owned by the congregation and is now the site of a new building under construction, HDC recommends that only the eastern portion of the site be considered part of the NRHP-eligible property, since the western portion was formerly a gas station and was purchased by the church in the last half of the twentieth century. The eligible property would be the east half of Franklin County Auditor Lot 010-066986. More specifically, the boundary would include Lots 95–97 of the E. Long Street East Park Place subdivision, with Lots 93–94 excluded.

Hocking Valley Railroad Scioto River Bridges, Scioto River near Cherry Street and Miranova Place (FRA-9593-18)

Appendix A: Map 2

These bridges are a set of twin steel-truss bridges that cross the Scioto River and consists of two identical parallel bridges that share the same poured-concrete abutment. The north abutment of the bridges is located near Cherry Street in west Franklinton, and the south abutment is just north of Mound Street, north of I-70 near the Whittier Peninsula. Each bridge has five spans. Four spans on each bridge are Warren trusses with verticals, and the west span of each bridge is a Pratt half-hip truss. Each truss is a fairly short span of about 100' or less.



Figure 15. Scioto River Railroad Bridges, looking northeast

A railroad bridge appears at this site on the 1872 *Caldwell Atlas of Franklin County and the City of Columbus, Ohio*. This map and later maps indicate that the bridge at this crossing belonged to the Hocking Valley Railroad, which had a large turntable and car yard in the nearby Whittier Peninsula area. The 1901 Sanborn insurance maps indicate that there was a 572'-long iron-truss railroad bridge at this site. The bridge on the 1901 maps had the same parallel track configuration as the current bridge.

Most of the bridges over the Scioto River were destroyed in the treacherous 1913 flood that inundated much of Franklinton. It is likely that the current bridge was built from ca. 1913–1915 to replace the earlier iron truss bridge, which was likely damaged or destroyed in the flood.

The bridge has a series of small conventional steel trusses and was thus not very advanced for its time, in terms of engineering. However, since Franklin County does not have a lot of large rivers or highly variable topography, there are fairly few pre-1956 steel or iron truss railroad bridges in the city. Also, many railroad-related resources in the city have been demolished, such as the original Union Station on High Street and the Hocking Valley Roundhouse on the Whittier Peninsula.

This bridge is privately owned, and is therefore not part of Ohio's state roadway system, and is not included in ODOT's Bridge Management System (BMS). Due to its status as a privately owned bridge it was not evaluated in past ODOT bridge inventories, including *The Ohio Historic Bridge Inventory, Evaluation, and Preservation Plan* (1983), and a second inventory and evaluation conducted in 1990. *The Third Ohio Historic Bridge Inventory, Evaluation, and Preservation Plan* (2004) only addresses bridges constructed from 1951-1960.

This bridge is recommended as NRHP-eligible under Criterion A as a reflection of railroad development in Franklin County, Ohio, in the early twentieth century, particularly the Hocking Valley Railroad, which was important to the development of Columbus industry and was an important employer in the city because of the Whittier car yards. The bridge is also locally significant under Criterion C as one of the few remaining medium-scale, steel-truss railroad bridges of the early twentieth century in Columbus.

For this structure, the NRHP-eligible boundary would be the actual bridge, including trusses, piers, and abutments. Since the bridge and its abutments sit on the right-of-way of the Scioto River, it is not possible to provide a Franklin County parcel number for this resource. Adjacent lots owned by Consolidated Railroad are 010-066476 and 010-066160 on the Franklinton side, and 010-066184 and 010-066487 on the Downtown side. However, these four lots are long stretches of railroad right-of-way, and they extend far beyond the bridge. The approaches to the bridges appear to be located on the edges of these parcels.

Downtown: Buildings Outside of Historic Districts

Appendix A: Map 2–5, 10

A large number of areas in the downtown area that were surveyed had no resources or districts that are recommended as eligible for the NRHP. Many of these areas contained buildings under fifty years old. For areas found not eligible for the NRHP, there were several scenarios. In many cases, larger individual buildings either had limited historical and architectural significance or poor integrity. In other cases, isolated examples of common building types were surrounded by large areas of surface parking and had thus lost their sense of historic context and their visual relationship to other buildings in the area. Much of the streetscape of the downtown area has been altered by the demolition of buildings in favor of surface parking or new construction, so many buildings over fifty years were isolated in areas that had little overall integrity. Some of the buildings had poor integrity due to alterations and additions.

This discussion is divided into two subsections with the Downtown area, shown below. Neither of these areas have any properties that HDC recommends as eligible for the NRHP, although the East Downtown area does contain two buildings that were given additional consideration but were deemed not eligible.

- South Downtown, E. Mound Street Area
- East Downtown Area
 - Broad-Oak Garage, 620 Oak Street (FRA-1185-18) and
 - Winfield Jewell Auto Dealership, 611 East Broad Street (FRA-1176-10)

South Downtown, E. Mound Street Area

This area of the city marks the southern limit of downtown and sits immediately north of I-70. The area is dominated by Mound Street, which runs an east-west course through the area and is interrupted west of S. Fifth Street by part of Franklin University. The area was originally lined with commercial, industrial, and multi-family and single-family residential facilities. However, the construction of I-70 through the area led to the demolition of a significant number of buildings. From the 1960s through the 1990s, additional buildings were demolished in favor of new construction or surface parking lots. As a result, the area is now a mixture of new construction, some isolated examples of buildings over fifty years old, and a large number of surface parking lots.

The west end of the Mound Street corridor downtown from Civic Center Drive to S. Third Street has very poor overall integrity. On the south side of the street, almost all land is occupied by buildings constructed since 1970. On the north side, only a handful of small vernacular commercial buildings are left, and these stand mostly in isolation. The remainder of the land is occupied by surface parking lots. East of S. Third Street, the situation is similar. Much of the land is now occupied by post-1965 construction, and only a sparse number of commercial buildings are left in the area. Mound Street is interrupted for two blocks west of Fifth Street by a cluster of post-1965 buildings associated with Franklin University. The final downtown blocks of Mound Street, east of Grant Avenue, hold a mix of post-1960 buildings, a few remaining modest vernacular townhouses, apartment buildings, and commercial

buildings of the late nineteenth and early twentieth century, and a large number of vacant lots (Figure 16).



Figure 16. View of Mound Street area, looking east toward I-71

The isolated late-nineteenth-century residential and commercial structures in this area have a very low level of historical and architectural significance, and they have lost their sense of context due to the many post-1960 buildings and large number of vacant lots in the area. These buildings include a brick multi-family apartment building, a two-story brick commercial building, and several small vernacular brick townhouses, all of which have had some degree of inappropriate window replacement. These buildings are also very similar in character to better-preserved buildings in the nearby German Village NRHP district that have similar architectural features and were built at approximately the same time.

Aside from the two recommended-eligible properties of St. John's Protestant Evangelical Church and the Delmonte Apartments on S. Third Street (described on pages 37 and 38, respectively), none of the nineteenth- and early twentieth-century residential and commercial buildings in the Mound Street area have sufficient historical and architectural integrity for individual NRHP eligibility. This area has very low potential for historical significance, and no NRHP eligible individual properties or districts are recommended for this area.

East Downtown Area

This area is largely occupied by two NRHP-listed historic districts, the East Town Street Historic District and the Jefferson Avenue Historic District. Outside of these districts, the area is a spotty mixture of some remaining residential and commercial structures over fifty years old, some buildings under fifty years old, and several areas of surface parking lots.

Overall, no areas of this part of downtown outside of the two existing NRHP districts have large enough clusters of buildings over fifty years old with good integrity to warrant recommending any new historic districts. The remaining buildings over fifty years old are, for the most part, examples of common Columbus housing types, or common examples of plain commercial vernacular buildings. Two buildings in this area merited additional consideration but were, in the end, judged to be not eligible for the NRHP:

- Broad-Oak Garage, 620 Oak Street (FRA-1185-18)
- Winfield Jewell Auto Dealership, 611 East Broad Street (FRA-1176-10)

Broad-Oak Garage, 620 Oak Street (FRA-1185-18)

This building is a brick, two-story structure with Renaissance Revival features. It has a front-gabled roof and red common-bond brick walls. Notable features include arched windows on the second floor of the building with brick voussoirs and keystones. There is also a series of brick stringcourses on the south and north walls.



Figure 17. Broad-Oak Garage at 620 Oak Street, looking northwest

Most of the segmental arched windows on the west and east sides of the building have been closed in with concrete block. A few of the openings on the west side of the building have vinyl replacement windows. All first-floor windows and doors on the south side of the building are new, and the south side second-floor arched windows are recent wood windows that mimic the overall light pattern of the original windows. The north elevation's first floor has a blocked-in arched door, one original wood arched window, and several mid-twentieth-century industrial windows. The arched window openings on the second story of the north wall have been closed in with concrete block.

An adjacent concrete block building at 610 E. Broad Street obscures much of the west wall of the building. The building now has a wood truss gabled roof with steel reinforcing members, and the brick front gable is a different grade of brick than the rest of the building. The 1921 and 1951 Sanborn maps indicate that the building had an arched roof, so the existing gable and roof trusses appear to be post-1951 modifications.

The first-floor interior is fairly intact, with original concrete floors and support posts, although some concrete-block, post-1960 walls have been added. The second floor has exposed wood roof trusses and wood floors and is now used for auto storage. A concrete automobile ramp to the second floor was added in the 1950s, according to the current owner of the building. This ramp does not appear on the 1921 Sanborn maps but does appear on the 1951 maps, so it is clearly not an original feature of the building.

On 1901 Sanborn maps, the site is recorded as a vacant lot. The OHI form for the property records the construction date as 1909, and the current owner reported the construction date as 1905. The 1921 Sanborn maps show the building as a 70-car automobile garage. At that time, it was a two-story structure with concrete posts and floors, and the map also indicates that the building had an arched roof. City directories indicate that in 1920 the building accommodated the Broad-Oak Garage and a dealership for Packard and Reo vehicles. In 1925, the building was listed as a garage that also contained Birkhimer's Dance Hall, which would have been on the second floor. These listings remain the same through 1929. The current owner reported that the upper floor had been used as a dance hall and roller skating rink.

The building appears to have some significance as an early garage and car dealership in Columbus. If originally constructed as an auto garage in 1905, it would be one of the earliest buildings associated with automobile use in Columbus. However, the building has lost integrity through the bricking-in of windows on the east, west, and north sides, and the replacement of the original windows and doors on the south side of the building. Sanborn maps seem to indicate that an original bowstring truss roof was replaced after 1951 with gabled trusses, further eroding the integrity of the building.

Based on these changes, especially alteration of the roofline within the last fifty-five years, HDC recommends that the building does not have sufficient integrity for it to be individually eligible for the NRHP. The area is also not sufficiently intact for this building to be part of an NRHP-eligible district of commercial buildings. The building's use, date, scale, and historical theme are not compatible with the East Broad Street Historic District located to the south, so expanding the district north to include this building would not be appropriate.

Winfield Jewell Auto Dealership, 611 East Broad Street (FRA-1176-10)

This building was also automobile-oriented in its original use. The building is a one-story Spanish Revival/Mission structure with buff brick walls. The main north wall has a corbelled brick cornice with small round arches and display windows with arched transoms with leaded glass in a grid and diamond pattern. The windows are surrounded by limestone engaged columns with simple cubic capitals, and limestone arches. The lower portions of the display windows are recent aluminum-frame tinted-glass, dating to the last thirty years. The main entrance is within a small tower at the northwest corner of the building, and it has a recent

aluminum door. The tower has a pyramidal tile roof, and some type of original plaque appears to have been removed from the front wall of the tower. Original steel industrial windows on the west side of the building have been removed, and the openings have been blocked in.



Figure 18. Former Winfield Jewell Auto Dealership at 611 East Broad Street, looking southwest

The interior is also heavily altered. The original front showroom has a two-story rear wall with original plaster arches, but the remainder of the showroom space reflects modern remodeling, with exposed brick walls and acoustical tile ceilings. Most other spaces of the building reflect recent remodeling with drop acoustical ceilings and newer gypsum-board walls. The second-floor repair shop has some original wood bowstring arched trusses and the original freight elevator.

This address does not appear in 1925 city directories, but a gas station was listed at 613 E. Broad Street at that time. By 1926, 611 E. Broad was listed as Winfield S. Jewell Autos, which was a Studebaker dealership. Jewell was listed at this address through 1929. By 1930, the building accommodated Dowd-Feder Autos, a Chrysler-Plymouth dealership.

The building has some significance in the history of automobiles in Columbus, being an early auto dealership of the 1920s. Architecturally, the building is a modest example of the Mission/Spanish Revival styles applied to a commercial building. It has a sparse amount of details related to this style, all on the north wall, but the rest of the building consists of plain industrial vernacular construction.

The building has lost some integrity. The front of the building retains its original leaded glass arched transoms, limestone columns and arches, buff brick walls, and the tile roof of the corner tower. On the other hand, all windows on the west side of the building have been closed in and the display windows and main entrance on the north wall have been replaced with modern aluminum-frame products. Most of the interior has been altered into modern office spaces, and while the showroom retains its original arched plaster rear wall, most of the showroom space reflects modern remodeling.

The building has historical and architectural significance, but its integrity has been compromised by alterations. Overall, it is the recommendation of HDC that the building does not have sufficient integrity for NRHP eligibility on an individual basis. The building is recommended as not eligible for the NRHP due to loss of integrity. The area does not have a strong enough concentration of commercial buildings to form a commercial NRHP-eligible district.

GERMAN VILLAGE, BREWERY DISTRICT, AND WHITTIER PENINSULA

GV/BD/WP: Existing Historic Districts and Individual Resources

This area of the APE has two historic districts whose boundaries overlap the APE:

- The German Village Historic District — Listed in both the NRHP and the CRHP, and the boundaries are largely the same. A small area of the district east of Lathrop Avenue is listed in the NRHP but not the CRHP, but this area is not within the APE. A small area along High Street within the APE is also within the CRHP district but not the NRHP one.
- The Columbus Brewery District Historic District — A fairly small district has been Officially Determined Eligible for the NRHP, and a much larger area is listed in the CRHP. The CRHP district includes large areas of empty land.

This area of the APE contains no resources that are individually listed in the NRHP.

German Village Historic District

Appendix A: Map 5

Much of the APE south of the downtown portion of I-70 is occupied by the German Village Historic District, which is listed in both the NRHP and CRHP. The NRHP district boundary extends from E. Livingston Avenue through the south termination line of the APE. The district begins on the west in the APE, one block east of High Street, and terminates on the east within the APE at Lathrop Street, where the district boundary drops a block to the south and then moves past the APE boundary. The nomination does not give specific information on exactly where on E. Livingston Avenue the district boundary ends. Based on nomination maps, the original nomination authors seems to have intended the boundary to include all buildings on the south side of Livingston, and possibly the south traffic lane of Livingston Avenue itself. Neither the NRHP or CRHP district maps place the boundary in a way that includes the north traffic lanes of E. Livingston Avenue.

The German Village Historic District was listed in the NRHP in 1974 and was, in 1963, the first neighborhood to be listed as a CRHP district. The area within the APE is mostly dense residential development consisting of the small brick vernacular townhouses, gable-front houses, and duplexes that the German Village area is known for. Since the NRHP nomination was completed early in the history of the NRHP, it does not include lists of resources or a map of contributing and non-contributing buildings, only an overall boundary map. The nomination form at the time also did not include the NRHP-listing criteria of A, B, C, and D. A box was checked on the nomination form for architectural significance, and the OHPO website for Ohio NRHP listings also identifies the district as a Criterion C resource. The period of significance was listed on the nomination form as 1820–1900. If the area were nominated today, it would probably also be cited under Criterion A for ethnic history associated with the German community.



Figure 19. View of Livingston Avenue Corridor, German Village Historic District

The HDC survey of the district within the APE revealed that the majority of buildings within the APE and inside the NRHP boundaries were built within the period of significance for the district (up to 1900) and have a good level of integrity. Several buildings over fifty years old in the APE were outside the period of significance for the district. However, these buildings were generally compatible in scale, materials, and design to the pre-1900 buildings. German Village structures constructed from 1901–1930 are usually built using many of the same materials, and they have many architectural features that resemble those of the district’s pre-1901 buildings. Even many buildings in the area from the 1930s–1940s are compatible in scale and design with the pre-1901 buildings and reflect the strong preference in the area for brick construction. Some of these buildings would not yet have been fifty years old at the time of the initial German Village NRHP nomination in 1974.

One of the main characteristics of the German Village area is the urban streetscape created by the density of the intact buildings. Demolition of compatible buildings from the 1901–1945 era would decrease this sense of urban density and create holes of open space in the district’s streetscape. Therefore, HDC judged that houses and industrial and commercial buildings from the 1901–1945 era should have contributing status in the district as long as the scale, massing, and materials of the buildings were compatible with the pre-1900 buildings. These buildings add to the character of the urban streetscape of German Village and also reflect the continued evolution of the district as a German ethnic community in the first half of the twentieth century.

Overall, 54 buildings within the APE were identified in this survey as contributing to the NRHP German Village Historic District. These properties are brick dwellings and

commercial buildings on Livingston Avenue and north-south streets that cross Livingston, including Third, Fourth, Fifth, Sixth, Mohawk, Lathrop, Briggs, and Lazelle Streets, plus Grant and City Park Avenues. The contributing buildings within the APE are all on the northern edge of the NRHP district.

Ten buildings in the NRHP German Village Historic District in the APE were under fifty years old. These buildings were assigned non-contributing status in the district.

Columbus Brewery District Historic District

Appendix A: Map 2

There are two districts with NRHP status within the area of Columbus commonly known as the Brewery District . NRHP documentation on the Brewery District was prepared by consultant Nancy Recchie in December 1988. Recchie’s nomination led to NRHP listing of the Schlee Brewery District, which is outside the APE for this project. In addition to the Schlee Brewery District, a second district was also recognized as historically and architecturally significant but was not listed in the NRHP. This second district was Officially Determined Eligible (ODE) for the NRHP in 1990 by the Keeper of the National Register. The 1990 determination of eligibility notification refers to this eligible district as the Columbus Brewery District.



Figure 20. 444 Front Street, contributing to Brewery District (ODE)

The Columbus Brewery District is generally occupied by industrial buildings and structures associated with the German brewing industry from the late nineteenth century up through the 1920s, when the industry declined due to the Prohibition movement. The ODE area also

included several buildings associated with the German-owned Emrich Stove Factory. The determination of eligibility form showed the area significant under Criteria A, B, and C. Significance for Criterion A was associated with German ethnicity in Columbus, and Criterion B was associated with German civic and industrial leaders, including members of the Born, Hoster, and Schlee families. Criterion C significance was cited because of the district's status as one of the city's largest remaining clusters of nineteenth-century industrial buildings.

The portion of the ODE Columbus Brewery District that overlaps the APE originally contained twelve contributing buildings of the Hoster Brewery, including the main brewery, storage building, icehouse, bottling works, and smokestack, plus four buildings associated with the Emrich Stove Factory. Unlike the German Village Historic District, recent changes in the Brewery District necessitate a re-assessment of the district and its boundaries. Several of the Hoster Brewery buildings were renovated recently, although the work has generally respected the historic character of the buildings. A metal sculpture and lighted announcement board was mounted on top of the Hoster Brewery smokestack, and most important, the Emrich Stove Factory buildings were demolished, and the land now stands empty.

The renovation of the Hoster Brewery buildings in the district has retained important exterior features of the buildings, such as corbelled friezes and decorative brick parapets, and the buildings still retain sufficient integrity to warrant status as contributing to the NRHP district. Although the Hoster smokestack base now holds a non-historic lighted sign and metal sculpture, the stack base itself is intact and contributes to the historic character of the district.

However, the site of the Emrich Stove Works is now empty land that does not contribute to the historic character of the Columbus Brewery District. HDC therefore recommends that the NRHP ODE Columbus Brewery District be amended to exclude the vacant lots that once contained the Emrich Stove Works. This recommended boundary adjustment would remove from the district the now-vacant land roughly bounded by Fulton, Short, Liberty, and Second Streets. The adjustment would move the western boundary of the district to run south on Second Street, and then to run south and then west along the south property line of 471 Short Street, which is Franklin County Lot No. 010-063725, and then south along the west boundary of Lots 010-261442 and 010-058160. This adjustment would exclude non-contributing vacant land from the district while retaining contributing buildings that are still standing. The vacant land removed from the district would include Franklin County Lots 010-002760, 010-273419, and 010-022716.

Today, the NRHP ODE Columbus Brewery District contains five contributing buildings and one contributing structure in the APE:

- Hoster Main Brewery Building, 477 S. Front Street (FRA-5831-22)
- Hoster Bottling Works, 444 S. Front Street (FRA-3766-22)
- Hoster Storage Building, 471 Short Street (FRA-5832-22)
- Hoster Icehouse, 450 Ludlow Street (no OHI number)
- Hoster Railroad Building, 476 S. Front Street (no OHI number)
- Contributing structure—the base of the Hoster Smokestack (FRA-5903-22), which is recorded on Franklin County Auditor records as being located at 450 Ludlow Street

The CRHP also maintains a Brewery District Historic District that encompasses the existing NRHP ODE Columbus Brewery District, plus a much larger area (see Appendix A, map 7). The boundary of the CRHP Brewery District Historic District runs from the block east of S. High Street, west along the southern edge of I-70, south along the Scioto River, east along Greenlawn Avenue, and north along the block west of High Street. This district takes up a large area that includes the largely empty Whittier Peninsula, which has been the subject of a recent design competition for future development. The Whittier Peninsula and other areas within the CRHP district have few remaining buildings over fifty years old. Much of this area has little integrity for the pre-1956 era and has clearly been designated as a CRHP district so that new development in the area can be controlled. The CRHP district basically ensures that any new development in the area must undergo design review, most likely to make it compatible with the existing historic properties in the NRHP district, and with the German Village NRHP and CRHP districts.

Five properties in the CRHP Brewery District buildings lie within or overlap the APE but are outside of the NRHP ODE district. Two buildings under fifty years old are on the west side of S. High Street at Brewers Alley: 501 S. High Street (FRA-5861-22) and 503 S. High Street (FRA-5862-22). The structure at 501 is a 1920s–1930s Tudor Revival building constructed as a commercial facility but now converted to offices. This building has its original slate roof and half-timbered second story gable, but the first floor storefronts have been heavily altered with new windows and brick infill to accommodate the office use of the building. Due to these alterations, the building has a low level of integrity and is therefore assessed in this survey as a building with poor integrity. The building at 503 S. High Street consists of two 1870s brick houses that have been connected with a modern addition and have thus lost integrity. The buildings are now used for office space.

The remaining three properties in the CRHP Brewery District Historic District do not merit NRHP eligibility. Two of these properties are City of Columbus facilities on the Whittier Peninsula: a maintenance facility at 515 Short Street and an electrical substation. Although county auditor data indicates a construction date of 1988 for the first building, 1901 Sanborn maps indicate that it was the site of a small building associated with the Jacob Rapp Sand and Gravel Company. The building is now much larger than the structure represented on the 1901 map, so the original Rapp building has either been torn down to make way for the present structure, or else it is now enveloped in additions. Either way, the building has a low level of integrity and historical and architectural significance. According to Franklin County Auditor data, the electrical substation dates to 1987. Neither of these properties has potential for NRHP eligibility. A third Whittier Peninsula building lies outside the APE, but the lot that it sits on intersects the APE. It is a yellow brick warehouse built in 1956, according to the Franklin County Auditor, and owned by the City of Columbus. It is a plain mid-century industrial warehouse and has a low level of historical significance.

GV/BD/WP: Buildings Outside Historic Districts

Appendix A: Map 2, 5

Most areas of the APE outside of the CRHP and NRHP districts are dominated by buildings under fifty years old, such as those in the Parsons Avenue area, a commercial area dominated by strip-mall retail buildings under fifty years old. This general area has few buildings over fifty years old, and as a retail corridor developed in the past thirty years, it has no potential for NRHP eligibility.

