Phase I History/ Architecture Reconnaissance Survey
HAM/CLE – Oasis Rail Corridor Commuter Rail Project (PID 86463)

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TranSystems

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PID 86463

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EXECUTIVE SUMMARY

TranSystems Corporation conducted a Phase I History/Architecture survey for the proposed HAM/CLE – Oasis Rail Corridor commuter rail project (PID 86463). The project initiates in downtown Cincinnati and follows the existing rail infrastructure along the Ohio River and to the Milford Interstate 275 interchange. The project will also evaluate alternatives for new station locations in conjunction with the proposed commuter rail service. The study area is an irregularly shaped area encompassing approximately 8.7 miles through Cincinnati beginning downtown south of the Great American Ballpark off Mehring Way and ending at the interchange of Interstate 275 in Milford (Figures 1A-1AE). The Area of Potential Effects (APE) for history/architecture is defined as structures located on adjacent parcels or within 50 feet of existing rail infrastructure, starting at the Roebling Suspension Bridge to Wooster Pike and from Broadwell Road to I-275 (Appendix A, Figure 1). In addition, the APE includes several 'station location study areas' developed by the stakeholders.

With the proposed project located near downtown Cincinnati, a majority of the study area consists of urban, commercial and residential development. A literature review conducted at the Ohio Historic Preservation Office (OHPO) indicates that 50 properties in the APE are listed on the National Register of Historic Places, including 47 buildings, two cemeteries (NR# 79002706 and 79002709), and a set of brick arches from the 1872 Newport and Cincinnati Bridge (NR#01000363). A number of other properties within the APE have been recorded in the Ohio Historic Inventory (OHI).

A Phase I history/architecture reconnaissance survey of the APE identified and documented 331 structures that were 50 years old or older. Many of these structures represent late 19th century and early 20th century dwellings, with a few commercial and industrial properties, such as the Baker & Handle Manufacturing Company (currently the I.T. Verdin Bell Factory), the East End Supply and Mars MFG. Co., as well as the Todi Toys Manufacturing Buildings (HAM-1421-17; HAM-1422-17).

Of the 331 documented structures in the APE or one of the station locations, 50 are listed in the NRHP. As a result of this study, 4 additional properties are recommended as eligible for NRHP:

- 2056 Riverside Drive (HAM-1618-16; 2004 East End Survey shows as 2056 Eastern Avenue)
- 2760 Riverside Drive (HAM-2014-17)
- 3237 Riverside Drive (HAM-1420-17; field survey shows building as 3237, OHI illustrates it as 3235)
- 3327 Riverside Drive (HAM-1421-17; 3329 Eastern Avenue per OHI)

In 2007, the City of Cincinnati completed the *Cincinnati Scenic View Study*, which identified a total of 48 public view corridors that merited a high priority of protection in Cincinnati. Of those 48, nine were identified as having view sheds through the proposed project. However, none of the specific "central locations" of the view sheds are within the proposed APE.

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1.0 INTRODUCTION

TranSystems Corporation, under contract with HDR Engineering and the Ohio Department of Transportation (ODOT), conducted a Phase I History/Architecture survey for the proposed OASIS commuter rail services (PID 86463). The HAM/CLE – Oasis Rail Corridor developed from the Eastern Corridor Multi-Modal Projects, a comprehensive transportation study and improvement program involving a 200 square-mile portion of eastern Hamilton County and western Clermont County, Ohio. The projects involve the implementation of multi-modal transportation programs consistent with the long range plan for the region, addressing priority needs and supporting transportation goals and concept plans established during the Eastern Corridor Major Investment Study (April 2000) and subsequent metropolitan area planning actions.

The HAM/CLE – Oasis Rail Corridor project area was divided into several segments: Oasis Segment 1 – Riverfront to Boathouse, Oasis Segment 2 – Boathouse to US 50 in Fairfax, Oasis Segment 3 – Shared ROW with relocated SR 32, Oasis Segment 4 –Segment 3 to Milford. This Phase I History/Architecture survey documents the resources of Segments 1, 2, and 4 along existing rail infrastructure. Segment 3 is being completed by the ENTRAN/Stantec team in conjunction with a new river crossing at the Little Miami River (HAM/CLE-32F-2.50/0.00; PID 86462). The Area of Potential Effects (APE) for history/architecture is defined as buildings and structures located within or on parcels 50 feet from existing rail lines starting at the Roebling Suspension Bridge to Wooster Pike and from Broadwell Road to I-275 (Appendix A, Figure 1). In addition, the APE includes several 'station location study areas' developed by the stakeholders.

The reconnaissance survey is being conducted in compliance with Section 106 of the National Historic Preservation Act of 1996, as amended. The project qualifies as an *undertaking* per Section 106, with the lead agency being the Federal Highway Administration (FHWA). Therefore, the purpose of the investigation is to determine whether historic properties are located within the proposed APE. These include above resources older than 50 years.

This report was prepared by Mary Anne Reeves and Amber Taylor. The Principal Investigator was Mary Anne Reeves and the Project Manager was Andrew Schneider. Fieldwork was conducted on September 27 -29, 2010 by Mary Anne Reeves and Amber Taylor; as well as fieldwork on October 15, 2010 and April 18 and 19, 2012 by Amber Taylor and Chantil Milam. Maps were generated by Matthew Opel, Jennifer Spinosi, and Amber Taylor.

2.0 BACKGROUND RESEARCH AND CONTEXT

2.1 Records Review

The project team conducted a secondary source literature review focused on identifying previously recorded cultural resources within a larger study area. This research not only provides information regarding the types of sites recorded in the immediate vicinity of this project, but also provides a framework for developing a research design for the project, as well as historic context within which to interpret sites identified during the survey. The research was conducted at the Ohio Historic Preservation Office (OHPO), the Ohio Historical Society (OHS) Archives Library, the Cincinnati Historical Society, and the Cincinnati Public Library. The secondary source literature review included the following resources:

- National Historic Landmark Listings
- National Register of Historic Places Files
- Ohio Historic Inventory (OHI) forms
- County plat maps, atlases, and Sanborns
- *Ohio Cemeteries 1803-2003* (Troutman 2003)
- Cultural Resource Management Reports
- Cincinnati Preservation Association
- The Public Library of Cincinnati and Hamilton County
- Library of Congress
- City of Cincinnati

The *Showboat Majestic*, docked in the Ohio River at the public landing off of Pete Rose Way, was listed as a National Historic Landmark on the 20th of December 1989 (#89002456)(Photo 1; Figure 1D). Tom Reynolds operated the *Showboat Majestic* in 1923 as a floating opera house. The *Showboat Majestic* was leased and traveled throughout Indiana, Ohio, West Virginia, and Pennsylvania, until 1967 when it was brought to Cincinnati as part of the focal point of the Central Riverfront. The *Showboat Majestic* is "last of the purpose-built 'floating operas', the last to make one-night stands, the last to actively travel, the longest-lived under one owner and home of the largest family - the eleven Reynolds children - ever reared on a showboat" (NHL #89002456).

A total of 47 houses from the Columbia-Tusculum Multiple Resource Area (NR#79002699 and addendum) listed on the National Register of Historic Places, fall within the proposed APE or one of the proposed station location study areas. These houses are among the oldest within the project area, well documented historically, and are linked to the founders of the City. More information is provided in Section 2.6.3 and 4.0. In addition, two cemeteries in the APE are listed in the NRHP (see below) and the brick arches of the 1872 Newport and Cincinnati Bridge (NR# 01000363; Photo 2; Figure 1D) a joint nomination between the states of Kentucky and Ohio located in Sawyer Park are also listed on the NRHP.

The Ohio Historic Inventory lists forty-two previously recorded properties within the study area (Appendix B). The remainder of the properties in the project area fifty years old or older represent dwellings, businesses, churches, and factories. A table summarizing these resources may be found in Appendix B. Properties that have since been demolished are listed on a separate table (Table 3, Appendix B).