Only one building in this area of the APE merits individual consideration, the Mohawk Elementary and Middle School, now known as the Columbus Africentric School. However, HDC does not recommend this property as eligible for the NRHP.

Mohawk Elementary and Middle School, now Columbus Africentric School, 300 E. Livingston Avenue (FRA-9590-22)

Appendix A: Map 5

This structure is a Columbus Public School building constructed in 1952 as a combination elementary and junior high school. It is a flat-roofed, three-story, red-orange brick building with a roughly L-shaped format. The building has had windows replaced, and several additions were constructed in the 1960s and after. These additions were placed mostly on the back of the building, but one was made to the visually prominent west wall. However, with the construction of I-70, the primary street façade of the building is now the south Livingston Avenue side, so the additions are more visually prominent today since the property is viewed from the street differently.

This building is cited in the Columbus Landmarks Foundation report on historic Columbus Public Schools as an early example of modernism. After World War II, the school district dropped traditional architectural styles and embraced postwar interior planning. North Linden Elementary School was the first Columbus Schools building to reflect these principles. Mohawk School appears to have been the first building with a junior high school component built according to these principles. The plans of Mohawk and Linden were somewhat individualized, whereas later 1950s elementary and middle schools used uniform standardized plans (Columbus Landmarks Foundation 2002:9)

The Mohawk School, completed in 1952, was used as a regular elementary and junior high school through the 1960s and 1970s. Within the past decade, an innovative Africentric elementary and middle-school program was moved to the building and is still active there.



Figure 21. Mohawk School Building, looking south

Under Criterion A, Mohawk School was not the first Columbus school reflecting postwar educational principles. Mohawk School represents post-World War II school planning trends and the massive post-World War II Columbus Public Schools expansion. However, the 1950–1959 period was one of prolific school construction, and 52 schools were built by the Columbus School District, many of them still in use (Columbus Landmarks Foundation 2002:9). Mohawk is one of a large number of Columbus school buildings that represents the postwar expansion theme. Although its floor plan is more individualized than later postwar schools, it reflects educational principles similar to the later 1950s schools. It also has extensive post-1960 additions and replacement windows, so it is not among the best-preserved school buildings of the 1950s for the Columbus district.

Due to the common nature of this building type, it is the opinion of HDC that this building is not a sufficiently distinctive reflection of postwar educational principles to warrant individual NRHP eligibility. Integrity has also been compromised by post-1960 additions and window and door replacement. The building is recommended as not eligible under Criterion A due to poor integrity and lack of historical and architectural significance. The building does not have any major associations with important persons in history, for Criterion B.

Under Criterion C, the school was not the first Modernist/International Style school building constructed by Columbus Public Schools. The building is an example of architectural modernism, but it is not a particularly distinctive example of the International Style; it does not have important International Style features like cantilevered bays, glass curtain walls, or exposed exterior structural elements. It is instead a vernacular example combining the flat-roofed International Style form with a conservative brick-walled exterior.

Most 1950s era Columbus public schools are in the same overall International School vernacular mode as Mohawk, and many of these modernist schools survive. This architectural type is one of the most common for Columbus Public Schools. The numerous flat-roofed post-1960 additions use brick veneer similar to the original building, making it difficult to visually discern which parts of the building are original. No effort was made to make a visual separation between the additions and the original building. The additions are on what would have been the rear of the building originally, but with the construction of I-70, this side of the building is now the façade facing the street, giving the additions more visual prominence. This change, along with window and door replacement, has eroded the integrity of the building. As a poor example of the International Style, an example of a common building type, and as a building with compromised integrity, this building is recommended as not eligible under Criterion C.

Mohawk School also contrasts sharply with the scale and form of traditional pre-World War II architecture of the adjacent German Village Historic District. It would not be appropriate to expand the German Village NRHP district to include this building.

EAST SIDE

The East Side portion of the APE covers territory east of I-71 and land north and south of I-70. The NRHP-listed Near East Side Historic District overlaps the APE on the east side of I-71 but does not extend into the portion of the APE that is adjacent to I-70. Overall, the area is mainly residential with some institutional and commercial land use. Housing generally dates from ca. 1885 to about 1930, with heavy concentrations of structures built from ca. 1900–1920. The overall area is a mix of middle-class housing and examples of more elaborate dwellings constructed by the upper middle class and the wealthy. However, for the most part, the area within the APE contains more modest middle-class housing.

East Side: Existing Historic Districts and Individual Resources

There are three NRHP historic districts and three individually listed NRHP properties within this area. The site of one demolished NRHP building is also in this portion of the APE.

- Near East Side Historic District
- Hamilton Park Historic District
- Fort Hayes Historic District, 546 Jack Gibbs Boulevard (no OHI numbers)
- Ohio Asylum for the Blind, 240 Parsons Avenue (FRA-1190-19)
- W. H. Jones Mansion, 731 E. Broad Street (FRA-70-19)
- Shiloh Baptist Church, 720 Mt. Vernon Avenue (FRA-454-19)
- Demolished: Frederick Prentiss House, 706 E. Broad Street (FRA-441-19)

Near East Side Historic District

Appendix A: Map 3

This district overall is a fairly intact area representing a prosperous residential area, with some commercial land use. Contributing buildings generally fall into the 1880–1930 time period. The district contains many examples of high-style High Victorian and Late Victorian homes in a variety of architectural styles, as well as examples of Arts and Crafts and Colonial Revival design from the 1915–1930 period. The area also features a wealth of architecturally significant duplexes and apartment buildings, as well as commercial and institutional structures.

The APE covers the western edge of this large NRHP district. The buildings within the district that are within the APE lie mainly along the Parsons Avenue corridor. Since Parsons Avenue served as a commercial artery for the area, many of the contributing buildings in the APE for this district are commercial in nature, although some are also residential.



Figure 22. Portion of Parsons Avenue area of the Near East Side Historic District

The area of the APE that overlaps with the Near East Side Historic District contains 22 buildings that contribute to that district. Commercial buildings are generally vernacular and Victorian buildings, including several storefront buildings on Parsons Avenue. Residential buildings include a large brick apartment building on the north side of Franklin Avenue, three residences on the south side of Franklin, and two dwellings and one apartment building on Bryden Road. Five of the 22 contributing buildings in the district belong to the old Ohio Asylum for the Blind complex, which is discussed on page 63, as an individually listed NRHP property.

Bryden Road CRHP District

A small portion of the Near East Side Historic District within the APE is also listed in the CRHP as part of the Bryden Road Historic District, which extends along Bryden Road east from Parsons Avenue. Six buildings within the APE are in the Bryden Road Historic District, and three of these are non-contributing buildings under fifty years old. The other three contributing buildings that are over fifty years old are:

- 695 Bryden, a brick Italianate house
- 703 Bryden, a Neoclassical Revival brick house converted to apartments and an office
- 738 Bryden Road, a Second Empire apartment building

Hamilton Park Historic District

Appendix A: Map 4

Cited under Criteria A and C, the Hamilton Park Historic District is located along one of the three distinctive oval drives that were originally laid out just east of the central business district. Two of the drives, Hamilton Avenue and Jefferson Avenue, still survive as NRHP-listed historic districts. The third oval drive, Lafayette Avenue, was destroyed by the construction of I-71.

The Hamilton Park Historic District is dominated by brick and stone residences of the late nineteenth century. Architectural styles range from Italianate to Queen Anne, Colonial Revival, and Shingle Style. The area was inhabited in the 1890s by several figures prominent in business and commerce. The district is significant for its history as a residential area for major figures in Columbus commerce and business, and for the late nineteenth century architecture of the remaining houses. Most of the buildings in the district were constructed between 1880 and 1910, although one apartment building in the district dates to 1928.



Figure 23. 91 Hamilton Park, part of Hamilton Park Historic District

There are now 15 major contributing buildings in the Hamilton Park Historic District, along with 6 contributing outbuildings and 2 non-contributing buildings. The APE contains 9 contributing buildings (33, 43, 55, 65, 91, 95, 105, 109, and 111 Hamilton Avenue), all of which are late nineteenth-century residences. The house at 117 Hamilton Avenue was a contributing building in the district and would have fallen within the APE, but it has been demolished. Hamilton Park is also a CRHP-listed district with the same boundaries as the NRHP district.

Fort Hayes Historic District, 546 Jack Gibbs Boulevard (No OHI Numbers)

Appendix A: Map 8

Fort Hayes was established in 1863 as a U.S. Army arsenal and armory for the manufacture and storage of war materials. The initial buildings were constructed from 1863–1865, and other buildings were added through the late nineteenth century and the first years of the twentieth. The facility was converted to a recruiting depot after the Civil War and was an important troop distribution center in World War I. It was declared excess property by the U.S. Government in 1965, and it now belongs to the Columbus Public Schools. The facility was the oldest federal military installation in continuous use in Ohio at the time it was closed. The main building is presented on the NRHP nomination for the Fort Hayes Historic District as the oldest major permanent military building in Ohio (Porter 1969:2–4).

The 1970 NRHP nomination cites 11 buildings as notable in the Fort Hayes Historic District, and OHPO website information identifies the district as also having 11 contributing buildings. The OHPO website also gives the criteria for the NRHP listing as Criterion A for military history and Criterion C for the early military architecture preserved at the site. Due to the construction of more recent buildings in the area, there are now many non-contributing buildings at Fort Hayes. However, as a Civil War–era army arsenal, the site still has considerable historical significance. Were it being nominated today, it might be listed as a multiple resource area rather than a geographically contiguous district, thereby avoiding the inclusion of the many non-contributing buildings.

Within the APE, there are four buildings at Fort Hayes that are over fifty years old, two of which are mentioned specifically in the NRHP nomination.

- Building 19, the commanding officer’s residence
- Building 118, the gatehouse
- Building 89, the storage building/magazine
- Building 166, small storehouse

Although the NRHP nomination states that the commanding officer’s residence (Building 19) was constructed from 1890–1895, the building appears on the 1872 Caldwell atlas of Franklin County and Columbus, and therefore appears to be a building of the Civil War period or the years immediately following the war. This buildings retains sufficient integrity to contribute to the district

Like Building 19, the NRHP nomination presents the gatehouse (Building 118) as being built in the late 1890s, but a gatehouse does appear on this site on the 1872 Caldwell atlas; this structure may also be an original Civil War–era Fort Hayes building. This buildings retains sufficient integrity to contribute to the district.

Building 89, the storage building/magazine (Figure 24), is not mentioned as an “individual post structure of architectural and historical merit” in the NRHP nomination, but it is also not specifically mentioned as non-contributing either—the nomination does not include a list of contributing and non-contributing properties. The building appears to sit on the same site as a magazine shown on the 1872 Caldwell atlas map of the U.S. Arsenal. The building’s

architectural style, Victorian Italianate, is consistent with a construction date in the Civil War or immediate postwar era. The building has a hipped roof, stone foundation, and brick walls with a corbelled cornice and pilasters with recessed panels. The numerous chimneys of the building also have recessed decorative brick patterns. Two windows have been bricked in, but overall the building retains its original form and the original decorative brickwork textures. Although not specifically mentioned in the nomination, this building contributes to the historic character of Fort Hayes as a nineteenth-century Army installation and should be considered a contributing building.



Figure 24. Building 89, the storage building/magazine at Fort Hayes

A fourth Fort Hayes building within the APE is a small brick storehouse, Building 166, that does not appear on the 1872 Caldwell atlas map of the facility. The building has a gabled roof, a steel door, and brick corner posts. The wall surfaces between the brick posts have been filled in with some type of concrete or cement/stucco, the surface of which has eroded away over much of the building. The building is a very small support structure in poor condition, and the concrete/stucco infill appears to be a later modification. Due to the modifications and poor condition of this small building, it has a fairly poor level of integrity and is not recommended as a contributing property in the Fort Hayes Historic District.

Ohio Asylum for the Blind, 240 Parsons Avenue (FRA-1190-19)

Appendix A: Map 3

The complex of buildings for the Ohio Asylum for the Blind is dominated by the large limestone central structure, a building in the French Second Empire style constructed from 1869–1874. Although some turrets and ornaments were removed from the roof of the main building years ago and a new front porch was installed in the early twentieth century, the building retains its overall form and massing and the distinctive Mansard roof, and is an excellent example of the French Second Empire style. The building was nominated in 1973 under Criterion A for its significance in the area of education, and under Criterion C for architectural significance, presumably as a good example of large-scale institutional design in the French Second Empire style.



Figure 25. Ohio Asylum for the Blind, 240 Parsons Avenue, main building

The NRHP nomination for this property is written in an abbreviated format that was acceptable in 1973. Therefore, the nomination does not delineate the eligible property with a high degree of precision. It appears that the author intended to nominate the entire tract of the asylum, which would cover all of Franklin County Tract 010-067006, including the main building, one small and two larger outbuildings at the rear, and two brick detached dormitory buildings from the early twentieth-century, in the Tudor Revival style. This entire tract is also within the boundaries of the NRHP Near East Side Historic District, and the contributing buildings are within the period of significance for this district. A modern parking garage recently added at the rear of the property is a non-contributing feature of the property.

The main building of the Ohio Asylum for the Blind has undergone recent interior and exterior restoration and rehabilitation, and the interior of the first floor now has more of the original character-defining elements exposed than it did when the NRHP nomination for the property was completed in 1973. Many portions of the upper floors of the buildings have not been altered since the asylum closed in the 1950s. The other four buildings over fifty years old on the property also have an acceptably high level of integrity.

W. H. Jones Mansion, 731 E. Broad Street (FRA-70-19)

Appendix A: Map 4

The W. H. Jones Mansion is an architecturally outstanding example of a Richardsonian Romanesque mansion. Built by dry goods store owner W. H. Jones, the building has many features of that style, including massive arched windows, medieval-style stone and terracotta decorations, a massive round corner tower, and steel roof with gables and dormers arranged in an asymmetrical picturesque manner. The nominated property includes the parcel the building stands on, Lot No. 010-025043, which holds the house and a rear carriage house. The building is listed in the NRHP under Criterion C as an example of Richardsonian Romanesque domestic design; this property is also an individually listed in the CRHP.



Figure 26. W. H. Jones Mansion, 731 E. Broad Street

Shiloh Baptist Church, 720 Mt. Vernon Avenue (FRA-454-19)

Appendix A: Map 8

The Shiloh Baptist Church is a brick 1920s Neo-Gothic church included in the NRHP under Criterion A for African American heritage. The building was cited as one of the oldest African American churches in Columbus as an important social and institution for the city's African American community. The congregation traces its roots well back into the nineteenth century, but the current church building was constructed in 1922. The nomination specifically states that the listed property is all of Franklin County Lot No. 010-003019, bounded by I-71, Mt. Vernon Avenue, Hamilton Avenue, and Grove Street.



Figure 27. Shiloh Baptist Church, 720 Mount Vernon Avenue

Demolished NRHP-Listed Property: Frederick Prentiss House, 706 E. Broad Street (FRA-441-19)

Appendix A: Map 4

This building is on OHPO databases as an individually listed NRHP property. It was constructed ca. 1890 and was cited as significant under Criterion A as a reflection of turn-of-the-century residential development on the Near East Side, and under Criterion C as an example of Queen Anne-style residential design. However, the building is no longer at the site, and the land is now occupied by a recently constructed commercial building.

East Side: Resources Recommended as Eligible for the NRHP

The following buildings in the East Side retain the required significance and integrity for NRHP eligibility and are recommended as eligible, either as a district or individually:

- Old Oaks Historic District (East Side area: south of I-70)
- Hannah Neil House and Mission, 727 E. Main Street (FRA-1224-19) (East Side area: north of I-70)
- Ohio Avenue Elementary School, 505 S. Ohio Avenue (FRA-1223-19) (East Side area: north of I-70)

Old Oaks Historic District

Appendix A: Map 12

The Old Oaks Historic District is a CRHP-listed district that is not listed in the NRHP. The area of the APE that is within the Old Oaks Historic District includes all of the APE from the alley west of Ohio Avenue to one block west of Kimball Place Avenue. Much of the area was developed as part of the Oakwoods Addition and Oakwoods East Addition plats. The area is also centered around Wilson Avenue, a distinctive street with traffic lanes divided by a wide park-like median that is landscaped with oaks and other hardwoods.



Figure 28. Wilson Avenue in Old Oaks Historic District.

The district is a well-preserved area of brick middle-class housing of the early twentieth century, with numerous examples of brick American Foursquare dwellings.

In terms of housing stock and urban design, a good part of the district is similar to the area immediately north of I-70. However, Old Oaks is more intact, and less original housing has been demolished. Some pockets of properties have poor integrity on the north end of the Old Oaks CRHP district, but overall, the district is an intact area composed of fairly modest middle-class, single-family houses and duplexes, mixed in with some larger high-style, more upper middle-class housing.

Several streets within the district that overlap the APE have a very high level of integrity, especially Oakwood, Wilson, and Linwood Avenues. These streets are well-preserved areas of the middle-class housing of the turn-of-the-century and early twentieth-century eras. They reflect the development of residential suburbs in the city of Columbus from the growth of the city and the development of electric streetcar lines. The district also has a particularly large number of American Foursquare dwellings in Mission and Neoclassical Revival styles. The intact area of Old Oaks extends well south of the APE along Oakwood, Wilson, and Linwood Avenues.

The Old Oaks area is different from other NRHP districts in Columbus. Its housing is generally very consistent in scale and materials, being heavily composed of moderately sized brick American Foursquare and gabled-ell houses. In contrast, the Near East Side Historic District to the north has a wider variety of housing types that is less consistent in style. The Near East Side District is also a mix of middle-class housing and more elaborate housing of the upper classes, while Old Oaks has housing that is more consistent in scale and style and appears to have been associated mainly with the middle class. Several areas in Columbus have large numbers of middle-class houses of the early twentieth century, most notably some of the areas next to and southeast of the Ohio State University campus, along Summit and Fourth Streets. However, these areas are not NRHP-listed and have had their integrity eroded by demolition of original housing and construction of large apartment buildings on many of the street corners.

Old Oaks is thus one of the better preserved and more architecturally consistent of the early twentieth-century, middle-class neighborhoods in Columbus, with one of the city's most intact areas of brick American Foursquare dwellings of the early twentieth century. The Old Oaks Historic District is therefore recommended as eligible for the NRHP under Criterion A as a good example of turn-of-the-century streetcar suburban development, and under Criterion C as an intact and architecturally consistent collection of middle-class American Foursquare and other related housing types reflecting influences of the Prairie, Mission, and Neoclassical Revival styles.

For the purposes of this study, the NRHP-eligible boundary of the Old Oaks Historic District would differ somewhat from the CRHP district boundary to exclude areas of housing that have poorer integrity. The boundaries recommended as eligible within the APE are the same as the CRHP district except that the block containing 1251–1291 Mooberry Street (Figure 29) would be excluded from the NRHP–recommended eligible district. These dwellings are gable-front and American Foursquare wood-frame houses that have undergone alterations such as the removal or enclosure of original porches and the installation of synthetic siding and inappropriate windows. It is the opinion of HDC that this block of buildings does not have the necessary integrity to be included in an NRHP-eligible district.



Figure 29. 1251–1291 Mooberry Area

These buildings have fairly poor integrity, due mainly to removal of original porches and siding, window and door replacement. This house in the center has lost its original porch and has vinyl siding and a new door. They are proposed as excluded from an NRHP-eligible district for Old Oaks.

The proposed NRHP-eligible Old Oaks Historic District contains 34 residential buildings within the APE. These buildings are located on Ohio, Champion, Oakwood, Wilson, and Linwood Avenues. Within the APE, the district would contain 34 contributing buildings, 4 non-contributing, and 3 buildings under fifty years old.

Hannah Neil House and Mission, 727 East Main Street (FRA-1224-19)

Appendix A: Map 10

This building is a 2 1/2-story, gambrel-roof, brick house with Renaissance Revival and French Second Empire features. The house has a flat-roofed early addition on the rear. The building is located on the south side of Main Street directly to the east of the interchange of I-70 and I-71. Originally the home of Hannah Neil, who converted the home into a mission for the poor and disadvantaged, the original house is a large brick structure with two full stories and a gambrel roof that provides a partial third story. The original house retains original two-over-two windows, brick walls, stone sills and lintels, and gabled dormers. The front entrance has a new door, but the sidelights and transom appear to be original. A hipped-roof porch with wood Tuscan columns is probably an early twentieth-century addition. The rear flat-roofed addition has brick walls, wood one-over-one windows, and a random rock-faced limestone foundation.



Figure 30. Hannah Neil House and Mission

The house has a significant history, first as the private residence for Hannah Neil, and then as the home of a social service organization founded by Neil. A 1983 historical marker at the building states that "...the mission, located at this site for 109 years, helped children and families with difficulties as they journeyed westward on the Old National Trail (U.S. 40/Broad Street)." The plaque also describes Neil's organization as the second oldest Columbus charity. The building was used for social service purposes until the late 1950s, and since then, has been occupied by various businesses and civic organizations. The exterior front and side elevations of the house are intact; the addition has mainly affected the rear of the building. The lot that the house is located on is mostly landscaped with grass and large older trees, and is thus compatible in design with the original house. A portion of the lot has been converted to two asphalt parking lots.

HDC recommends the Hannah Neil House and Mission as eligible for the NRHP under Criterion A for its importance as a social aid institution of the early twentieth century, under Criterion B for its associations with civic leader Hannah Neil, and under Criterion C as a good examples of 1880s Domestic architectural design reflecting aspects of the French Second Empire and Renaissance Revival styles. The NRHP-eligible property would include all of the current Hannah Neil House lot, which is Franklin County Lot No. 010-066888. However, the asphalt parking lots would be non-contributing landscape features. Lawn and trees surrounding the house are contributing elements of the NRHP-recommended eligible property, as they provide an appropriate setting for the house.

Ohio Avenue Elementary School, 505 S. Ohio Avenue (FRA-1223-19)

Appendix A: Map 11

This elementary school was built in 1893 and was designed by David Riebel, who served as head architect of the Columbus Public Schools from 1893–1922. Ohio Avenue appears to be one of the first public schools designed by Riebel during his tenure as the organization’s architect. The school has been represented in recent studies as an example of the Richardsonian Romanesque style, and the building does show Richardsonian features such as a battered foundation and use of round arched windows on the façade (Columbus Landmarks Foundation 2002:7–10). However, the building lacks the Richardsonian style’s usual inclusion of large massive round arches and rock-faced masonry. The long and narrow small arched windows, vertical proportions, and pyramid-roofed towers are not really in keeping with the massive quality of the Richardsonian style, and they suggest lingering influence of the Lombard villa–based Italianate Style, which had remained popular in Columbus in the 1870s and 1880s. The use of corbelled brick for decoration on the exterior reflects the heavy use of this type of decoration on Columbus apartment buildings and commercial buildings of the late nineteenth century, and is seen in the work of other American architects of German descent.



Figure 31. Ohio Avenue Elementary School, façade, looking southwest along Ohio Avenue

The school has a low, one-story south addition, but this addition is only connected to the original building along a small section of wall at the southeast corner, and it does fairly little to interfere with the viewer’s appreciation of the scale and massing of the original building.

The building also retains its original exterior brickwork, wood cornices, overhang soffits, chimneys, and towers. The windows are metal replacements that date to the last thirty years but were custom-designed to be similar in overall light pattern to the building's original four-over-four windows.

The building is a good example of elementary-school design of the late nineteenth century and is a good representation of David Riebel's elementary-school design in his Victorian mode of the period 1884–1900. The building has served the near east side as an elementary school since 1893 and reflects the school board's efforts to establish public schools in the newly developing East Side subdivisions that were growing rapidly in the 1890s. It also reflects an 1889 state law making elementary education mandatory.