Historic atlas maps, Sanborn Fire Insurance maps, and plat maps were consulted to identify previous ownership and structure locations (Appendix A). Sanborn Fire Insurance maps (Appendix A) illustrate changes in the transportation, residential, and commercial structures throughout the City. Particularly in Cincinnati, where the city limits were quickly changing and expanding, Sanborn Fire Insurance Maps allow invaluable in-depth historical data. Historic plat maps offer information regarding the railroad, residential, and commercial expansion through the years (Appendix A).

There are two cemeteries located within the APE- The Fulton-Presbyterian Cemetery (NR# 79002706; Photo 172;Figure 1O), located off of Carrel and Dumont Streets, and the Memorial Pioneer Cemetery (NR# 79002709; Photo182) off of Wilmer and across from the Lunken Airport. The Memorial Pioneer Cemetery is the oldest cemetery in Hamilton County and the only physical remnant of the original settlement of Major Benjamin Stites and company (Giglierano et al.1989:345). There are at least three members of the original Benjamin Stites settlers (discussed in Section 2.2) that are buried at the Memorial Pioneer Cemetery. The Fulton-Presbyterian Cemetery, located at Carrel and Dumont Road, contains the graves of some of the founding members of Columbia's history. Sergeant William Brown, one of three men to receive the Badge of Merit for their services in the Revolutionary War, an award now known as the Purple Heart, is buried at the Fulton-Presbyterian Cemetery. The grave location for Sergeant William Brown is unknown since headstones have deteriorated and been looted. The cemetery adjoined the property owned by William and Ruth Brown who had a total of nine children; a school was also built on Brown's property to accommodate his own and local children. Both the Fulton-Presbyterian Cemetery and Memorial Pioneer Cemetery are listed on the NRHP.

There are three train trestles in the proposed project area and two pedestrian tunnels. The train trestles are located on Collins Avenue (Photo 16), the intersection of Delta and Riverside Drive (Photo 130), and over Stanley Avenue (Photo 144). The pedestrian tunnels were constructed in 1917 as per the plan sheets in Appendix D. Constructing the railroad tracks required retaining walls to prevent the hill below the tracks from washing out; these stone retaining walls along Riverside Drive (formerly Eastern Avenue) were part of the Pendleton Railyard (discussed in section 2.6.2). Added later, the pedestrian tunnels improved safety and access for pedestrians. The pedestrian tunnel from Riverside Drive (Photo 111) connecting to Walworth Avenue (Photo 119) aided pedestrians and train passengers exiting the station south of Walworth Avenue (Photo 116). The pedestrian tunnel from Stacon and Congress Street (Photo 146) to Eastern Avenue (Photo 143) connected pedestrians and residents to the many commercial shops and stores, as well as foundries, industries, and residences along Eastern Avenue.

Several cultural resource surveys have previously been conducted near the project area. The cultural resources report files were reviewed to gather information on investigations within the immediate vicinity of the project corridor. These are noted below in annotated bibliographic form.

City of Cincinnati
2002 Cincinnati Historic Inventory Phase I

The first phase (survey) for a comprehensive evaluation of all the communities in Cincinnati, their properties, and eligibility status. This study, and subsequent studies, was part of an effort to revise the 1980's "Strategies for the Comprehensive Land Use."

City of Cincinnati
2004 Cincinnati Historic Inventory Phase II and Phase III

The second and third surveys for the comprehensive historic preservation investigation of Cincinnati extended its investigations into additional communities determining eligibility for individual resources and districts.

City of Cincinnati
2012 Cincinnati Historic Inventory Phase IV Update (Volumes 1 and 2)

A comprehensive report of Cincinnati including the cross-reference of previous surveys (Phase I-III) for various local communities throughout Cincinnati. The 2012 Volumes I and II include tables, OHIs, and photography for the bulk of Cincinnati. This extensive report is available on hard copy as well as on cd.

Terpstra, Douglas, Rachel Bankowitz and Lori Thursby

2005 Phase I History/Architecture Survey for the Proposed I-75 Mill Creek Expressway Study (HAM-75-2.30; PID 76257) in Cincinnati, St. Bernard, and Elmwood Place, Hamilton County, Ohio

This survey revealed 67 previously inventoried history/architecture resources, seven of which are currently on the NRHP, and one that was pending a nomination at the time of the report. Three historic themes were identified for the area: Transportation, Industry, and Suburbanization. The trend of significant development in the Mill Creek Valley came with the construction of the Rail Road. In addition to previously recorded historic properties an additional 224 architectural structures 50 years old or older were identified; many of which were recommended for further study to determine their possible eligibility for the NRHP.