The Ohio Avenue Elementary School is recommended as eligible for the NRHP under Criterion A as a representation of the extension of the public school system to the Near East Side residential suburbs in the 1890s, and in response to the 1889 law. The building's association with Riebel is best covered under Criterion C, so the building is not recommended as eligible under Criterion B for association with David Riebel. The Criterion C eligibility of the building hinges on the building as a good representation of Victorian design, fusing the Lombard/Italianate aesthetic with elements of the Richardsonian Romanesque style. The building is also a good example of the distinctive tower form of school building of the 1880s and 1890s in Columbus. Finally, it is also a good example of the late-nineteenth-century work of David Riebel, one of the most important public school architects of the Columbus area.

The Ohio Avenue Elementary School is recommended, therefore, as individually eligible under Criteria A and C. The eligible property would include the original Ohio Avenue School tract, which is currently Franklin County Parcel No. 010-066685-00.

East Side: Buildings Outside of Historic Districts

This section covers resources located outside of historic districts that are not recommended as eligible. This section of the report is organized into the following areas:

- East of I-71
- I-670 Area
- North of I-70 — Three buildings of note are located in this section. Two are recommended as individually eligible for the NRHP and are described in the previous section (the Hannah Neil House and Mission at 727 E. Main Street and the Ohio Avenue Elementary School at 505 S. Ohio Avenue). The third building is a Craftsman bungalow at 433 S. 17th Street that is discussed below but deemed not eligible.
- South of I-70 — This area contains the CRHP-listed Old Oaks Historic District, which is described in the previous section on recommended resources.

East Side: East of I-71

Appendix A: Map 4

The portion of the East Side APE located east of I-71 is largely covered by the Near East Side Historic District. Areas outside of this district include a large number of common building types that are under fifty years old. The APE also includes a few isolated clusters of brick American Foursquare and gabled-ell houses, most of which are small isolated remnants of formerly much larger neighborhoods of housing. Overall, these buildings have fairly poor integrity, with a significant percentage having undergone porch and window alterations.

No buildings over fifty years old or older in this area have sufficient integrity or historical or architectural significance to be eligible for inclusion in the NRHP. No buildings or districts in this area are recommended as eligible for inclusion in the NRHP.

East Side: I-670 Area

Appendix A: Maps 8, 9

This area extends east on the north and south sides of I- 670 on its east-west course connecting downtown Columbus with Port Columbus Airport. This area is overwhelmingly occupied by development that is under fifty years old, including federally managed housing and commercial facilities. The only pre-1956 houses in this area are several 1940s-era Minimal Traditional houses, which are examples of common property types with a fairly poor level of integrity, and they are recommended as not eligible for the NRHP.

No buildings or districts in this area are recommended as eligible for inclusion in the NRHP.



Figure 32. 891–901 Eaton Grove, buildings in East Side I-670 area

East Side: North of I-70

Appendix A: Maps 10, 11

This area of the East Side contains mostly early twentieth-century housing, including many examples of gabled ell and American Foursquare, single-family dwellings and duplexes. There is a mixture of brick and wood-frame construction. The west portion of this part of the APE generally consists of isolated clusters of original housing mixed in with new construction, empty lots, and post-1960 commercial and industrial development. The eastern area of this part of the APE is more intact, with fewer vacant lots and fewer buildings from the post-1956 era.

Western Edge—Monroe, 17th, and Carpenter Streets

The west edge of this survey area consists of two clusters of buildings, one at Monroe and 17th Streets and one centered around Carpenter Street. Both clusters are mostly surrounded by vacant lots and post-1956 buildings. The structures are common examples of early twentieth-century housing, including gabled ells and American Foursquare duplexes and single-family homes. Both clusters also include examples of corbelled brick, two-story apartment buildings, another very common property type in Columbus. The 17th and Monroe Streets cluster has several residences with a high level of integrity, but a significant number of the properties have low integrity caused by recent exterior remodeling.

The Carpenter Street cluster is composed of 27 buildings. Five of the 27 buildings are new houses, 4 have poor integrity, and 18 have good integrity. The area also contains six vacant lots where original housing has been demolished. Although the majority of these buildings have good integrity, it is only marginally so for most of the properties. Overall, this cluster of buildings has mediocre integrity, consists of plain examples of some of the most common property types in Columbus, and is surrounded by vacant lots and buildings dating to the last thirty years. The area is thus not a good and intact example of early twentieth-century suburban development, and its architecture is not distinctive, since the area contains examples of common vernacular property types. The area thus is recommended as not eligible for the NRHP due to lack of integrity and low architectural and historical significance.

East of Gilbert Street

East of Gilbert Street is a large area of vacant lots and the 1893 Ohio Avenue Elementary School (page 70). The area north and east of the school along Fulton, Champion, and Ohio Streets is fairly intact north of Fulton, but the area south of Fulton has a larger number of empty lots due to demolition of original housing. In a similar fashion to the Carpenter Street area, this group of buildings has a number of properties within the APE that have good integrity. However, the area does have several vacant lots from the demolition. Several brick and wood-frame houses have had their original porches completely removed, and many of the wood-frame houses have been insensitively remodeled within the past twenty years. Again, the houses are mostly common American Foursquare and gabled-ell dwellings that are common throughout the older residential areas in Columbus. Within the APE, there are seven buildings with good integrity, one with poor integrity, two new houses, and three vacant lots.

Overall, the area lacks distinction due to the common nature of the housing types and has a weak level of integrity due to demolition and exterior remodeling. It is the recommendation of HDC that this area does not possess the integrity or the historical or architectural significance for NRHP eligibility.

Champion Avenue and Oakwood Street

East of Champion Avenue, the area within the APE and immediately to the north has undergone less demolition of original housing, and newly built infill homes and vacant lots are less common. Oakwood Street has somewhat poorer integrity, with the APE containing three houses and one apartment building with good integrity, one house with bad integrity, and two infill houses built in the 1990s. The apartment building at 515 Oakwood Avenue has good integrity because its large exterior brick envelope is still intact; however, it is only marginally good, since it has replacement windows and some small porches have been removed. Again, this area generally has mediocre integrity and contains common housing types. It has low historical and architectural significance and poor integrity and is recommended as not eligible for the NRHP.



Figure 33. Champion Avenue, north of I-70. Integrity of buildings is mixed in this area, with porch, window and siding alterations very common.

Wilson Avenue

Nearby Wilson Avenue is one of the most intact blocks in this part of the APE, with nine buildings that have good integrity and one building consisting of a 1990s infill home. These houses are fairly consistent in architectural character, in that this block is dominated by American Foursquare houses designed with vaguely Classical details that suggest the

influence of Renaissance Revival and possibly Mission architectural styles. In this block, the street is divided by a broad landscaped oval median with trees, so the streetscape is somewhat more distinctive.

The area is a fairly intact group of early twentieth-century American Foursquare houses mixed in with a few examples of gabled-front and gabled-ell dwellings. The houses generally have good integrity. Most of the five brick Foursquare houses within the APE have original wood bracketed cornices and porches, and some possess original slate roofs and original windows. Most replacement windows on these buildings are one-over-one sash and are generally compatible with the design and massing of these structures. On the east side of Wilson, just north of the APE line, are four additional examples of brick American Foursquare dwellings, although three of these houses have obtrusive porch enclosures or other features that diminish the integrity to the status of poor. North of Fulton Street, the east side of Fulton Street has brick Foursquare and gabled-ell houses with a high degree of integrity, but the west side of the street has several houses with poor integrity.

The 540–550 block of Wilson Avenue has a fairly intact grouping of American Foursquare houses mixed in with some examples of other housing types from the period (Figure 34). The integrity of the area overall is good, and the street is landscaped with a distinctive median.



Figure 34. 540–550 Block of Wilson Avenue

Area has some intact groupings of American Foursquare brick dwellings, but overall is not as intact as Old Oaks area south of I-70.

There are better-preserved groupings of similar houses within the NRHP-listed Near East Side district, which is several blocks to the north of this area. The Old Oaks Historic District, a CRHP-listed district immediately to the south of this area (and recommended as eligible for

inclusion in the NRHP as part of this study), is also a larger, better, more intact representation of this type of housing and urban design layout.

Although fairly intact, this area of the APE is filled with early twentieth-century Columbus housing types that are better represented in existing NRHP and CRHP districts in this portion of the city. Therefore, this portion of the APE does not appear to be a distinctive enough representation of early twentieth-century suburbs to be NRHP eligible under Criterion A, or residential architecture under Criterion C. The area is recommended as not eligible for the NRHP due to lack of historical and architectural significance and due to the existence of better representations of this property type and architectural style in nearby existing historic districts already listed in the NRHP and CRHP.

East of Wilson Avenue—Linwood, Kimball Place, and Miller Avenues

The area east of Wilson Avenue, including Linwood, Kimball Place, and Miller Avenues, has a mixed character in terms of integrity. The Linwood Avenue corridor has a high concentration of houses with good integrity and is a mix of Foursquares and gabled ells, similar to the buildings on Wilson Avenue or in the Old Oaks Historic District. Kimball Place Avenue within the APE has seven houses with good integrity and three with poor integrity, but a cluster of vacant lots sits just north of the APE. Integrity on Cole Avenue between Kimball Place and Miller Avenues is poor, with four buildings with good integrity and four with poor integrity. Within the APE, Miller Avenue has two buildings with good integrity buildings, two with poor integrity, a vacant lot, and a house under fifty years old, and additional poor-integrity properties to the north of the APE.



Figure 35. Kimball Place north of I-70.

Many areas north of I-70 and east of Wilson Avenue have poorer integrity, with porch, siding, and window alterations very common.

Overall, integrity in this area is spotty, with some clusters of homes with high integrity, but many areas where buildings have been heavily altered or demolished in favor of vacant lots or new buildings. The general integrity of the area is too weak to be recommended as an NRHP-eligible district, especially when more intact housing of the same type and vintage is located just to the south in the CRHP Old Oaks Historic District. This area is therefore recommended as not eligible for the NRHP as a historic district due to poor integrity and the presence of more intact neighborhoods nearby that represent the historic themes and property types of this area.

One property in this part of the APE warrants additional consideration for NRHP eligibility on an individual basis, the 433 S. 17th Street, Craftsman Bungalow (no OHI number).

433 S. 17th Street, Craftsman Bungalow (no OHI number)

This building is a one-story, wood-frame Craftsman bungalow. It has a stucco and wood shingle exterior, original window moldings, exposed rafter tails, and knee braces. The building also retains the original front door and wood windows. The bargeboards and soffits have been clad in metal, but it appears that this alteration could be easily reversed.



Figure 36. Craftsman bungalow, 433 S. 17th Street, looking northwest

The house appears to be a somewhat more high-style example of the Craftsman bungalow than most buildings of this type found in Columbus. Rather than following the common dormer-front format of the familiar “builder’s bungalows” constructed en masse in areas like Clintonville, Franklinton, and Grandview, this house instead has a more symmetrical gabled-front format. The house is notable for its overhanging low-pitched roof, which has a broad overhang on the sides of the house. Craftsman details include a decorative wood cornice

above the porch posts, with rafter-tail like details, horizontal wood trim on the front of the house, battered stone porch post foundations that support battered wood posts, and wood knee braces. The low horizontal proportions, deep overhangs, and horizontal lines reflect a deeper understanding of the Craftsman aesthetic than the typical mass-produced bungalow. The house is a good example of the Craftsman bungalow, has good integrity, and is a high-style example. The question is whether this property type is common in Columbus, and whether this small house is a sufficiently distinctive example of the high style to warrant NRHP eligibility on an individual basis

The high-style Craftsman bungalow type was not heavily represented in OHI files. However, several neighborhoods of the city that have not been heavily surveyed have a large number of fairly high-style bungalows, such as the Clintonville neighborhood on the city's north side. Based on the fairly large number of these houses that survive with good integrity, the house at 433 S. 17th Street does not appear to be a sufficiently distinctive representation of Craftsman design to be individually eligible for the NRHP, and it is recommended as not eligible.

East Side: South of I-70

Appendix A: Maps 10, 12

This area contains the CRHP-listed Old Oaks Historic District, which is recommended as eligible for the NRHP and is discussed on page 66.

East of Old Oaks Historic District

The streets east of the Old Oaks Historic District south of I-70 are composed of similar housing stock, with American Foursquare and gabled-ell houses very common. However, these streets have a higher number of wood-frame housing, and many of these dwellings have had heavy exterior alterations. Houses commonly have porch enclosures, removed porches or posts, and synthetic trim, siding, and windows. Within the APE on Carpenter, Gilbert, and E. 22nd Street, six buildings have good integrity, seven have poor integrity, two buildings are under fifty years old, and five lots are vacant. This area has a fairly poor level of integrity and is recommended as not eligible for the NRHP.



Figure 37. Area outside Old Oaks Historic District, 660 block of Miller Avenue. Note modification of houses with aluminum or vinyl siding and trim.

West of Old Oaks Historic District

A similar situation exists in the area south of I-70 that is west of the Old Oaks Historic District. These buildings are located on Mooberry Street, Kent Street, and Kimball Place Avenue, and Miller Avenue. The buildings are American Foursquare, gable-front and gabled-ell dwellings, with vernacular examples of modest examples of the Craftsman, Mission, or Neoclassical Revival styles. Again, many of the houses, especially the wood-frame

examples, have the usual exterior alterations—changes to porches and application of synthetic siding cladding and windows. Within the APE, this area includes 11 buildings with good integrity, 16 buildings with poor integrity, and 5 vacant lots. This area clearly has a poor level of integrity and is recommended as not eligible for the NRHP.

FRANKLINTON

Franklinton: Existing Historic Districts and Individual Resources

The Franklinton area contains no existing districts or resources that are listed in, or officially determined eligible for, the NRHP, nor are there any CRHP-listed districts or resources. However, a large number of buildings in various parts of this area have been recorded on OHI forms. These properties are discussed within the context of the surrounding undocumented buildings so that they can be evaluated in terms of their inclusion in potential NRHP-eligible districts. Several OHI properties of higher significance are discussed individually.

Franklinton: Resource Recommended as Eligible for the NRHP

The Franklinton area has one site that is recommended as eligible for the NRHP: Mt. Calvary Cemetery, 518 Mt. Calvary Avenue (FRA-9582-17).

Mt. Calvary Cemetery, 518 Mt. Calvary Avenue (FRA-9582-17)

The Mt. Calvary Cemetery sits on the edge of the APE. It is the oldest operating Catholic cemetery in the Columbus diocese. The land was purchased in 1865 in trust for the Diocese of Columbus by John F. Zimmer. The original 1865 plot was 25 acres, and a few additional acres were purchased from 1866–1868. The cemetery was consecrated by Bishop Sylvester Rosecrans in 1874, although burials had begun shortly after land was purchased.



Figure 38. Mount Calvary Cemetery

The layout and landscape design of the cemetery is not particularly distinctive. The roads are primarily laid out in a rectilinear grid pattern with a small circle at the main entrance that contains a large crucifix and the grave of Bishop Watterson. The tree plantings are somewhat sparse, with a few older conifer and deciduous trees.

A large number of gravestones are decorated with heavy foliate carving, and many large marble statues from the ca. 1870–1920 period can be found, ranging from images of Jesus and Mary to life-sized angels and female mourning figures. Several small children are realistically depicted in marble, and a number of the stones hold enamel portraits of the deceased.

The cemetery is unremarkable in terms of the design and integrity of its landscaping and layout, especially when compared to its neighbor to the south, Greenlawn Cemetery, which is a good example of Victorian Picturesque cemetery design. However, Mt. Calvary is a repository of a wealth of hand-carved statuary dating to the late nineteenth century and the early twentieth century. This type of figurative sculpture was created by highly skilled Italian and German immigrant sculptors, and the type of craftsmanship that it represents is now practiced by only a few figurative artists. The cemetery's Koch Mausoleum is also an excellent example of Richardsonian Romanesque memorial design, with some Gothic Revival elements, executed in red sandstone.

As the oldest Catholic cemetery in the city, Mt. Calvary reflects the history of traditionally Roman Catholic ethnic groups in the city, such as the Irish, Czechs, Italians, and much of the city's German population, many of whom hail from predominantly Catholic provinces like Bavaria. The overall road and monument layout of the cemetery remains intact and the only major change appears to be the likely death and non-replacement of some original trees. Most of the original nineteenth-century sculpture is highly intact.

Mt. Calvary Cemetery is therefore recommended as NRHP-eligible under Criterion A for its associations with Catholic immigrant groups in Columbus, and under Criterion C for the high craftsmanship of the many Victorian marble and granite figurative sculptures and carved monuments that remain in good condition. The eligible property would include all of the cemetery land, which is Franklin County Auditor parcel number 140-000244.

Franklinton: Resources Recommended for Phase II Investigation

The Franklinton area has two individual buildings and one small three-building district recommended for Phase II investigation:

- Bellows Avenue Elementary School, 725 Bellows Avenue (FRA-627-16)
- Duplex at 838–840 Thomas Avenue (FRA-9580-16)
- Houses at 950, 954, and 958 Thomas Avenue (FRA-9575-16, FRA-9576-16, and FRA-9577-16)

Bellows Avenue Elementary School, 725 Bellows Avenue (FRA-627-16)

Appendix A: Map 14

This building is a public school constructed in 1905 and designed by eminent German-American architect David Riebel. Although deteriorated, the exterior envelope of the building is largely intact, with original brick walls, limestone trim, and slate roof. Original wood window sashes and some doors appear to be intact beneath the corrugated metal coverings that were installed more recently to discourage vandalism. No additions were ever made to the school building.

Although deteriorated, the building is an excellent example of Renaissance Revival school design, and includes an elaborate bracketed cornice, a carved stone entrance with sandstone brackets and Neoclassical foliate details, simpler Neoclassical stone pilastered side entrances, and a rusticated limestone foundation. The building is thus significant under Criterion C as a good example of Renaissance Revival school design and as a major work of David Riebel, a locally important German-American architect. The building is also significant under Criterion A as a major neighborhood public school facility in operation from 1905 through the 1970s.

The Bellows Avenue Elementary School is recommended for additional Phase II investigation. Questions to be addressed during the Phase II investigation are the following:

- Are there better local representations of architect David Riebel’s work than the Bellows Avenue School? A study of Columbus Public Schools by the Columbus Landmarks Foundation found that Riebel designed 40 schools in Columbus; the Bellows Avenue School was not included in the study as it was privately owned at the time. How many schools were recommended eligible for the NRHP as a result of this study? Compare Bellows school to other schools in Columbus designed by Riebel.
- How does Bellows Avenue School compare to other schools in Franklinton?
- Is there any association between Bellows Avenue and/or Bellows Avenue Elementary School and Columbus-born painter George Bellows and/or his father, local architect George Bellows, Sr.?
- Does Bellows Avenue Elementary School possess enough of the seven aspects of integrity to warrant recommendation to the NRHP? Does the building interior possess good integrity?



Figure 39. Bellows Avenue Elementary School, main entrance on north wall

Duplex at 838–840 Thomas Avenue (FRA-9580-16)

Appendix A: Map 15

This building is clearly one of the earlier buildings in this part of the study area, and although it is not a particularly elaborate high-style example, it is a somewhat unusual Victorian vernacular structure with a fairly high level of exterior integrity. The Franklin County auditor did not provide a construction date for the building, but the area was platted in 1890, so it is unlikely that the building dates from 1890 or before. From the Victorian vernacular style of the building, it would appear to date to ca. 1895–1905.

The building appears to be an ordinary duplex that housed working-class individuals, and it does not appear to have high significance under Criteria A or B. However, under Criterion C, the building is a somewhat interesting example of Victorian vernacular design.

The overall design of the house is not particularly unusual. It has a hipped-roof style that appears to foreshadow the American Foursquare form that was common from about 1905–

1918. It does have a high-pitched center gabled, most likely a late manifestation of Gothic Revival design. The spindlework of the porch is typical of Queen Anne and Eastlake residences of Columbus, but is fairly modest. The most unusual feature of the house is the cladding. While most wood-frame houses of this era were originally clad in wood fish-scale shingles, shake shingles, wood lap siding, or board and batten, this dwelling is clad completely in fish-scale slate shingles, with wood cornerboards. Remarkably, the surface of the slate has not been painted. This highly unusual cladding system covers portions of some Queen Anne houses in the Near East Side Historic District in east Columbus, but it is fairly rare to find an entire residential structure with this type of cladding.



Figure 40. 838–840 Thomas Avenue; note unusual cladding of fish-scale slate shingles

The building has a good level of exterior integrity but does have some alterations. Clearly, the building originally had an Eastlake spindlework porch with turned columns and most likely a spindlework railing. However, the columns were probably removed in the 1920s or 1930s and replaced with brick posts and a brick railing. One original wood front door remains, and the other front door is a replacement dating to ca. 1953. Most of the original one-over-one wood windows are in place. A decorative window in the roof gable of the façade has been covered over with plywood. The rear of the house has a small vinyl-sided kitchen addition with a shed roof on the rear of the house.

This building is recommended for Phase II investigation due to the rare and unusual use of fishscale slate shingles as siding. Questions to be answered during the Phase II investigation include the following:

- Why were slate shingles used as siding on this building? Does this siding date to the construction of the house or was it applied at some later date? Where did the shingles come from? What lies beneath the slate?

- Are there any other buildings, locally, in Ohio, or in the U.S. that have employed slate shingles in this way?
- If other examples are found, how does this building compare to those examples?

Houses at 950, 954, and 958 Thomas Avenue (FRA-9575-16, FRA-9576-16, and FRA-9577-16)

Appendix A: Map 15

The three structures at 950, 954, and 958 Thomas Avenue are small bungalows that were constructed between 1927 and 1930, according to the Franklin County Auditor. The buildings do not appear on the 1921–1922 edition of Columbus Sanborn maps. The three buildings form a symmetrical composition, with two hipped-roof, one-story, stone bungalows flanking a central one-and-a-half-story bungalow with stone veneer on the first floor and a wood dormer on the second level. The three properties are distinctive since they are stone veneer structures in an area dominated by wood-frame buildings. The buildings appear to have possibly been designed by an individual not trained as a professional architect. They include a mixture of rough creek-bed limestone with larger pieces of stone used for quoins at the corners. The porch of each building has a series of original stone arches—round arches for 950, and pointed arches for the 954 and 958.

The buildings are an unusual example of folk architectural design of the 1920s. The stone veneer reflects the influence at the time of medieval revival architectural styles of the period, especially the Tudor Revival and French Eclectic styles. The use of rough, natural stonework and the bungalow format of the houses also suggest the influence of the Craftsman aesthetic, which was quite widespread in the 1920s. There are a number of examples of the Tudor Revival, French Eclectic, and Craftsman housing in Columbus, especially in the Clintonville neighborhood and the surrounding communities of Grandview Heights, Bexley, and Upper Arlington. However, most of these houses were designed by professional architects and do not have the eccentric features of these dwellings. The arrangement of three symmetrically composed, single-family houses is also unusual, and features like arched stonework are usually applied to larger Tudor Revival or French Eclectic houses. It is unusual to find these types of details applied to small bungalows of this type.

The structures have some problems with integrity, especially the center structure at 954 Thomas Avenue, which has a lower level of integrity than the flanking bungalows at 950 and 958. The house at 950 Thomas Avenue retains its original stone exterior, arched porch, and a number of original two-over-two, wood windows. No additions were visible. The house at 958 Thomas Avenue also has what appears to be original one-over-one, wood windows, but some later wood and metal trim has been added to the house. The center house at 954 is the most heavily altered of the three. It has some wood windows, but a Neo-Colonial octagonal window had been inserted into a rectangular window opening, and the remainder of the opening filled in, and several other windows appeared to have been replaced. Also, the second-story front dormer of the building has been clad in vinyl siding, and it appears that the size and shape of the dormer window has been altered to accommodate a modern

synthetic window. The side elevations of the dormer have also been re-clad in rolled asphalt. The front porch is composed of stone and has a pointed arch format, but it is more crudely designed and executed than the porches at 950 and 958, and it is veneered with a somewhat different type and cut of stone. This porch appears to be a later replacement of the original porch.



Figure 41. 954 Thomas Avenue

The integrity of this house has been compromised by modifications to the dormer. The porch also appears to be a somewhat crude attempt to replicate the arched design seen on the porches of the adjacent houses.

These houses do not appear to have a high level of historical significance under Criterion A for suburban development or other historic contexts, and research revealed no associations with significant historical figures for Criterion B. However, the three houses exhibit folk architecture of the 1920s utilizing decorative limestone cladding on all elevations. Although the center house has less integrity than the other two, the three taken together form a coherent whole that is rare and distinctive, especially in this neighborhood. Additional Phase II investigation of these three residences is recommended to assess their potential as a small historic district. The Phase II should include a context for folk architecture of the 1920s and answer the following questions:

- Who built these three houses? What inspired the builder to deviate from the norm in this neighborhood? What was the source of the materials? Are the interiors compatible with the exteriors?
- Are there other residential examples of 1920s folk architecture locally, in Ohio, or in the U.S.? How do these buildings compare to those other examples?

Franklinton: Buildings Outside of Historic Districts

Since this area contains no NRHP historic districts, there are a large number of properties in the area that are over fifty years old but that have no NRHP or CRHP status. Most of the area is early to mid-twentieth-century residential neighborhoods, most of which are working class in character. The houses are common types that are repeated throughout central Columbus: wood-frame gabled ell, Cape Cod, gable front, and American Foursquare housing. Many of the housing units had been heavily altered. Common alterations include porch enclosures, replacement of original windows, addition of vinyl or aluminum siding and trim, and replacement of original porch posts with inappropriate thin wood or wrought iron supports. A large number of housing units in all of the residential survey areas in Franklinton have been so heavily altered that the buildings retain a very low degree of material integrity.

For discussion purposes, the Franklinton area is divided into the smaller geographical subsections. The character of each area is described, and a number of individual properties are considered in more detail for possible eligibility. However, only one property in this area is recommended as eligible—the Mt. Calvary Cemetery (FRA-9582-17) in the W. Mound Street area. Two buildings and one district are recommended for Phase II evaluation. These include the Bellows Avenue Elementary School (FRA-627-16) in the West of SR 315 area, and one building and one district in the Thomas Avenue area—the duplex at 838–840 Thomas Avenue (FRA-9580-16), and three houses at 950, 954, and 958 Thomas Avenue (FRA-9575-16, FRA-9576-16, and FRA-9577-16). These properties are described in the previous section. The following list shows the six subsections used for this area and the individual properties that are discussed within each subsection:

- Thomas Avenue Area
- Area of Central and Sullivant Avenues
 - 397 S. Central Avenue
 - Essex Pharmacy, 363–365 Central Avenue (FRA-9578-16)
- West Mound Street Area
 - Cooper Stadium and Stadium Office, 1155 W. Mound Street (FRA-9581-17)
- Area East of SR 315
 - Rich Street Church of Christ (now Columbus Karma Thegsum Choling Meditation Center), 231 S. Grubb Street (FRA-6001-16)
 - Holy Family School, 57 S. Grubb Street (FRA-323-16)
- Area West of SR 315
 - Chet's Big Dipper/Tastee Freeze Ice Cream Stand, 726 Bellows Avenue (FRA-8492-16)
 - Lucas Sullivant Monument, Southwest corner of W. Broad Street and SR 315 (FRA-1570-16)

Franklinton: Thomas Avenue Area

Appendix A: Maps 14, 15, 16

This area of Franklinton is a residential enclave of primarily small wood-frame houses with a few brick dwellings on the eastern edge of the area. The dwellings are arranged on a street grid, and the houses are a wide mixture of architectural types, with a few gabled-ell houses from ca. 1900–1910, a few American Foursquares from the ca. 1910–1920 period, and a larger number of modest Craftsman and Vernacular bungalows and gable-front houses from ca. 1920–1930. Some lots remained undeveloped through the end of World War II and were developed with modest gable-front Minimal Traditional, Cape Cod, and ranch houses in the first half of the 1950s.



Figure 42. Typical block on Thomas Avenue, north of I-70

Some infill in the area dates to as late as the late 1950s and 1960s, including several single-family houses, some plainly styled duplexes, and several three-unit apartment buildings. Although apartment buildings and duplexes can be found in the area, the overwhelmingly dominant property type is the wood-frame, single-family house. Analysis of streets north of the APE revealed a similar pattern of modest early twentieth-century, wood-frame housing with a few examples of brick construction mixed in on the eastern end of the area. Common alterations to housing units include changes to porches and the addition of new synthetic windows, trim, and siding.

Franklinton appears to have developed first in the areas around Broad Street and the other major roads that contained electric streetcar lines in the early twentieth century. Most of the area within the APE had no such public transportation and was only sparsely developed

before the 1920s. The 1922 Sanborn maps show spotty development on Thomas Avenue. The street had many vacant lots but also several clusters of single-family dwellings. Housing from this era that sat on the south side of the street was destroyed by the construction of I-70. The area may have attracted limited development in the 1910–1920 period because of the streetcar line on Mound Street to the south. In the 1920s, most of the remaining lots in the area were filled in with modest wood-frame housing, although a few lots were filled in with small cottages and ranch houses in the 1950s and 1960s. The eastern section of this area has older examples of brick and wood-frame, gabled-ell houses built ca. 1905–1915 and early examples of Craftsman bungalows from the ca. 1915–1920 period. Further west in the area, most housing units date from 1920–1930, with some post-World War II examples mixed in.

Overall, the NRHP district potential for this area is low. The housing units are, for the most part, modest working-class housing types of the early to mid-twentieth century. Some of the most common housing types in the city of Columbus are represented in the area, including gabled ells and two-story gable fronts. Craftsman bungalows are common, but the examples are not sophisticated or high style; instead, they are the simple, relatively plain vernacular “builder’s bungalows” that are common throughout the older portions of Columbus.

Some small sections of the area are fairly homogenous in terms of types and styles of housing, but much of the area features examples of housing types and styles spread over a large time period. Some blocks contain everything from Victorian Vernacular gabled-ell houses of the early twentieth century through modest bungalows and front-gabled houses of the 1920s, plus ranch, Minimal Traditional, and Cape Cod homes from the 1950s. Thus, much of the area is not a good example of residential development from any one period and is a mixture of buildings that are not closely related in terms of style, scale, or massing.

The overall integrity of the area is also poor. Although Thomas Avenue has experienced only modest levels of demolition of original housing, most of the remaining homes have undergone exterior alterations. The appearance of many of the houses has been heavily altered by a mix of porch alterations, window replacements, and application of vinyl siding and trim. About 50 percent of the housing in the area has had exterior alterations severe enough to warrant a poor integrity rating in this survey. Most units in the survey that have good integrity have a mix of some alterations and some original features.

Therefore, the Thomas Avenue area of Franklinton within the APE is recommended as not eligible for the NRHP under Criteria A and C due to poor integrity and lack of historical and architectural significance. The area has common housing types dating to a wide range of time periods and is thus not a good example of residential development from any specific period. The area is neither a particularly good example of early streetcar suburbs, nor is it a good example of a later twentieth-century automobile suburb. Thus the Criterion A significance of the area is fairly low. The area’s architecture also represents modest examples of some of the most common building types in Columbus, and in many areas contains a mix of unrelated styles and building types stretching over a nearly fifty-year construction period.

Integrity of the area is also weak. About half of the houses have undergone alterations within the past thirty years that have obscured or destroyed the original form, massing, and exterior textures, and almost all of the houses have some type of alteration that has diminished

character to some degree. Review of city directories revealed no significant historical figures associated with the area or individual buildings to make the area eligible under Criterion B.

Franklinton: Area of Central and Sullivant Avenues

Appendix A: Map 16

This area is geographically separated from the Thomas Avenue and Mound Street areas by the BGO Railroad tracks. It extends from the BGO tracks west to the Union Avenue area, roughly following the course of I-70 as it heads north. Since the area is bisected by I-70, this discussion is divided into two areas, one northeast of I-70 and one southeast of I-70.

Area of Central and Sullivant Avenues: Northeast of I-70

This area lies in Franklinton northeast of Thomas Avenue. It includes a two-block stretch of Sullivant Avenue, several blocks of Central Avenue, and portions of Union and Guilford Avenues. The area has a mix of residential, retail, and industrial uses. Although mostly residential, there are spots of commercial and industrial land use. The intersection of Central and Sullivant Avenues serves as a focal point for commercial development in the area, including shops, auto sales, and gas stations. The commercial development is a mix of early to mid-twentieth-century brick and terracotta tile structures, and some post-1956 development.



Figure 43. Area of Central and Sullivant Avenues

In terms of housing, the area is dominated by a mix of early twentieth-century, wood-frame housing types dating from roughly 1910 through the 1920s, plus a sparse number of turn-of-the-century brick dwellings. Vernacular wood-frame housing types include the common

gabled-ell, gable-front and hipped-roof types. Simple Craftsman houses are also common, including hipped-roof and dormer-front bungalows. The houses are more consistent in date and design than the Thomas Avenue area, since this area does not possess as large a number of post-1930 Cape Cods and ranch houses.

The dominant housing types represented in the area are among the most common housing types in central Columbus. Wood-frame gabled ells and simple bungalows are very common elsewhere in Franklinton, and can also be found in large numbers in many of the neighborhoods north and east of downtown Columbus. The area is not particularly unique or distinctive in terms of housing stock.

Integrity problems are also common in this area, especially for buildings with wood-frame exteriors. Common inappropriate alterations include enclosure of front porches to provide extra interior living space, inappropriate replacement of original porch posts, and addition of synthetic cladding, trim, and windows. Overall, the area is marked by common working-class, early twentieth-century housing types, many with a very poor level of integrity. Of the residential buildings surveyed, 14 had poor integrity and 23 had good integrity. A brief windshield survey of the area immediately east of the APE revealed an area with similar housing stock, in which vacant lots and residential and commercial buildings under fifty years old are common.

The commercial portion of this part of the APE also has fairly low integrity and significance. The intersection of Sullivant and Central contains one small cluster of early twentieth-century commercial buildings, including the Essex Pharmacy at 363–365 Central Avenue, which is discussed individually below. This building is a modest Mission commercial brick structure dating from 1914 with 1920s-era additions and a good level of integrity. A second early twentieth-century commercial façade to the south, 369 S. Central Avenue, has had the original plate glass façade removed, and vinyl siding infill and a new door have been installed. The remaining four corners of this intersection have been filled with post-1960 auto lot and gas station development, so there is little potential for a commercial NRHP-eligible historic district.

This area is recommended as not eligible for the NRHP under Criteria A, B, and C. The area is dominated by examples of common early twentieth-century, wood-frame housing, much of which has been heavily altered by recent remodeling. No housing units are sufficiently distinctive to warrant individual NRHP eligibility under Criterion C, and the area as a whole had little district potential under Criterion C due to the common nature of the housing types and poor integrity. One early twentieth-century corner commercial block in the area also appears to be a fairly common property type and does not have the architectural or historical distinction to warrant individual NRHP eligibility.

Two properties in the area, one house and one commercial building, warrant a more detailed discussion:

- 397 S. Central Avenue
- Essex Pharmacy, 363–365 Central Avenue (FRA-9578-16)

397 S. Central Avenue

The house at 397 S. Central Avenue (Figure 44) is slightly more distinguished than some of the other properties in the area. A two-story brick cross-gabled house with Neoclassical Revival and Richardsonian Romanesque features, the building retains original windows, trim, and porch and has a high level of integrity. The Franklin County Auditor gives the date of construction as 1903, which is consistent with the style and materials of the house. City directory research indicates that the house accommodated John A. and Grace Conrad from about 1900–1940. John Conrad was involved in brick manufacturing for most of the time he lived in the house.

In terms of NRHP eligibility, the level of detail of the house is modest, and the design is similar to that of other well-preserved, middle-class, brick masonry houses in many of the historic districts of the city, including Victorian Village, German Village, and the Near East Side. This house therefore does not have the architectural distinction to warrant eligibility under Criterion C, and no evidence was found that the house has sufficient historical significance to warrant eligibility under Criteria A or B. The house is recommended as not eligible for the NRHP.



Figure 44. 397 S. Central Avenue

Essex Pharmacy, 363–365 Central Avenue (FRA-9578-16)

The main building at 363–365 Central Avenue is located on the southwest corner of Sullivant and Central Avenues, and includes both 363–365 Central Avenue and 1419–1425 Sullivant Avenue. This building, constructed in 1914 according to the Franklin County Auditor, is a Mission one-story brick building, with a gabled second story over a portion of the building that appears to have served as a shopkeeper’s residence.



Figure 45. 363–365 Central Avenue

The 1922 Sanborn maps indicate that only the 363 Central Avenue portion of the building at the corner of Sullivant and Central Avenues is the original building. The south wing at 365 Central and the west wing at 1419–1425 Sullivant were added sometime after 1922. In 1922 and 1945, the main occupant of the building was the Essex Pharmacy. The 1968 Sanborn maps show the Central Avenue portion of the building as a commercial structure, with the west Sullivant Avenue wing as an upholstery shop.

The building has a good level of integrity and retains original wood trim and the original plate-glass commercial facades. Mission architectural features are modest and include a tiled pent roof supported by wood brackets. The building is a modest but good example of an early twentieth-century Mission commercial building, with a World War I-era core and two 1920s-era additions. However, such commercial buildings exist in several areas of Columbus, such as the Short North and High Street areas at the Ohio State University campus, and on West Broad Street. This property types does not appear to be exceedingly rare in Columbus.

As a modest example of this property type and style, the building does not have sufficient architectural or historical significance for NRHP eligibility on an individual basis under Criteria A or C.

Area of Central and Sullivant Avenues : Southwest of I-70—Sullivant, Martha, Walsh, Thomas, and Union Avenues

This area is also primarily residential in character. One house in the area appears to be a late nineteenth-century brick townhouse, but most of the development dates from about 1905–1925. The housing stock includes gabled ells, bungalows, gable-front two-story housing, and Cape Cods. The northern part of the APE, closer to Sullivant Avenue, is composed more of gabled ells, bungalows, and gable-front types that are characteristic of the period 1905–1930. Further to the south, these older housing types become less common, and more Cape Cod and vernacular gable-front cottages from the 1950s are seen.



Figure 46. 1520 block of Union Avenue—area of Sullivant, Walsh, and Martha Avenues, west of I-70

The area west of the APE is similar in overall architectural character and contains a number of vacant lots and buildings that are under fifty years old. Due to these factors, the overall area has a low potential for NRHP eligibility.

Both northern and southern areas of this part of the APE have seen extensive alterations of wood-frame housing, with porch alterations, vinyl siding, and window replacements very common.

Like the Thomas Avenue area, this area has a mix of different housing types that span about a forty-year period and are among the most common in the central Columbus area. Many of the houses have lost integrity due to exterior alterations. It is the opinion of HDC that this area has low architectural and historical significance under Criteria A, B, and C, and also has a fairly low level of overall material integrity. This area is recommended as not eligible for the NRHP due to poor integrity and lack of architectural and historical significance.

Franklinton: W. Mound Street Corridor

Appendix A: Maps 15, 16

This corridor is commercial, industrial, and institutional in its land use, and although dominated by mid to late twentieth-century industrial and commercial buildings of bland character, it also includes some interesting land uses. The area was a commercial and industrial corridor in its early history and was developed on the north side of the street by the 1920s. Overall, since the land uses were so varied in the area, there is very little potential for a historic district, since the historic themes for the various parts of the area are so different. One property, Mt. Calvary Cemetery at 518 Mt. Calvary Avenue, is recommended as eligible for the NRHP and is discussed on page 82. One additional property merited closer scrutiny, but it is not recommended as eligible: Cooper Stadium and Stadium Office at 1155 W. Mound Street.

Cooper Stadium and Stadium Office, 1155 W. Mound Street (FRA-9581-17)

Cooper Stadium at 1155 W. Mound Street has served as the minor league baseball facility for Columbus, Ohio, since its completion in 1932. The original team, the Red Birds, departed in 1954, but a second franchise, the Jets, was quickly brought in by local officials. After the departure of the Jets in 1970, the deteriorated facility stood empty for several years and was rebuilt and renovated in 1976–1977. In 1977, the stadium became home to the Columbus Clippers, and this team still plays at the stadium. The facility was reputed to be the first minor league facility to have Astroturf, although the field is now composed of real grass (www.minorleagueballparks.com/coop_oh.html).

The current visible features of the current stadium date largely from the 1976–1977 renovation, including the roof boxes, much of the structural steel, and concrete stairwells. The stadium in its current condition does not reflect its original 1931–1932 construction period. Due to the lack of integrity for the pre-1956 period, the stadium does not have the integrity necessary for NRHP eligibility.

However, the stadium office building requires separate consideration. This freestanding building (Figure 47) at the stadium complex's Mound Street entrance was part of the original 1931–1932 development. Its brick and terracotta exterior is an unusual and eccentric interpretation of the Art Deco and Art Moderne styles and features unusual parabolic arched openings on the first floor, polychromatic glazed brick, and original terracotta panels depicting baseball players.

The building does have major alterations. An interview with a Columbus Clippers official indicated that the three parabolic arches of the office building formed the original entrance to the stadium. The office building was then gutted and renovated as part of the 1976–1977 renovation of the stadium, and the three openings were filled in with aluminum-frame windows. The interior of the original portion of the building has drop ceilings and modern gypsum board walls in many areas. The original windows have been replaced with aluminum-frame windows dating to the last thirty years.



Figure 47. Cooper Stadium offices, 1155 W. Mound Street

A large rear addition was constructed in 1992, doubling the size of the building (Crowell 2005:1–2). The addition was constructed with the same brick and terracotta trim as the main building, and it blends in well with the original construction. However, the addition closely mimics the original building to the point that it is somewhat difficult to distinguish it from the original building.

The building is an important resource in the history of sports and recreation in Columbus in terms of Criterion A significance, and it is a distinctive and unusual example of Art Deco and Art Moderne design in terms of Criterion C significance. The façade and side walls are largely intact in terms of masonry wall fabric. However, the building has new windows, a heavily altered interior, a large rear addition, and the once-open arched entrances have been closed in with aluminum windows. Therefore, the Cooper Stadium office building is recommended as not eligible for the NRHP because the overall integrity of the building is too poor to warrant NRHP eligibility on an individual basis.

Other Commercial and Industrial Buildings

There are seven industrial and commercial buildings over fifty years old that line the W. Mound Street corridor (932, 948, 968, 1082, 1150, 1192, and 1290 W. Mound Street) and one stand-alone factory complex at 669 Sandusky Drive, northeast of the SR 315 interchange. None of the buildings are recommended as eligible for the NRHP. The majority of these facilities are brick or concrete-block shops or warehouse buildings that have been heavily altered by the additions, closing in of original window openings, and in some cases re-cladding of the building exterior with stucco or other inappropriate materials. Examples of this building type with poor integrity include 932, 948, 968, 1150, 1192, and 1290 W. Mound Street.

Sanborn maps indicate that 932 W. Mound Street was the site of a single-family dwelling and a florists' greenhouse in 1922, but by 1968 the florist facility had been replaced by a concrete-block commercial building. The current building appears to be the concrete-block building shown on the 1968 map, with a front addition and stucco exterior cladding. It has poor historical and architectural significance and is clearly not eligible for the NRHP.

The site of 948 W. Mound Street was vacant land in 1922, and county auditor data indicates that the existing concrete-block building was constructed in 1951. The 1968 Sanborn maps show the building as a concrete-block storage building. This structure has also been heavily altered with recent barnwood exterior cladding, and it has a poor level of integrity and historical and architectural significance.

The building at 968 W. Mound Street is a concrete-block building of similar character and poor integrity (Figure 48). Its county auditor construction date is 1948, and the building is shown on 1968 Sanborn maps as an auto repair shop. It is also not eligible for the NRHP due to lack of integrity and significance.

The building at 998 W. Mound Street was, in 1922, the Mount Calvary Sand and Gravel Company, and a small portion of the center of the existing building appears to date from the pre-1930 era. The Franklin County Auditor dates the current building to 1937. By 1968, the building was serving as a tire re-treading shop, and an addition dating to that year more than doubled the size of the building. The structure as it exists now has not enough integrity for the pre-1956 period due to the 1968 addition, and it is still serving as a tire shop. It does not have sufficient integrity for NRHP eligibility.

The site at 1082 W. Mound Street was occupied by residences in 1922, but Franklin County Auditor data indicates that the plain one-story brick building that now sits on the site dates to 1951. The 1968 Sanborn maps indicate that the building was in use at that time as an electronic device manufacturing company, and that the west third of the building was constructed in 1950, the east wing in 1951, and the north wing in 1952. The building is a plain brick structure and has a low level of architectural significance. As an electronics manufacturing facility of the 1950s and 1960s, it does not appear to have a high level of historical significance, and so the building is recommended as not eligible for the NRHP.



Figure 48. Block of 968 W. Mound Street

The building at 1150 W. Mound Street shows up on 1922 Sanborn maps as the Zenker Sons Company, a monument works likely located at this site because of its proximity to Mount Calvary and Greenlawn Cemeteries. The 1922 plant occupied only the eastern third of the current site. By 1968, several houses west of the original monument works had been demolished, and a large concrete block addition had been constructed. Today, the original portion of the monument works can be seen at the back of the lot, with brick walls and segmentally arched windows. However, it is obvious that this building has been enveloped by several post-1956 concrete block additions. The building therefore has a very poor level of integrity for the pre-1956 period and is recommended as not eligible for the NRHP.

Another commercial/industrial building on Mound Street is a small concrete-block shed at 1192 W. Mound. On 1968 Sanborn maps, it was recorded as a used-car office. It is a small heavily altered concrete-block building with little architectural or historical significance and is recommended as not eligible for the NRHP.

The commercial/industrial building at 1290 W. Mound Street is a heavily altered concrete-block building constructed in 1948, which served as a restaurant-equipment warehouse in 1968. It has poor integrity and low historical and architectural significance and is recommended as not eligible for the NRHP.

The building at 1308 W. Mound Street was a private 1920s wood-frame residence that was heavily altered when it was converted to a law office sometime within the last thirty years. It also has poor integrity and is recommended as NRHP ineligible.

The former Columbus Southern Power electrical substation building at 1314 W. Mound Street dates to 1951 and is a plain, common example of an electrical power substation building of the 1950s. The building is used now as a commercial facility, and the electrical power equipment has been removed, so it also has poor integrity for its original use. It is recommended as not eligible for the NRHP due to lack of significance.

A stand-alone industrial structure is located north of the interchange of I-70 and I-71 at 669 Sandusky Drive. It is a brick industrial complex with a central, two-story, brick-clad, flat-roofed building dating to 1954 and several other brick and concrete block support buildings dating from between 1955 and 1959. The complex is now used by a rental car company. The buildings are common mid-twentieth-century industrial constructions, with a low level of historical significance. The main building has also gone through many alterations, including bricking in of original windows and installation of new garage door and replacement windows. Overall, the complex has a fairly low level of integrity and significance and is recommended as not eligible for the NRHP.

Overall, the commercial and industrial buildings of this corridor have a low level of integrity and a low level of architectural and historical significance and are recommended as not eligible for the NRHP.

Franklinton: Area West of SR 315

Appendix A: Maps 13, 14

This area within the APE is part of a fairly intact residential area, with most of the residences positioned on east-west running streets such as Campbell, Bellows, and Sullivant Avenues. The APE covers only the far eastern edge of this area; the residential enclave extends at least two or three blocks west of the APE boundary. There are a few areas of spotty demolition of original housing within the APE and in the blocks to the west of it, but overall, the area is largely intact.

The housing within the APE consists of common Columbus house types, including brick and wood-frame examples of gabled-ell, hipped-ell, American Foursquare, Craftsman bungalow, and gable-front types. Most of the buildings are simple vernacular houses. In the southern portion of this section of the APE, at Campbell Avenue, the housing units are mostly wood-frame bungalow and gable-front units from ca. 1920–1930. Further north in the vicinity of Bellows and Sullivant Avenues, the housing units tend to be the older American Foursquare and gabled-ell/hipped-ell units dating to the 1905–1920 era. From the north side of Sullivant Avenue north to W. Broad Street, the residences become more sparse, and the area is dominated by a mix of pre-1956 commercial buildings, vacant lots, and buildings under fifty years old.

Some of the structures have a good level of integrity, but a significant number have been heavily altered, mainly by the application of vinyl or aluminum siding and trim, and especially by permanent enclosures of front porches to provide additional living space. The area also does not have a high level of architectural significance since it is filled with some of the most common housing types in Columbus. Even if a historic district were to be designated to the west of the APE, it is likely that the properties within the APE would be excluded due to lack of integrity. Therefore, this area as a whole is recommended as not eligible for the NRHP due to lack of integrity and the low level of historical and architectural significance.

In addition to the Bellows Avenue Elementary School, which is recommended as individually eligible for the NRHP and discussed on page 84, one building and one object within this part of the APE warrant more consideration:

- Chet's Big Dipper/Tastee Freeze Ice Cream Stand, 726 Bellows Avenue (FRA-8492-16)
- Lucas Sullivant Monument, Southwest corner of W. Broad Street and SR 315 (FRA-1570-16)

Chet's Big Dipper/Tastee Freeze Ice-Cream Stand, 726 Bellows Avenue (FRA-8492-16)

This building is a small ice-cream stand dating to 1955, according to the Franklin County Auditor. The Franklinton Area Commission OHI for the building dates it to 1961 and states that it was originally a Tastee-Freeze location. The building lies outside the period of residential development in this part of Franklinton, which is from ca. 1900–1930; however, the building represents a property type that has been generally recognized as significant in the last ten years.



Figure 49. Chet's Big Dipper/Tastee Freeze Ice-Cream Stand, 726 Bellows Avenue

It is now recognized that early roadside drive-in restaurants reflect the development of mid-century automobile culture. This particular example is a small ice-cream stand and thus not an example of an early major fast-food chain. The building does have several distinctive features, including large plate-glass slanting windows, a sloping front roof, a broad cantilevered overhang, and a prominent lighted sign.

The building is a small example of an early automobile-era, drive-in restaurant, with good exterior integrity. For this property type, however, the building is a very small, modest example with modest signage. Columbus has other better examples of 1950s drive-ins, most notably the Michael's Goody Boy restaurant at N. High Street and Fourth Avenue in the Short North. The Clintonville neighborhood also has a building identical to 726 Bellows on North High Street.

Because of the building's small scale, it does not sufficiently reflect the development of drive-ins in the 1950s to warrant individual eligibility, and it appears to be a building type that is repeated in other locations. HDC therefore recommends that Chet's Big Dipper/Tastee Freeze does not have sufficient historical or architectural significance to be individually eligible for the NRHP.

**Lucas Sullivant Monument, Southwest Corner of W. Broad Street and SR 315
(FRA-1570-16)**

This object is a small stone monument consisting of an upright of mortared granite boulders and two bronze plaques. The larger top plaque indicates that the monument marks the site of Lucas Sullivant's house and that the monument was erected in 1927 by the Franklin County Pioneer Association. A second smaller plaque indicates that the Franklin County Historical Society re-dedicated the plaque on the 150th birthday of Franklin County, on April 30, 1953. A small stone fence surrounds the monument.



Figure 50. Lucas Sullivant Monument, W. Broad Street and SR 315

The NRHP criteria are specific about the eligibility of commemorative properties, under NRHP Consideration F. A commemorative property is generally not eligible for the NRHP in association with the events it commemorates; it must have acquired its own significance after its completion, due to age, tradition, or symbolic value. The commemorative property itself must come to symbolize important values or the principles and contributions valued by the generation that built the commemorative property.

The Sullivant monument appears to fail on both counts. As a simple pile of mortared boulders with two plain bronze plaques, it does not reflect any distinctive style of architecture or sculpture, and it does not show important design characteristics or evidence of high craftsmanship. The monument is not artistically or architecturally significant in its own right.

The monument's main cultural value seems to be its association with Lucas Sullivant. It does not appear to have become a greatly recognized symbol of any particular values in

Columbus, and no evidence indicates that it gives identity or meaning to any specific ethnic, social, or professional group. The Sullivant Monument could be said to reflect the value placed on pioneer settlement in the area. However, the monument does not seem today to be the locus for any rituals or observances commemorating pioneer values or contributions. The monument is located in a somewhat out-of-the-way area and does not appear to attract a lot of attention. The primary value of the monument outside of direct association with Lucas Sullivant might be the role it plays in the identity of the Franklinton neighborhood as the oldest area of Euro-American settlement in Columbus. However, Lucas Sullivant, who is the subject of the monument since it marks the site of his house, is currently commemorated by the Lucas Sullivant House, which is listed in both the NRHP and CRHP. The Lucas Sullivant House was moved to a nearby site at 714 W. Gay Street and is not within the APE.

The monument does not appear to have the type of cultural significance required in the NRHP guidelines for commemorative properties, given that a nearby NRHP-listed historic property commemorates Lucas Sullivant, that the monument does not appear to be the locus of any modern observances of pioneer values or contributions, and that it does not appear to give a specific ethnic, professional, or social group a sense of identity or origins. Therefore, it is the conclusion of HDC that this monument is not eligible for the NRHP under Consideration F.

Franklinton: Area East of SR 315

Appendix A: Maps 13, 14

This area lies along the east side of SR 315 as it travels north from the intersection with I-70. The APE for the area occupies about five blocks from Sullivant Avenue north to W. Broad Street. A large number of the buildings in the APE face Grubb Street, but a significant number of the buildings front the intersecting east-west roads, including Town, Chapel, State, and Culbertson Streets. The area is primarily residential but also has some commercial components. The area has been heavily surveyed, with 35 buildings in the area previously covered by OHI forms.

The area is primarily residential and is dominated by late nineteenth-century and turn-of-the-century housing types, most of which are very common in Columbus. The most common housing type is the wood-frame, vernacular, two-story townhouse, which is frequently seen in many of the older parts of Columbus. Also common are wood, vernacular, hipped-roof, gabled-ell houses and wood-frame duplexes. The area includes one brick apartment building at 245–251 S. Grubb Street.

The area also contains a series of somewhat unusual attached shotgun houses at 642–654 W. State Street (FRA-4902-16). The shotgun house is a small one-story house that has no corridors, and its narrow end is turned toward the street. Although this housing type is found more often in cities that are on major rivers, like Cincinnati or Louisville, various parts of Franklinton have them. The shotgun houses at W. State Street are a matched set of six houses that appear to have been built as a set, possibly as rental properties. However, the houses have

vinyl siding throughout, and several have had window and door replacements. Due to the alterations, they do not appear to have sufficient integrity to be individually NRHP eligible.



Figure 51. 111 S. Grubb Street, part of Grubb Street corridor

Integrity is mixed in this area, with many buildings altered by replacement siding and trim, new windows and doors, and in some cases the closing in of original window openings, as is the case on the front of this house.

In terms of eligibility as a historic district, this area within the APE consists of several fairly small intact streetscapes of turn-of-the-century housing, mixed in with areas of vacant lots and twentieth-century commercial and industrial buildings. Each of the streetscapes contains at least a few examples of housing that have been heavily altered by the addition of aluminum siding and trim, new windows, and in many cases the enclosure of front porches to create additional interior space. The area immediately to the east of the APE in this area does not reflect the intact density of the clusters within the APE; instead this area is filled either with large commercial and industrial buildings or vacant lots where the original housing units have been demolished. Overall, the area contains common vernacular, turn-of-the-century housing types, and intact clusters of these buildings are small and isolated. Therefore, the area is recommended as not eligible for the NRHP as a district due to lack of integrity and lack of historical and architectural significance.

Two buildings in this portion of the APE warrant a more detailed discussion:

- Rich Street Church of Christ (Columbus Karma Thegsum Choling Meditation Center), 231 S. Grubb Street (FRA-6001-16)
- Holy Family School, 57 S. Grubb Street (FRA-323-16)

**Rich Street Church of Christ (Columbus Karma Thegsum Choling Meditation Center),
231 S. Grubb Street (FRA-6001-16)**

This building is a small wood-frame church structure that is now in use as a Tibetan Buddhist meditation center. It is a simple gabled building with a central front tower featuring a crenelated battlement. The exterior has been clad in aluminum siding and trim, and it appears that some window openings in the tower may have been filled in when the metal siding was installed. The building was built ca. 1924 and was originally the Rich Street Church of Christ. The building is a simple vernacular church, and it has a very poor level of integrity due to exterior alterations. The building does not appear to have sufficient integrity for NRHP eligibility, and is recommended as not eligible.



Figure 52. Rich Street Church of Christ, 231 S. Grubb Street

Holy Family School, 57 S. Grubb Street (FRA-323-16)

This Holy Family School is a two-story, brick, Gothic Revival building with a hipped roof, large gabled wall dormers, and stone and brick crenellated pinnacles. According to the OHI form for the property, the building was constructed in 1912 as the parochial school for Holy Family Church. This church, founded in 1877, is still extant and is housed in a Victorian Gothic Revival brick edifice located several blocks to the north on W. Broad Street. The parochial school closed in 1971, and the former school building is now in use as a soup kitchen. The school has a rear addition that was constructed in 1939, according to the OHI form. The addition is plain and flat-roofed and is not in keeping with the design of the original building.



Figure 53. Former Holy Family School, 57 Grubb Street

In terms of material integrity, the building has been altered in several ways. The exterior masonry envelope is mostly intact, with original exterior brick walls and stone trim and the original roofline. The portion of the west elevation onto which the 1939 addition is attached has been covered over, but it is the only part of the 1912 masonry envelope that has lost integrity.

However, almost all original windows have been removed throughout the building. Most of the windows in the original portion of the building have been filled in with plywood, and a small aluminum, double-hung window has been inserted in the bottom third of the opening, below the plywood panel. While the original overall shape of the window openings is still discernible, this alteration significantly detracts from the exterior integrity of the building. Four original Tudor-arched, plain glass, arched windows in the attic roof gables have been

left intact. Two small cantilevered Tudor-arched wood porches remain over the doors on the west wall of the building.

In terms of significance, the building reflects the history of parochial education in Columbus, having served as the grade school for one of the city's major urban parishes from 1912 until 1971, when the school closed. Although the building was constructed by a religious institution, it served the population of immigrants and second and third generations of the surrounding area as an educational institution; it therefore has significance in the ethnic history of the area and the history of education in the area, aside from its religious status.

In its original form, the building was a good example of a Gothic Revival parochial school building of the early twentieth-century period. The building has many remaining Gothic Revival features, including four original plain glass Tudor Revival windows in the roof gables, corner pinnacles, and steep gables. If the building were in a historic district, it would probably have sufficient integrity to warrant contributing status. However, the building is not in an existing NRHP district or an area that is recommended as eligible for this study, so it must be evaluated individually.

The integrity of the building is seriously diminished by the removal of original windows and the replacement with a window treatment that violates the solid-void pattern of the building's exterior. The original windows have been removed and inappropriately blocked in with plywood in most of the window openings, and small, inappropriate metal windows have been inserted. The flat-roofed 1939 addition reflects the building's history of use as a parochial school, but it is not compatible with the building's original Gothic Revival architectural design, which features high-pitched roofs and vertical lines.

The Holy Family School is significant architecturally and historically under NRHP Criteria A and C. However, the removal of almost all original windows and partial blocking in of the window openings has compromised the exterior solid-void composition of the building. It is therefore the opinion of HDC that this building does not have a sufficiently high level of integrity to be individually eligible for the NRHP. The building is therefore recommended as not eligible for the NRHP due to poor integrity.

SOUTH SIDE

Appendix A: Maps 17, 18

This area covers the area around I-71 from the I-70 interchange south to the Stimmel Road area. It includes land on the east and west of I-71 on the south side of Columbus. The area was dominated by farmland up into the twentieth century, and there was some limited early twentieth-century commercial, residential, and industrial development. Industrial development in some parts of the area accelerated in the late 1950s and 1960s, and accompanying residential development also occurred here in the 1960s, largely in the form of apartments. It is likely that industrial and residential development in this area was spurred by the construction of I-71 through the area in the late 1960s. Industrial development in the area has continued through the 1980s and 1990s, and on into the initial years of the twenty-first century.

In general, the area today is a mixed-use corridor dominated by commercial and parkland uses, with some residential land uses as well. Most buildings within this portion of the APE are industrial and commercial buildings under fifty years old. There are several industrial buildings over fifty years old, as well as a few residential structures. Due to the heavy concentration of buildings under fifty years old and the relatively low level of significance of the over-fifty buildings in the area, this part of the APE has little potential for NRHP eligible historic districts, and no properties were found to be individually eligible for the NRHP.

For buildings over fifty years old, only three are in this part of the APE: two industrial brick structures at 560 Harmon Avenue near Mound Street and one house at 969 Kirby Avenue. Of the two buildings at 560 Harmon Avenue, the northern building has a central brick-clad block with a brick parapet, and this section of the building dates from ca. 1925–1940. There were later brick-clad additions to the north and south of the building. The building had undergone several alterations, including the bricking-in of several window openings on the façade of the central block. In addition, rear portions of the building appear to be missing some roof and wall structure, and overall, the building is in a deteriorated condition. A second building at this address sits somewhat to the south and appears to date from ca. 1950. It is also a brick-clad building and is plain in architectural design. It has a large number of windows that have been smashed out or boarded up, and several areas of glass block windows have been damaged.

The Harmon Avenue buildings do not appear on 1921–1922 Sanborn maps. The 1951 Sanborn maps show the north building as a private auto garage and the south building as a small office. The south building is smaller on the 1951 Sanborn maps, indicating that it has had several additions. As an auto garage and small office complex, the buildings have a fairly low level of significance, and due to the exterior alterations and numerous additions, a poor level of material integrity. The buildings are therefore recommended as not eligible for the NRHP due to poor integrity and a low level of historical and architectural significance.

The residence over fifty years old within the APE is at 969 Kirby Avenue and is a two-story American Foursquare house with a brick exterior. The house is quite intact and has many original architectural features, including original brick walls, wood windows, porch, trim,

and the original slate roof. Although the building has a very high level of integrity, plain vernacular American Foursquare houses are one of the most common residential property types in the older portion of Columbus, and they can be found in many of the city's residential NRHP districts. No evidence was found that this house has association with important historical events or persons. The house is recommended as not eligible for the NRHP due to lack of historical and architectural significance.

The several industrial buildings under fifty years old in this part of the APE are examples of common industrial construction of the latter half of the twentieth century, and none have any historical significance that would qualify them to meet the Exceptional Significance requirements under Consideration G for buildings under fifty years old. The area also contained several post-1960 apartment complexes that featured common examples of vernacular modern apartment buildings with stucco exteriors and hipped roofs; these structures also have a very low level of historical and architectural significance and are not eligible for the NRHP. The area also included a sales lot of new modular homes, and these common and recently constructed structures are also clearly not eligible for the NRHP.

Overall, due to the large number of buildings under fifty years old, this portion of the APE has one of the lowest levels of historic potential. The two industrial buildings over fifty years old in this area consist of small twentieth-century factories with poor integrity and little historical or architectural significance. The housing unit over fifty years old in this part of the APE is an isolated example of a common Columbus housing type and also lacks the historical and architectural significance required to be individually eligible for the NRHP. Overall, this portion of the APE appears to have no potential for NRHP-eligible buildings or structures, and no further work is recommended for this part of the APE.

CHAPTER 6. SUMMARY OF RECOMMENDATIONS

The APE for this project is relatively large and is located in the central part of the city, and it therefore contains a large number of existing historic districts and individually eligible NRHP properties. NRHP historic districts with contributing properties within the APE include the South High Commercial Group, East Town Street, Jefferson Avenue, German Village, Near East Side, Hamilton Park, and Fort Hayes. The NRHP Officially Determined Eligible Brewery District also has contributing buildings within the APE.

Seven individually listed NRHP properties lie within the APE:

- Great Southern Hotel and Theater, 310 South High Street (FRA-202-18)
- Schlee-Kemmler Building, 328 S. High Street (FRA-203-18)
- Trinity Lutheran Church, 404 S. Third Street (FRA-92-18)
- Ohio Farm Bureau Federation Offices, 620 and 630 E. Broad Street (FRA-572-18/573-18)
- Ohio Asylum for the Blind, 240 Parsons Avenue (FRA-1190-19)
- W. H. Jones Mansion, 731 E. Broad Street (FRA-70-19)
- Shiloh Baptist Church, 720 Mount Vernon Avenue (FRA-454-19)

One NRHP-listed property within the APE had been demolished, the Frederick Prentiss House at 706 East Broad Street (FRA-441-19).

NRHP Eligibility Recommendations

Historic District Recommendations

- (Existing NRHP, boundary expansion) East Town Street Historic District — Five buildings on the south side of Oak Street that are located within the APE are recommended to be added to this district. These properties are 607, 613, 619, 627, and 629 Oak Street. (Downtown area)
- (New NRHP, existing CRHP) Old Oaks Historic District — Thirty-four residential buildings within the APE are recommended under Criteria A and C as contributing buildings to a newly proposed NRHP historic district of Old Oaks Historic District. This district is a slightly smaller version of the Old Oaks Historic District that is currently listed in the CRHP. (East Side area)
- (Existing ODE NRHP, reduction to boundary) Columbus Brewery District Historic District — Several contributing buildings in the Officially Determined Eligible NRHP Columbus Brewery District Historic District have been demolished. HDC recommends the boundary be reduced to exclude the empty lots. The district has 6 contributing buildings. (German Village/Brewery District/Whittier Peninsula area)

Individual Property Recommendations

Seven properties are newly recommended as eligible for the NRHP as part of this survey, a relatively small number due mainly to the heavy level of survey that has already been completed in much of the APE area. Properties recommended as individually eligible are:

Downtown:

- St. John's Evangelical Church, 61 E. Mound Street (FRA-2794-8), Criteria A and C
- Delmonte Apartments, 341 S. Third Street (FRA-208-18), Criterion C
- St. Paul African Methodist Episcopal Church, 339 E. Long Street (FRA-190-18), Criteria A and C
- Hocking Valley Railroad Scioto River Bridges (FRA-9593-18), crossing the Scioto River between downtown and Franklinton, Criteria A and C

East Side:

- Hannah Neil House and Mission, 727 E. Main Street (FRA-1224-19), Criteria A and C
- Ohio Avenue Elementary School, 505 S. Ohio Avenue (FRA-1223-19), Criteria A and C

Franklinton:

- Mt. Calvary Cemetery, 518 Mt. Calvary Avenue (FRA-9582-17), Criteria A and C.

Recommendations for Phase II Investigations

Two individual buildings and one three-building district are recommended for additional Phase II study:

- Bellows Avenue Elementary School, 725 Bellows Avenue (FRA-627-16), Criteria A and C
- Duplex at 838–840 Thomas Avenue (FRA-9580-16), Criterion C
- Houses at 950, 954, and 958 Thomas Avenue (FRA-9575-16, FRA-9576-16, and FRA-9577-16), Criterion C

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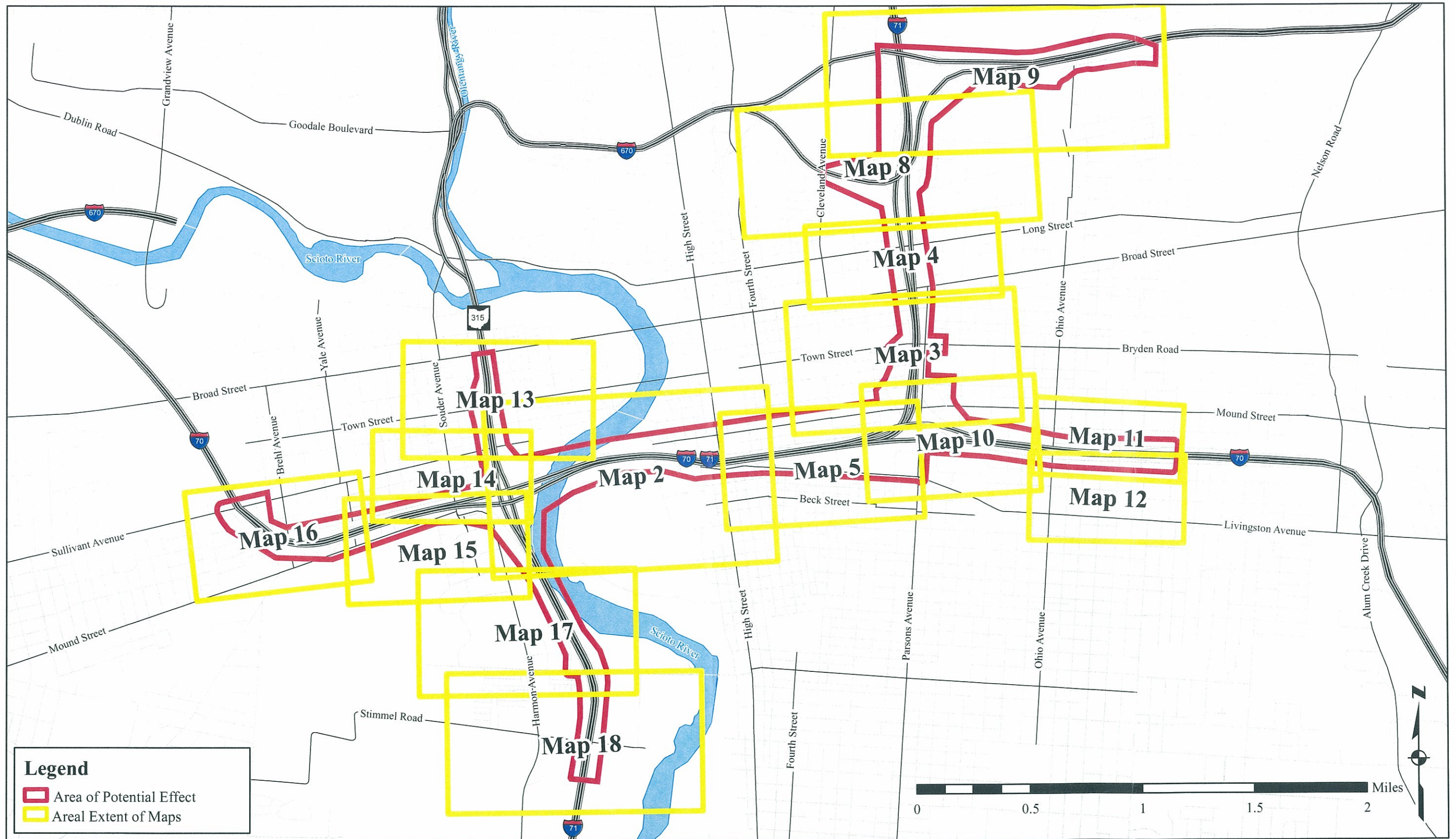
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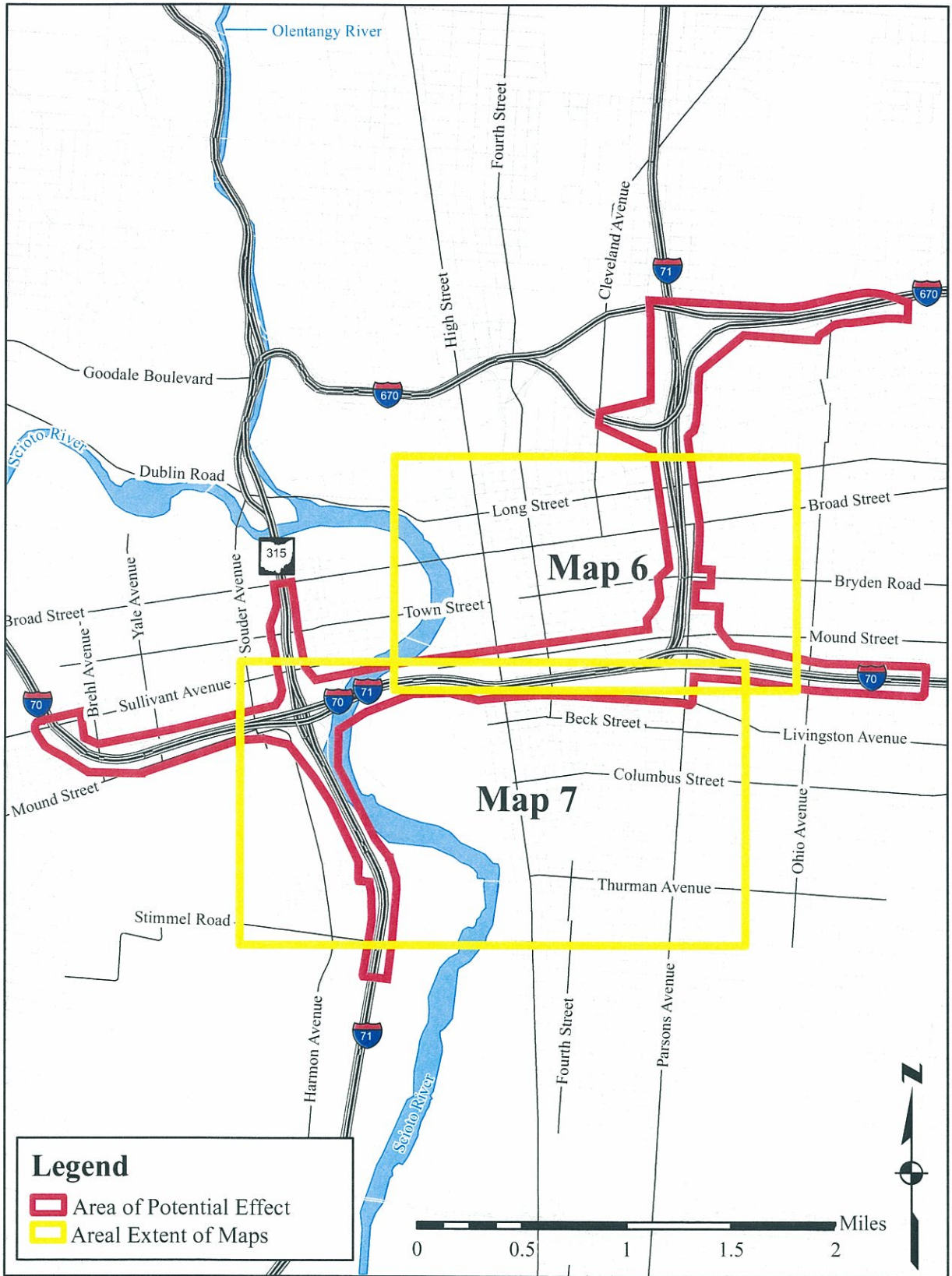
APPENDIX A

MAPS

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- Map Key 2. Shows location of Maps 6–7
- Map 1. Map showing location of APE
- Map 2. Southwest Downtown Columbus and Brewery District National Register Determined Eligible Historic District
- Map 3. East Town Street and Near East Side National Register Historic Districts
- Map 4. Jefferson Avenue and Hamilton Park National Register Historic Districts
- Map 5. Southeast Downtown Columbus and German Village National Register Historic District
- Map 6. Overview of Columbus Register Historic Districts in and near Downtown Columbus
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- Map 17. Area South of SR 315, I-71, and I-70 Interchange
- Map 18. Southern portion of APE





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Map Key 2

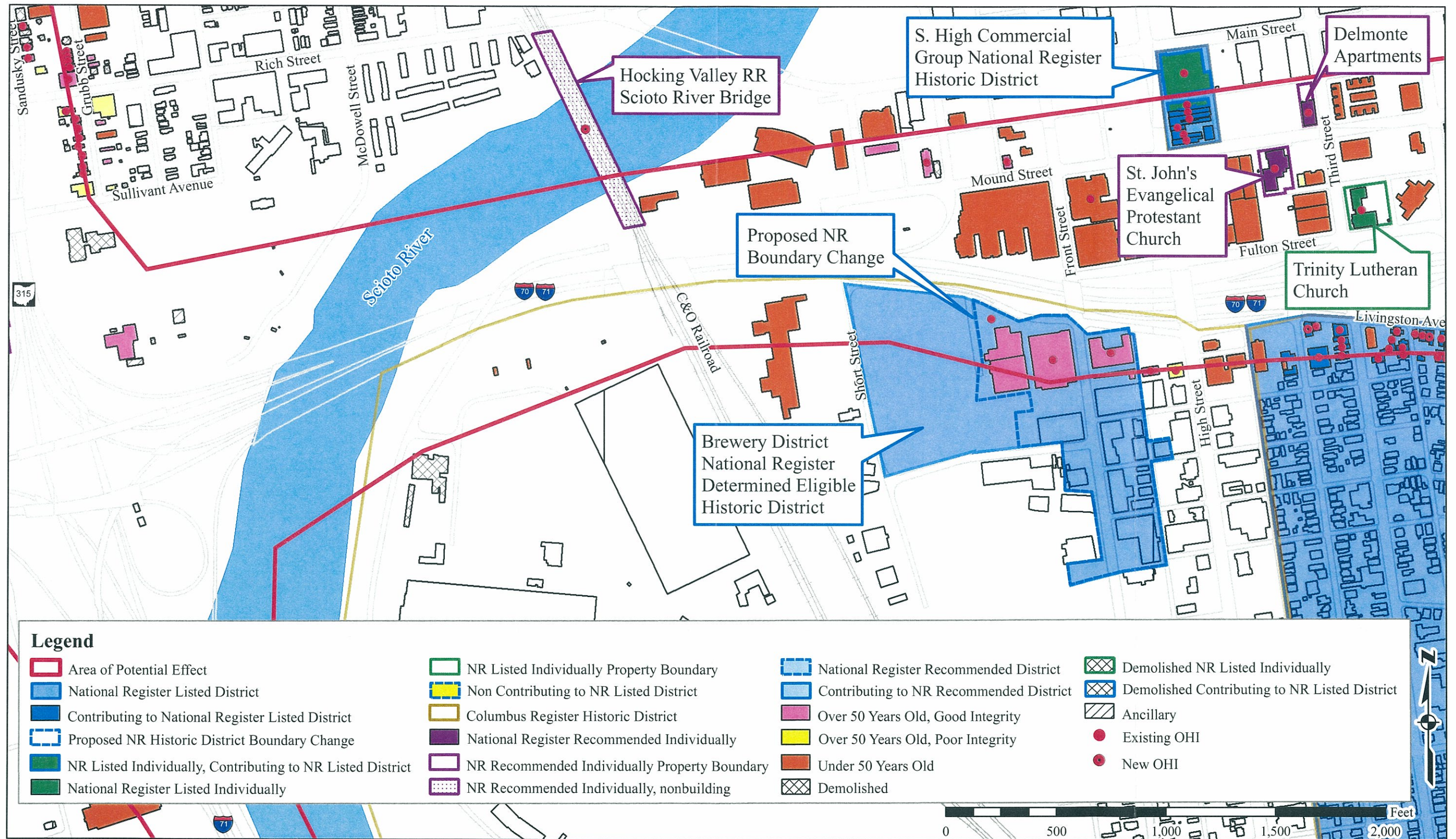
Sources:
 ms consultants, inc.
 Franklin County Auditor, GIS Division
 City of Columbus, Planning Division



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Sources:
ms consultants, inc.

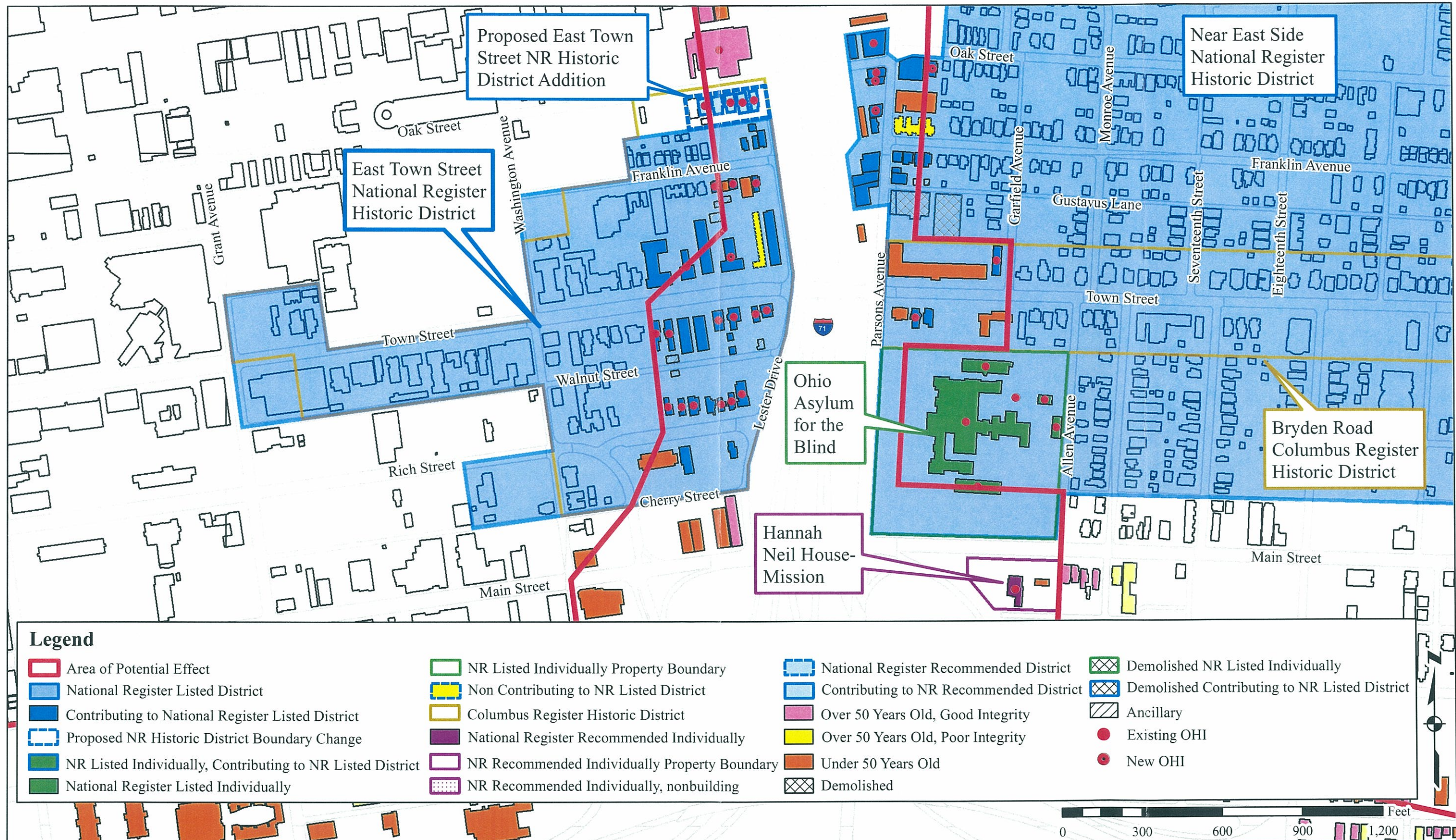
Map 1. Map Showing Location of APE



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Map 2. Southwest Downtown Columbus and Brewery District National Register Determined Eligible Historic District

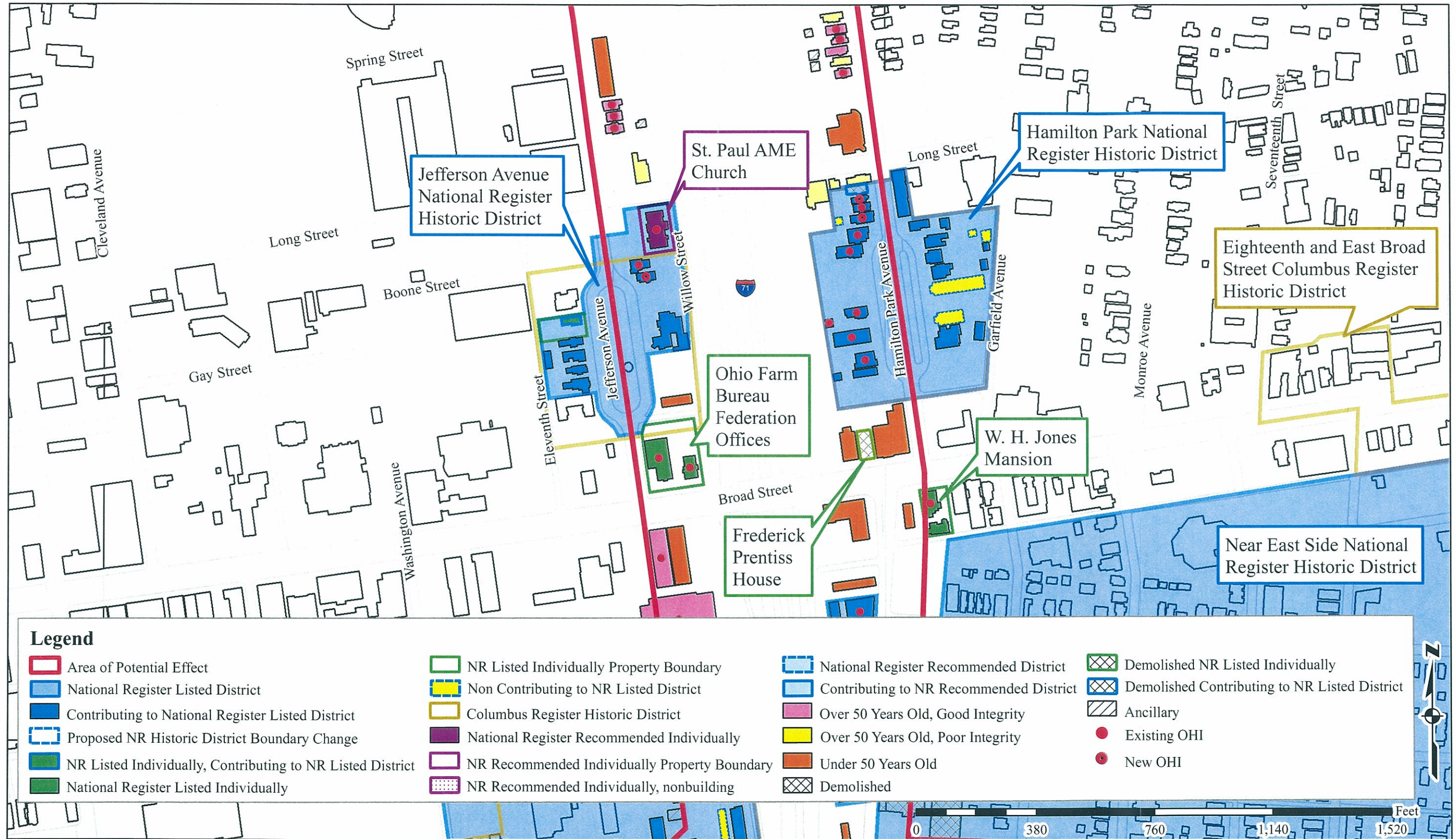
Sources:
 ms consultants, inc.
 Franklin County Auditor, GIS Division
 City of Columbus, Planning Division



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Map 3. East Town Street and Near East Side National Register Historic Districts

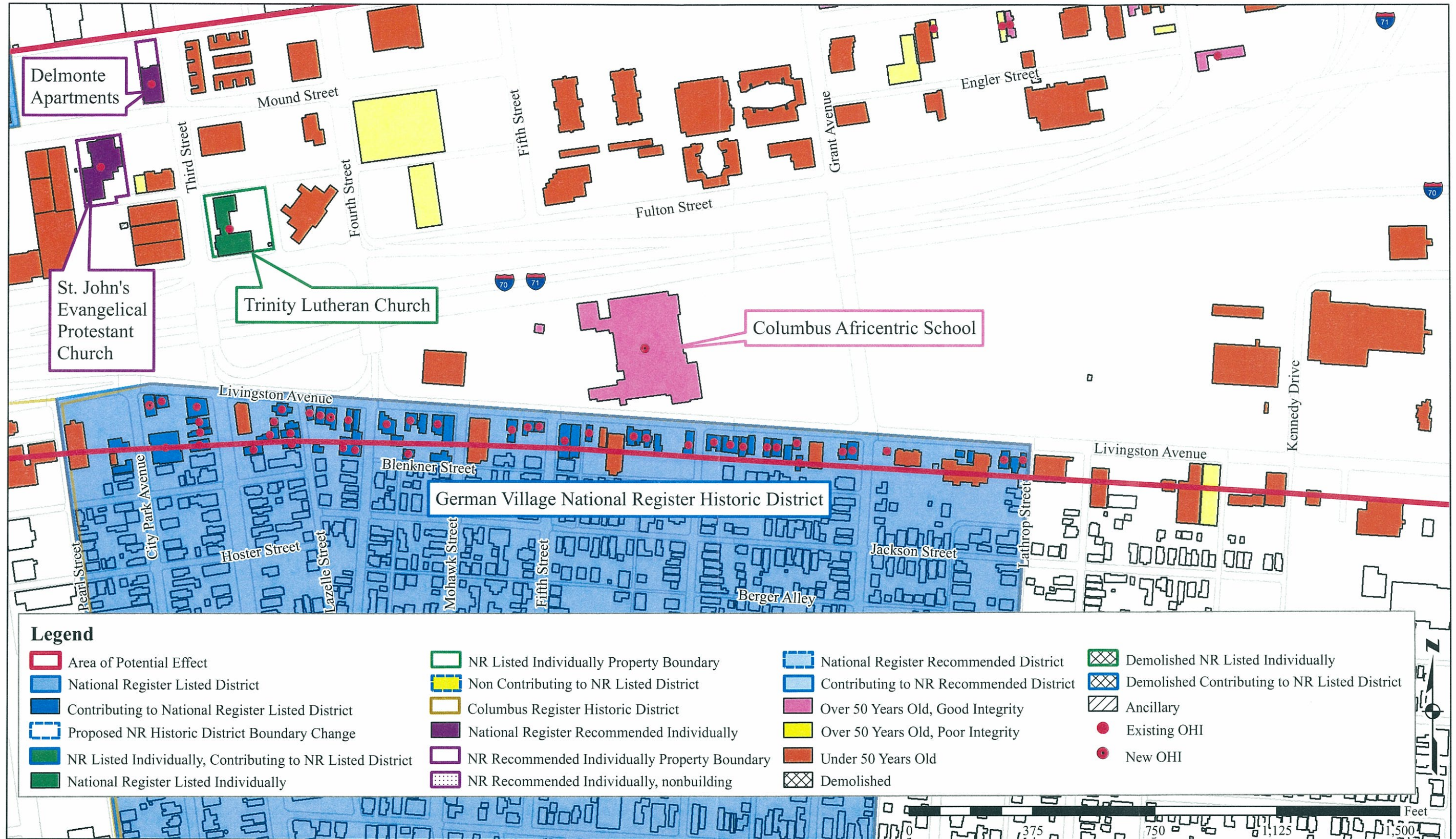
Sources:
 ms consultants, inc.
 Franklin County Auditor, GIS Division
 City of Columbus, Planning Division



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Map 4. Jefferson Avenue and Hamilton Park National Register Historic Districts

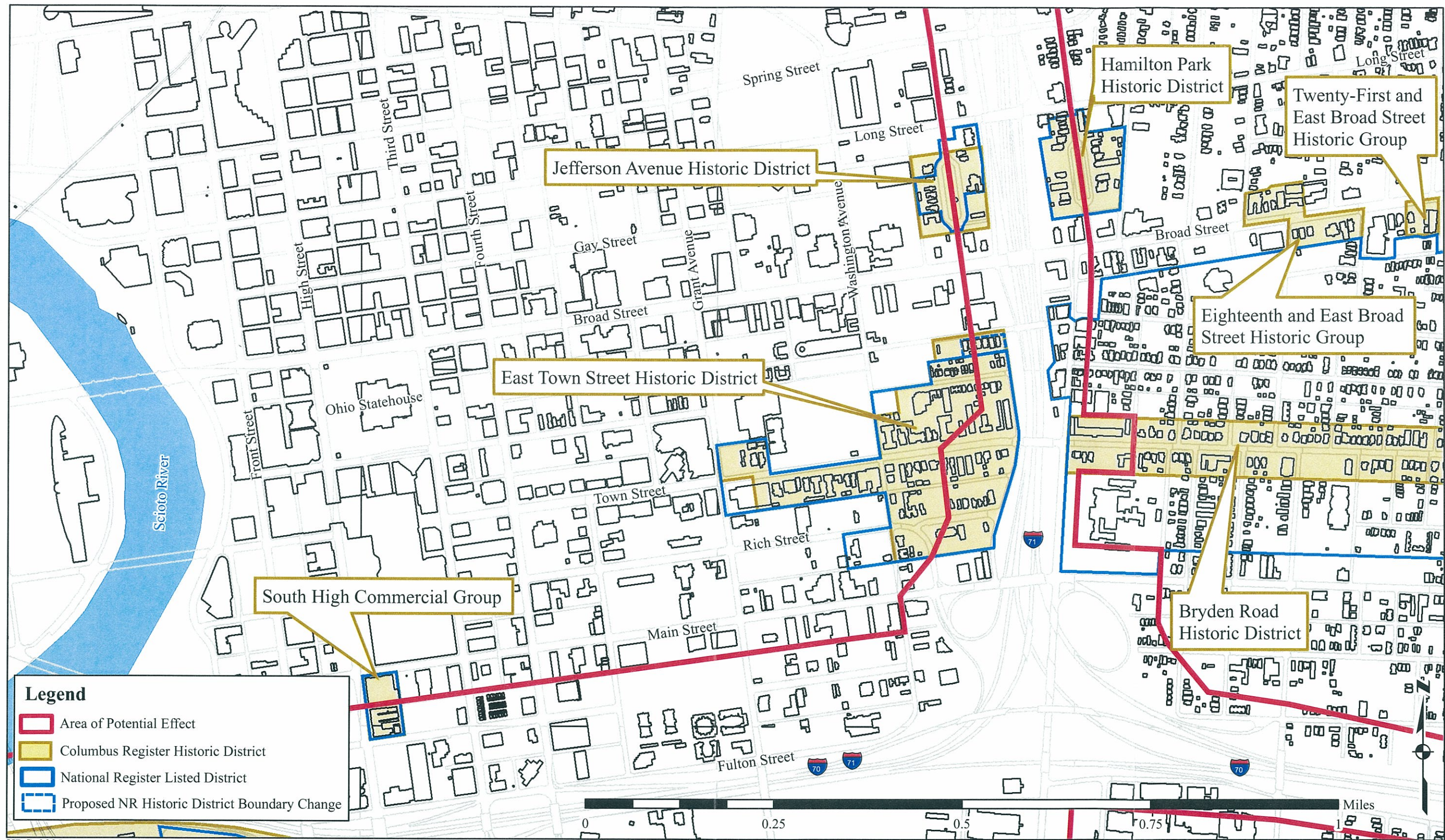
Sources:
 ms consultants, inc.
 Franklin County Auditor, GIS Division
 City of Columbus, Planning Division



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Map 5. Southeast Downtown Columbus and German Village National Register Historic District

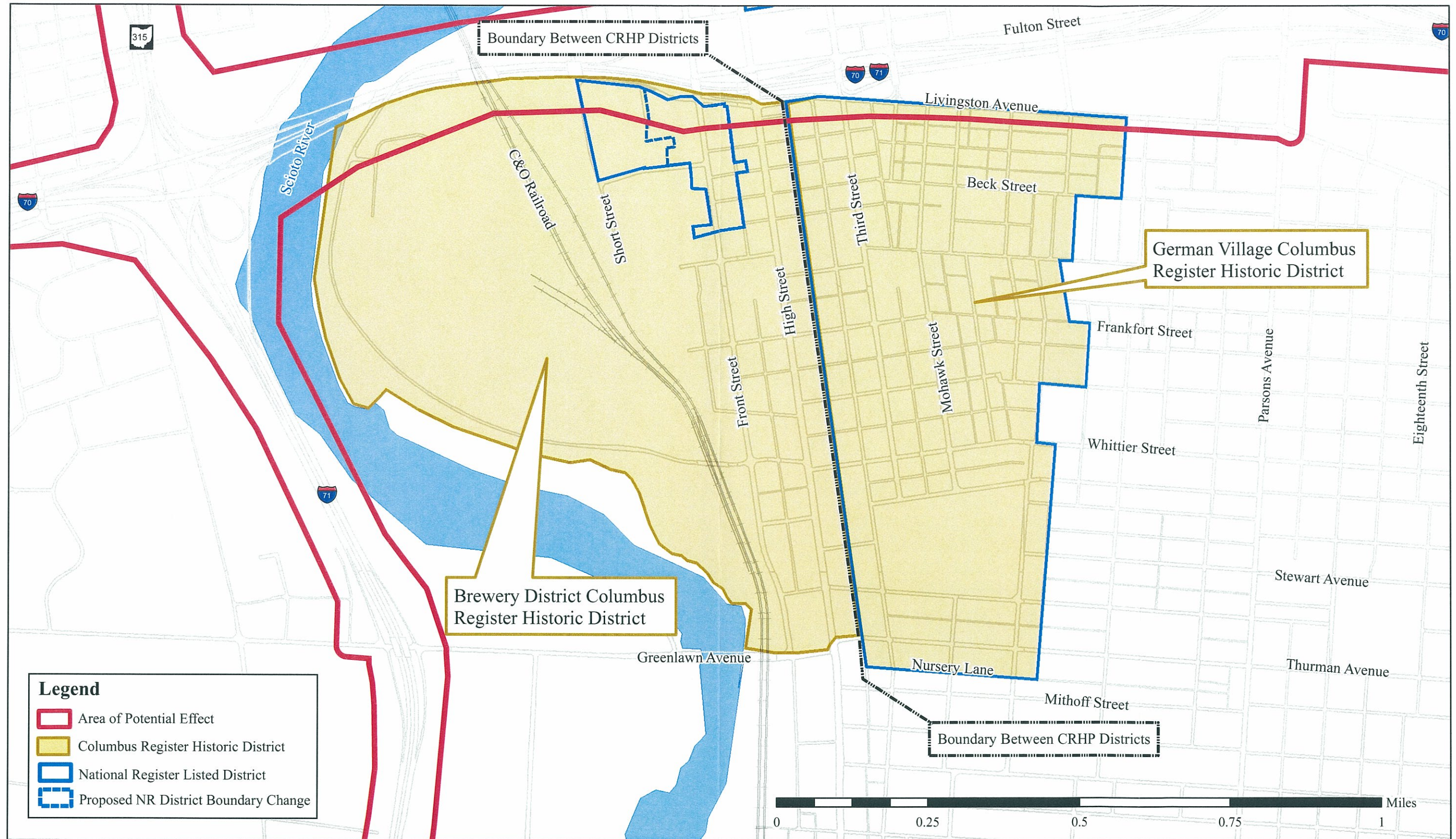
Sources:
 ms consultants, inc.
 Franklin County Auditor, GIS Division
 City of Columbus, Planning Division



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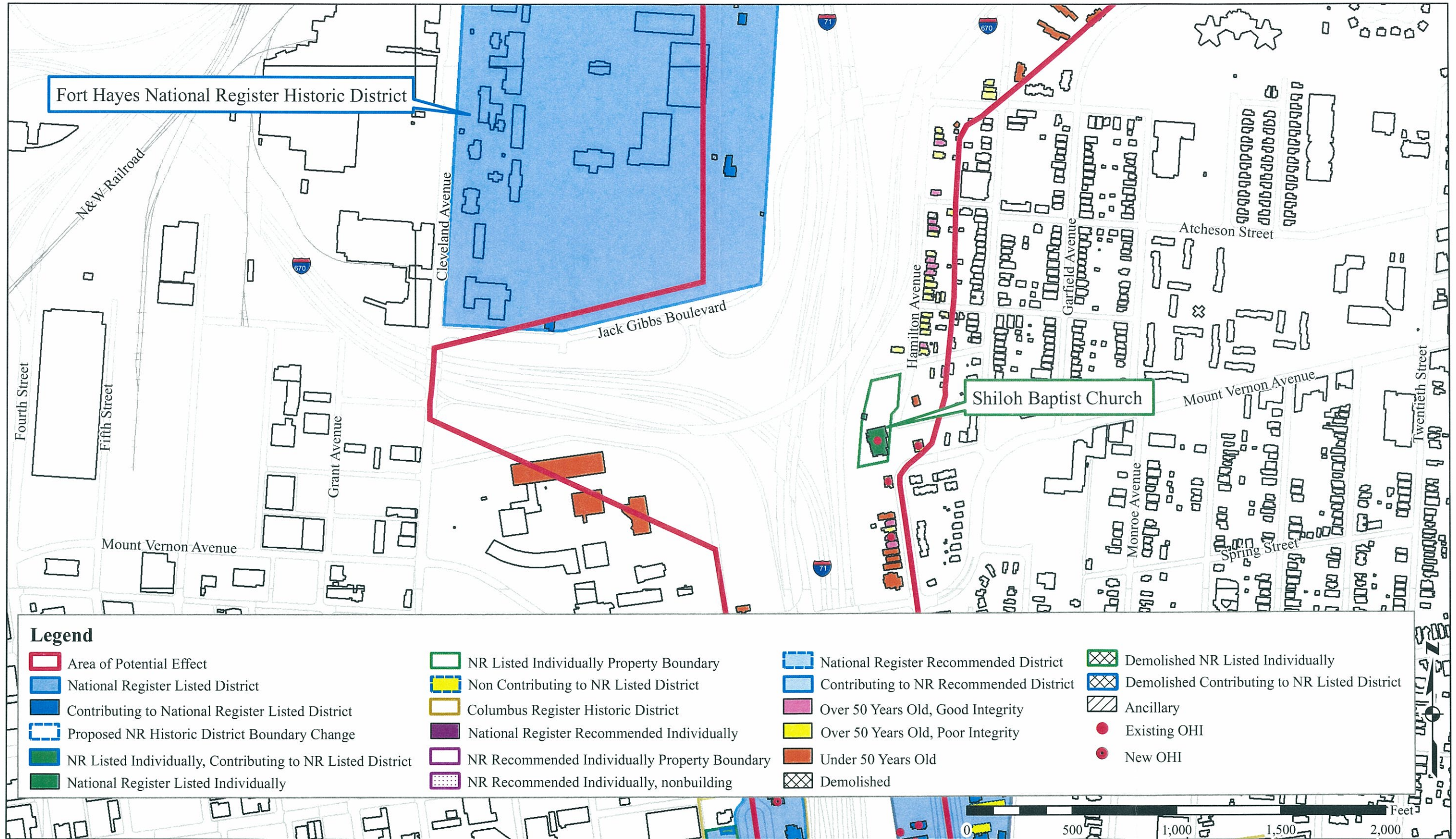
Map 6. Overview of Columbus Register Historic Districts in and Near Downtown Columbus

Sources:
 ms consultants, inc.
 Franklin County Auditor, GIS Division
 City of Columbus, Planning Division



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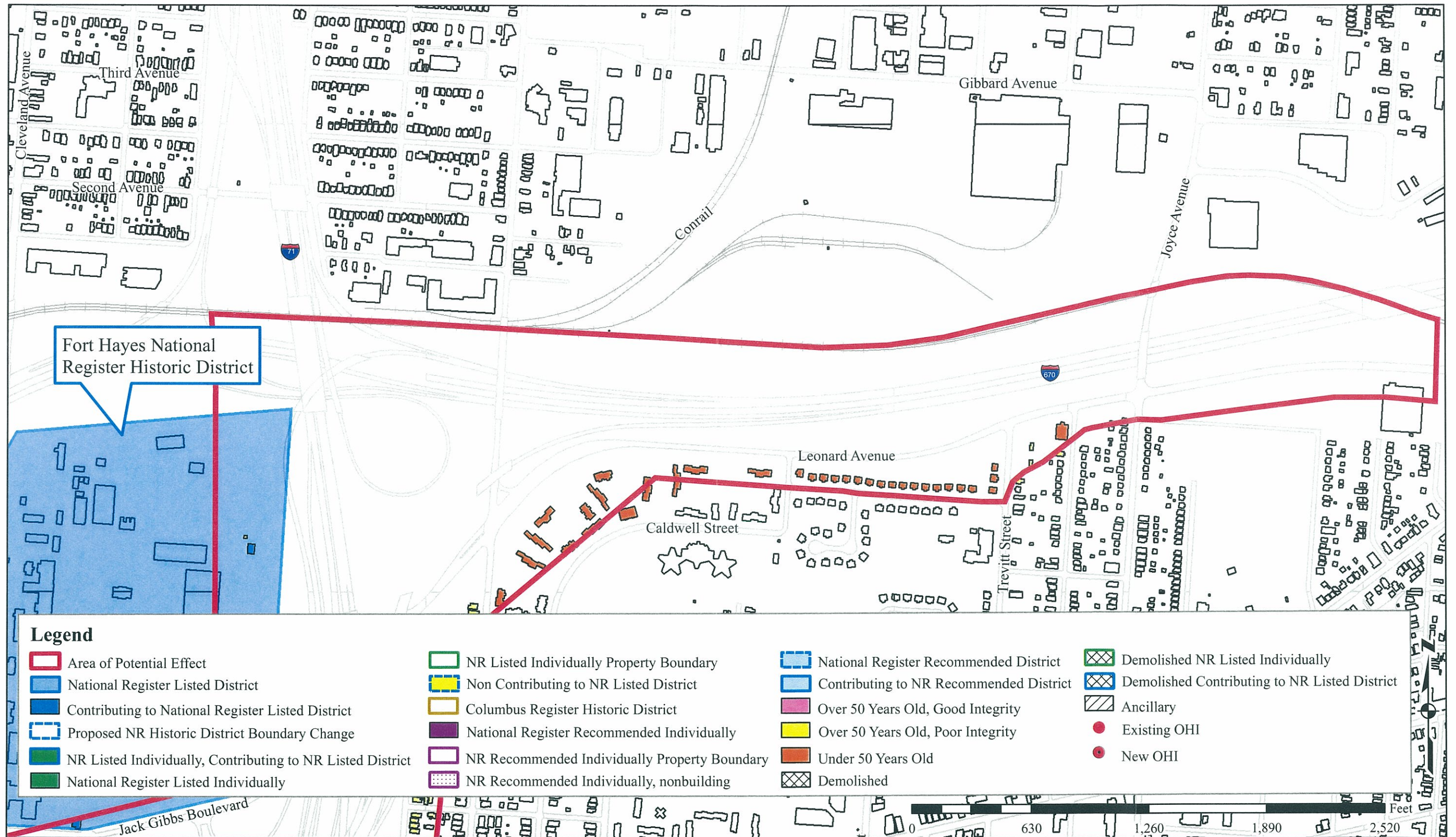
Sources:
 ms consultants, inc.
 Franklin County Auditor, GIS Division
 City of Columbus, Planning Division



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Map 8. Interchange at I-71 and I-670, Fort Hayes National Register Historic District

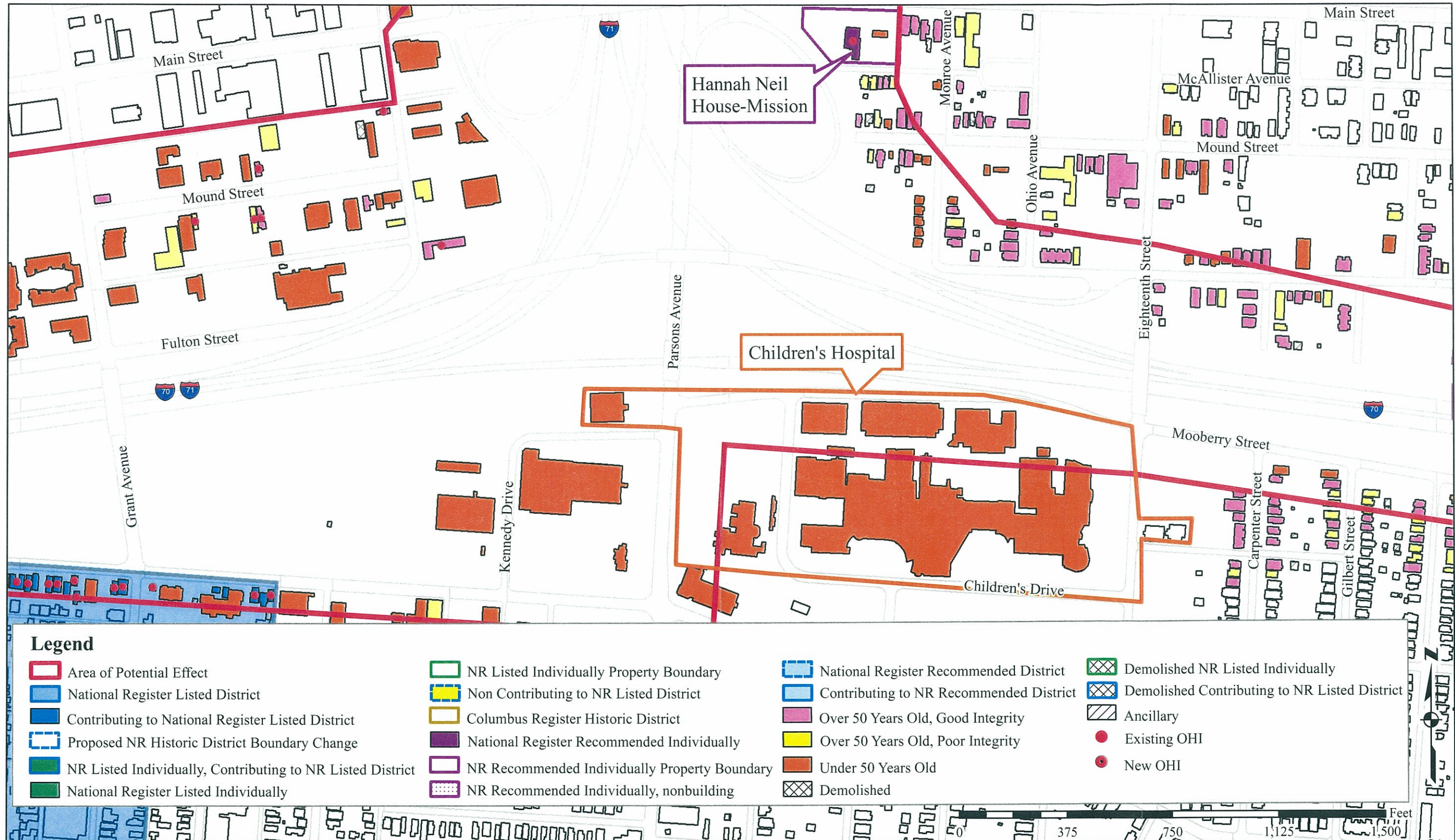
Sources:
 ms consultants, inc.
 Franklin County Auditor, GIS Division
 City of Columbus, Planning Division



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Map 9. Northern Portion of APE, I-670 Area

Sources:
 ms consultants, inc.
 Franklin County Auditor, GIS Division
 City of Columbus, Planning Division



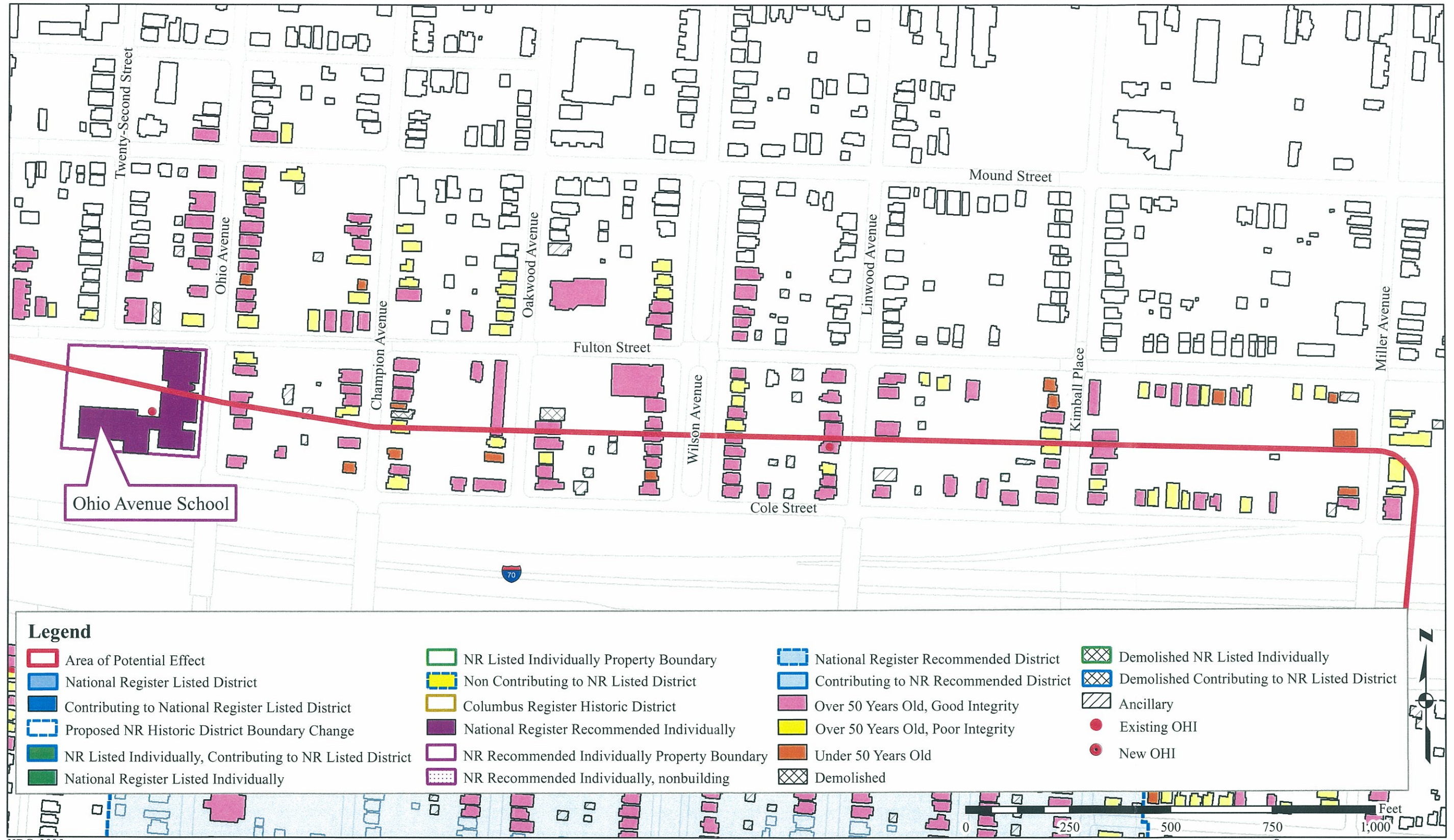
Legend

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|--|---|---|---|
| Area of Potential Effect | NR Listed Individually Property Boundary | National Register Recommended District | Demolished NR Listed Individually |
| National Register Listed District | Non Contributing to NR Listed District | Contributing to NR Recommended District | Demolished Contributing to NR Listed District |
| Contributing to National Register Listed District | Columbus Register Historic District | Over 50 Years Old, Good Integrity | Ancillary |
| Proposed NR Historic District Boundary Change | National Register Recommended Individually | Over 50 Years Old, Poor Integrity | Existing OHI |
| NR Listed Individually, Contributing to NR Listed District | NR Recommended Individually Property Boundary | Under 50 Years Old | New OHI |
| National Register Listed Individually | NR Recommended Individually, nonbuilding | Demolished | |

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Map 10. Map Showing APE at Junction of I-70 and I-71

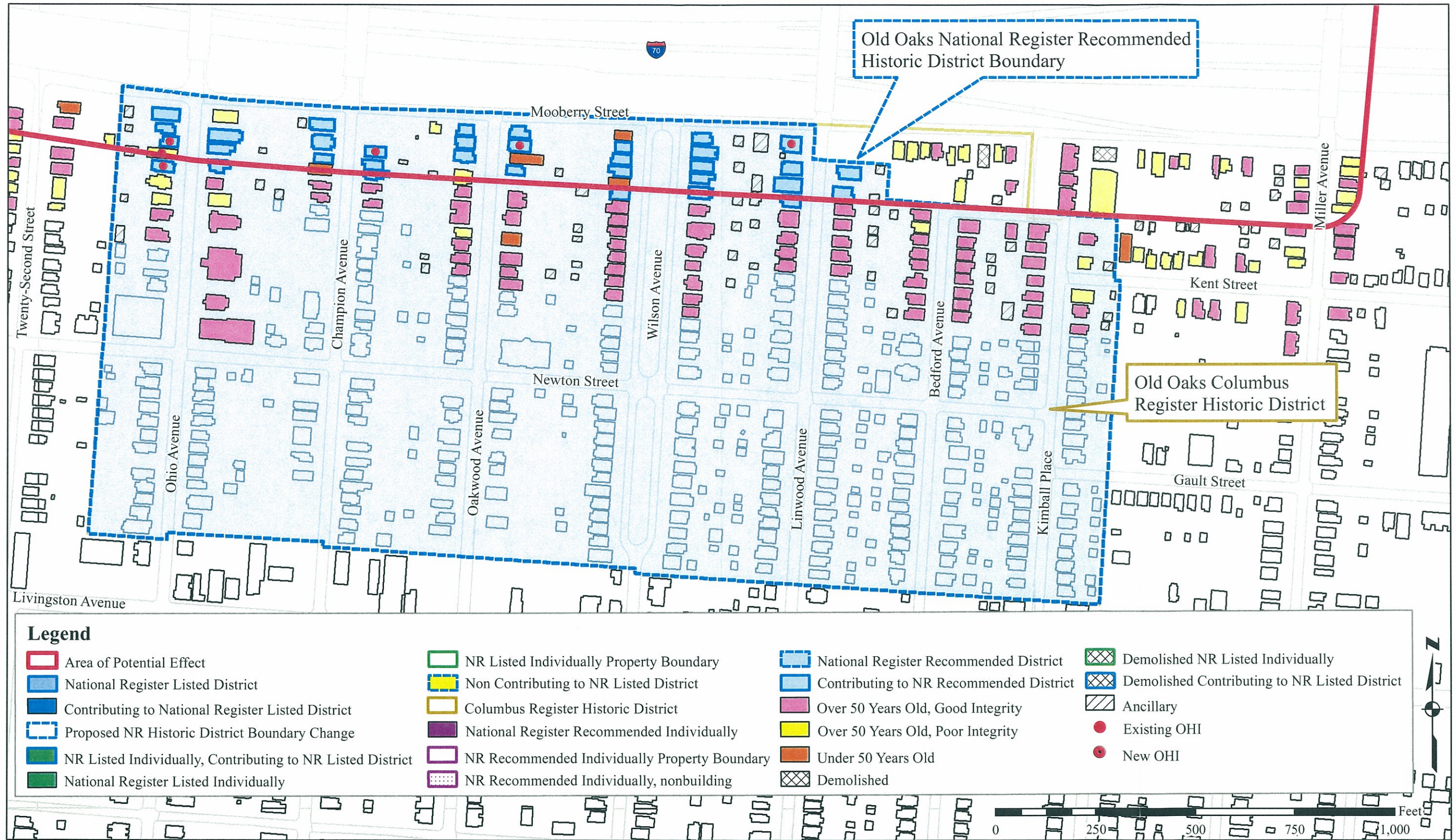
Sources:
 ms consultants, inc.
 Franklin County Auditor, GIS Division
 City of Columbus, Planning Division



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Map 11. Eastern Portion of the APE, North of I-70

Sources:
 ms consultants, inc.
 Franklin County Auditor, GIS Division
 City of Columbus, Planning Division

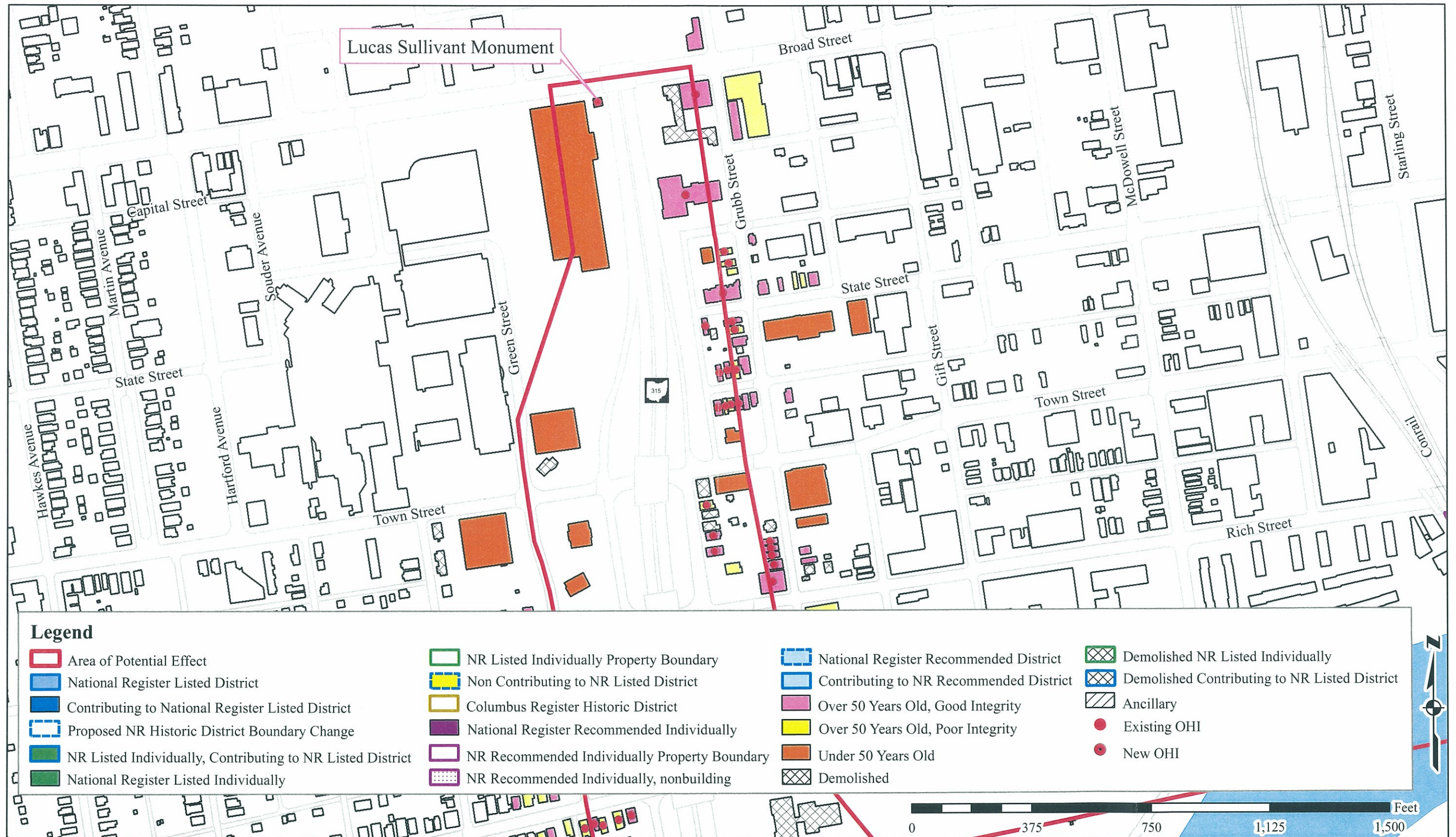


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Area of Potential Effect	NR Listed Individually Property Boundary	National Register Recommended District	Demolished NR Listed Individually
National Register Listed District	Non Contributing to NR Listed District	Contributing to NR Recommended District	Demolished Contributing to NR Listed District
Contributing to National Register Listed District	Columbus Register Historic District	Over 50 Years Old, Good Integrity	Ancillary
Proposed NR Historic District Boundary Change	National Register Recommended Individually	Over 50 Years Old, Poor Integrity	Existing OHI
NR Listed Individually, Contributing to NR Listed District	NR Recommended Individually Property Boundary	Under 50 Years Old	New OHI
National Register Listed Individually	NR Recommended Individually, nonbuilding	Demolished	

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Map 12. Old Oaks Columbus Register Historic District and National Register Recommended Historic District

Sources:
 ms consultants, inc.
 Franklin County Auditor, GIS Division
 City of Columbus, Planning Division



Legend

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|--|---|---|---|
| Area of Potential Effect | NR Listed Individually Property Boundary | National Register Recommended District | Demolished NR Listed Individually |
| National Register Listed District | Non Contributing to NR Listed District | Contributing to NR Recommended District | Demolished Contributing to NR Listed District |
| Contributing to National Register Listed District | Columbus Register Historic District | Over 50 Years Old, Good Integrity | Ancillary |
| Proposed NR Historic District Boundary Change | National Register Recommended Individually | Over 50 Years Old, Poor Integrity | Existing OHI |
| NR Listed Individually, Contributing to NR Listed District | NR Recommended Individually Property Boundary | Under 50 Years Old | New OHI |
| National Register Listed Individually | NR Recommended Individually, nonbuilding | Demolished | |



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Map 13. Map Showing North End of APE at SR 315, in Franklinton

Sources:
 ms consultants, inc.
 Franklin County Auditor, GIS Division
 City of Columbus, Planning Division

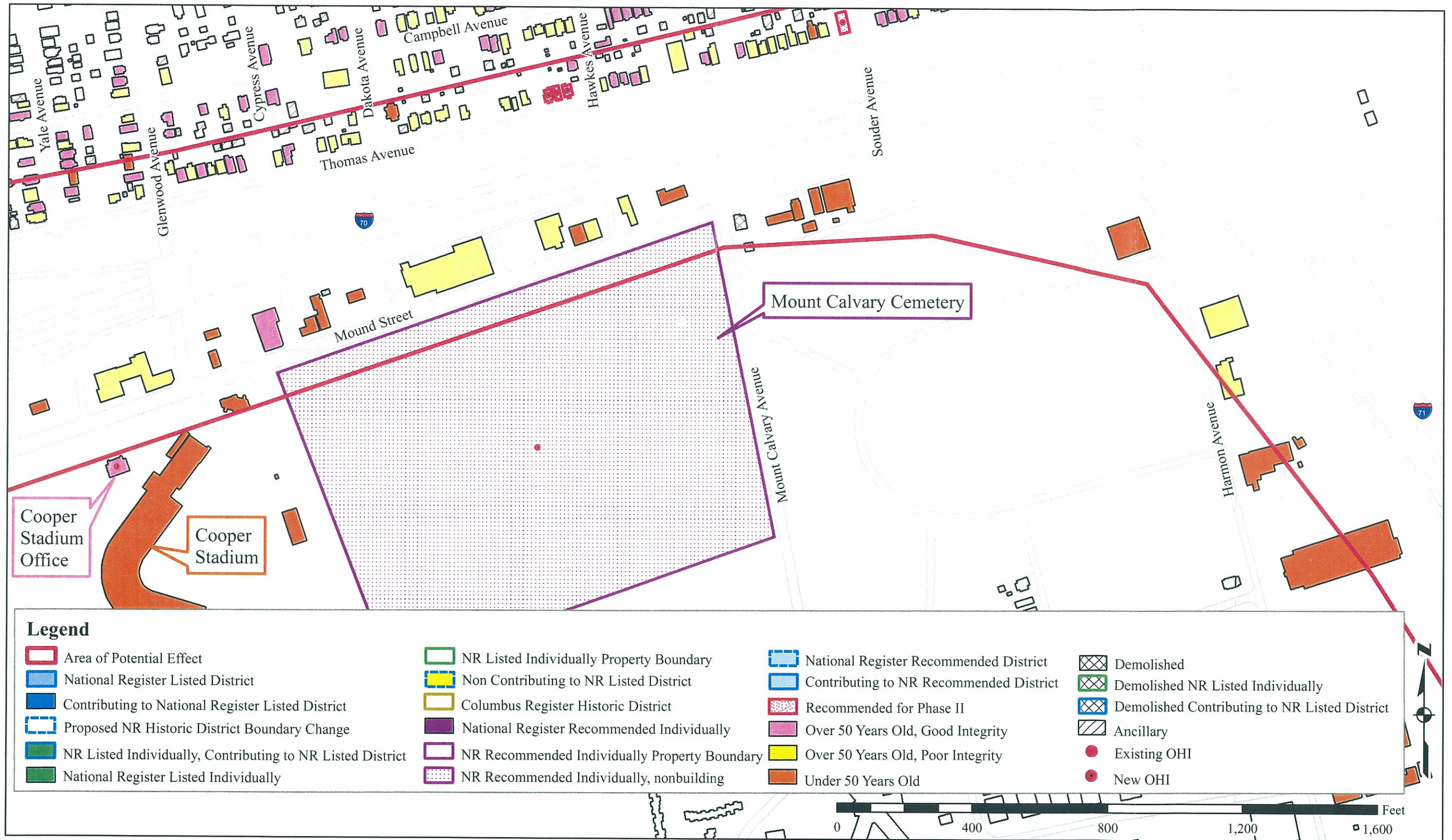


Legend			
	Area of Potential Effect		NR Listed Individually Property Boundary
	National Register Listed District		Non Contributing to NR Listed District
	Contributing to National Register Listed District		Columbus Register Historic District
	Proposed NR Historic District Boundary Change		National Register Recommended Individually
	NR Listed Individually, Contributing to NR Listed District		NR Recommended Individually Property Boundary
	National Register Listed Individually		NR Recommended Individually, nonbuilding
	National Register Recommended District		Over 50 Years Old, Good Integrity
	Contributing to NR Recommended District		Over 50 Years Old, Poor Integrity
	Recommended for Phase II		Under 50 Years Old
	Demolished		Demolished NR Listed Individually
	Demolished Contributing to NR Listed District		Ancillary
	Existing OHI		New OHI

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Map 14. Area at SR 315, I-71, and I-70 Interchange, in Franklinton

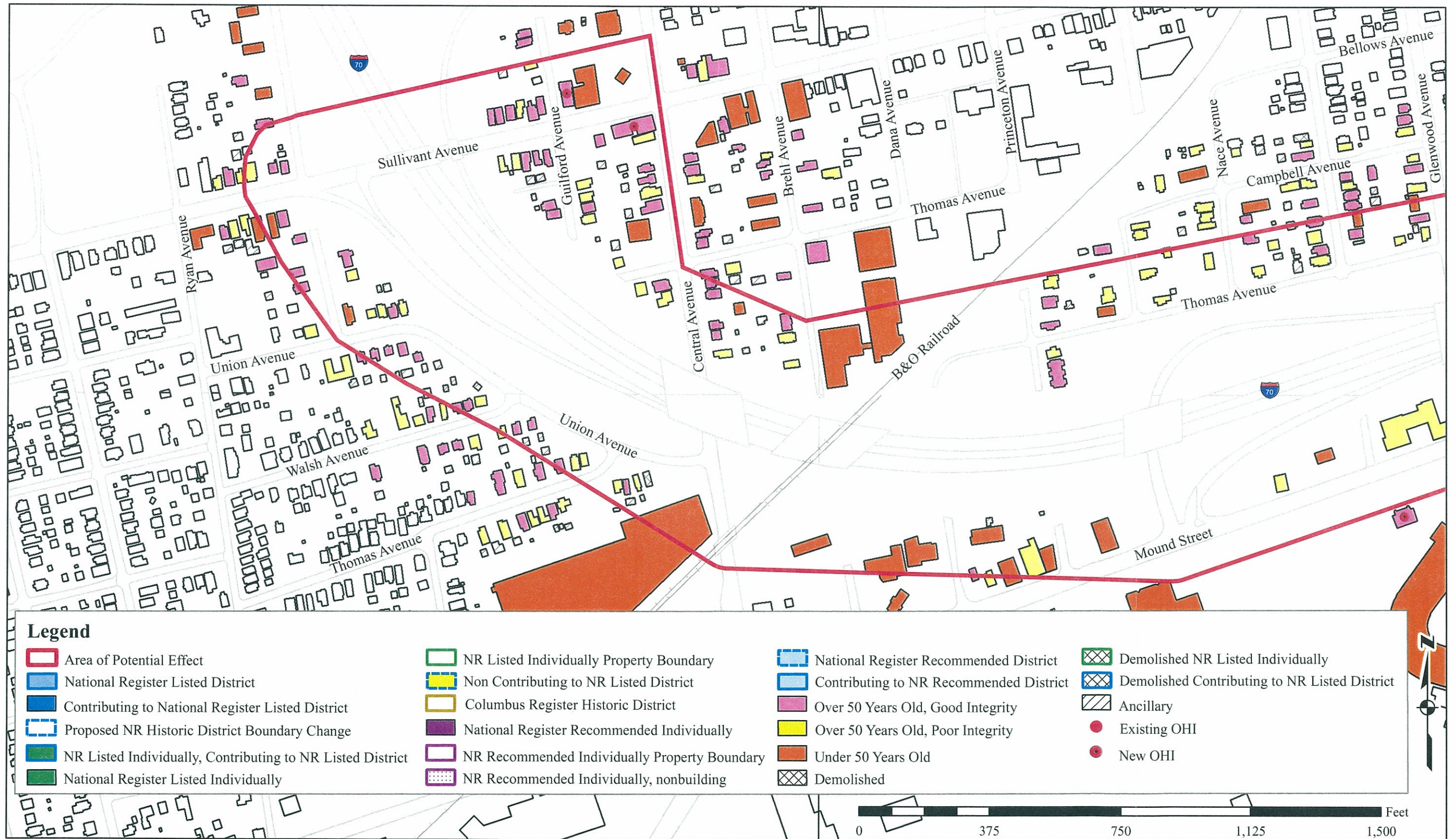
Sources:
 ms consultants, inc.
 Franklin County Auditor, GIS Division
 City of Columbus, Planning Division



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Map 15. Area Just West of SR 315, I-70, and I-71 Interchange; Thomas Road Area in Franklinton

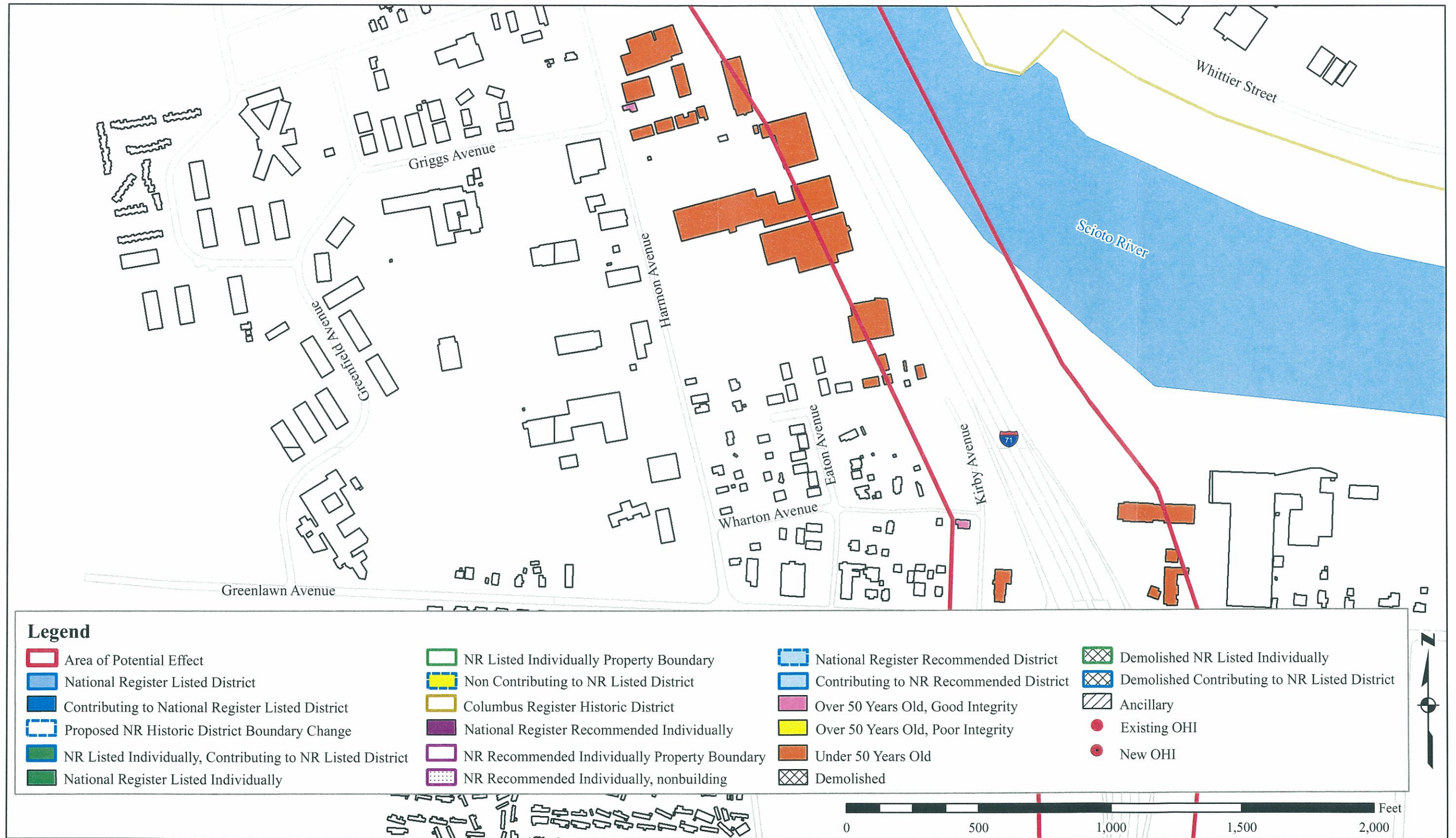
Sources:
 ms consultants, inc.
 Franklin County Auditor, GIS Division
 City of Columbus, Planning Division



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**Map 16. Western Portion of the APE,
Central and Sullivant Avenues Area in Franklinton**

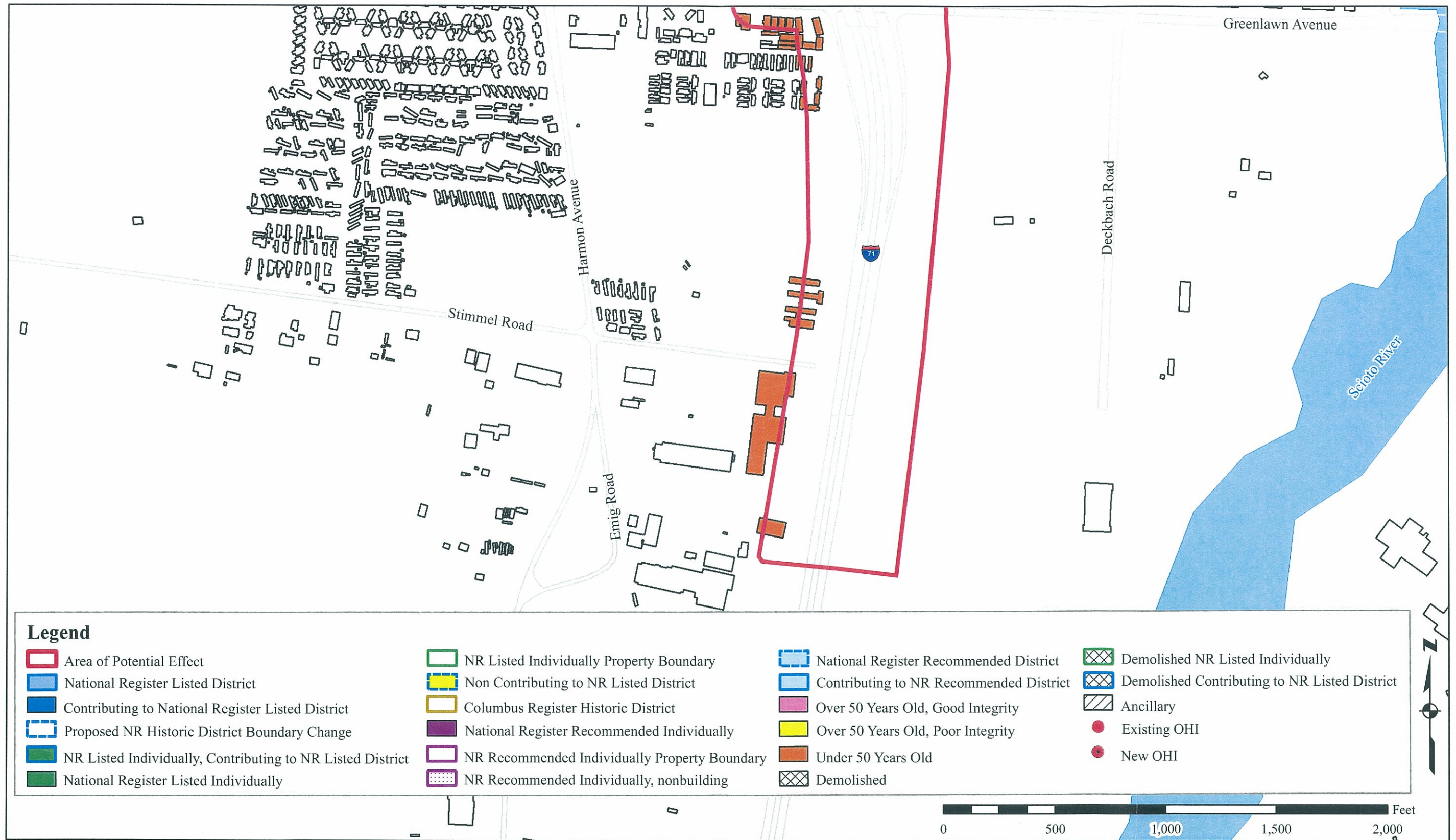
Sources:
ms consultants, inc.
Franklin County Auditor, GIS Division
City of Columbus, Planning Division



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Map 17. Area South of SR 315, I-71, and I-70 Interchange

Sources:
 ms consultants, inc.
 Franklin County Auditor, GIS Division
 City of Columbus, Planning Division



Legend

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| Area of Potential Effect | NR Listed Individually Property Boundary | National Register Recommended District | Demolished NR Listed Individually |
| National Register Listed District | Non Contributing to NR Listed District | Contributing to NR Recommended District | Demolished Contributing to NR Listed District |
| Contributing to National Register Listed District | Columbus Register Historic District | Over 50 Years Old, Good Integrity | Ancillary |
| Proposed NR Historic District Boundary Change | National Register Recommended Individually | Over 50 Years Old, Poor Integrity | Existing OHI |
| NR Listed Individually, Contributing to NR Listed District | NR Recommended Individually Property Boundary | Under 50 Years Old | New OHI |
| National Register Listed Individually | NR Recommended Individually, nonbuilding | Demolished | |



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Map 18. Southern Portion of APE

Sources:
ms consultants, inc.
Franklin County Auditor, GIS Division
City of Columbus, Planning Division