Hunter, William M.
2006 Phase II History/Architecture Survey for the Proposed I-75 Mill Creek Expressway Study (HAM-75-2.30; PID 76257) in Cincinnati, St. Bernard, and Elmwood Place, Hamilton County, Ohio.

A total of thirteen properties were identified within the alternative alignment of the I-75 Mill Creek Expressway. Out of the thirteen properties older than 50 years old, seven were determined eligible under Criterion A and/or C.

2007 ADDENDUM: Wesleyan Cemetery (HAM-6343-27)
Phase II History/Architecture Survey I-75 Mill Creek Expressway Study (HAM-75-2.30; PID 76257) in Cincinnati, St. Bernard, and Elmwood Place, Hamilton County, Ohio

An addendum to the 2006 report that identified a total of seven properties that were eligible within or adjacent to the I-75 Mill Creek Expressway study area. The Wesleyan Cemetery and the Sexton House were determined eligible for the National Register of Historic Places under Criterion A, C, and D.

Reeves, Mary Anne
2007 ADDENDUM: Carl A. Strauss House
Phase I History/Architecture Reconnaissance Survey, 4086 Egbert Avenue, Cincinnati, Ohio.

This house is less than 50 years old but, upon further examination it was considered to have "Exceptional Importance" and is eligible for the NRHP under Criterion C for its unusual and distinctive architecture and Criterion B for the importance of its architect, Carl A. Strauss.

In 2007, the City of Cincinnati completed a Public View Corridor. The subsequent report, the *Cincinnati Scenic View Study*, identified a total of 48 public view corridors that merited a high priority of protection in Cincinnati. Of those 48, nine were identified as having view sheds through the proposed project (Figure 42, 42A- 42C):

- Columbia Parkway eastbound from Fifth Street Viaduct
- Columbia Parkway Steps
- Martin Drive Overpass
- Columbia Parkway Pedestrian Overlook at Kemper Lane (east and west views)
- Columbia Parkway westbound near street #1852
- Columbia Parkway eastbound near street #1852
- Collins Avenue from William H. Taft Road
- William H. Taft Road at Columbia Parkway
- Columbia Parkway Pedestrian Overlook at William H. Taft Road

None of the specific "central locations" of the view sheds are within the proposed APE (Figure 42, 42A-42C); however, the nine listed above are adjacent to or look through the proposed project APE. It is important to note that

the view of these locations will not be impacted by any upgrades to, or the use of, the rail line itself. However, the construction of a station location would require additional investigation for impacts in the above mentioned locations.

2.2 Historic Context of Cincinnati, Hamilton County

The eight mile project begins in downtown Cincinnati and extends into Linwood Township, an area known as the East End since the last half of the nineteenth-century. While the area was given one name, it was anything but homogeneous—historically several distinct but related communities were established in this area at the onset of Cincinnati's development.

Cincinnati began as three separate settlements-Columbia, Losantiville, and North Bend. Settled for their access to waterways, Columbia, North Bend, and Losantiville were located along the Little Miami and Great Miami Rivers. The oldest of these settlements, Columbia, was founded in 1788 by Judge John Cleves Symmes, Benjamin Stites, and Colonel Robert Patterson. John Cleves Symmes, in addition to being a judge and Revolutionary war veteran was also a speculator. Symmes' friend, Benjamin Stites, was chasing horse thieves through the Northwest Territory and realized its fertile soil and plentiful hunting would make an excellent settlement. Symmes gathered a company of men, the Miami Company, and purchased a million acres of land. Although they completed an in-depth survey of the land to sell off tracts, the survey used magnetic North and not true North, which created problems later for residents and inhabitants who were deemed "squatters." Benjamin Stites went on to personally settle the area of Columbia where he built a house on what is now Eastern Avenue. In 1789, Fort Washington was built in the settlement of Losantiville. The location for the fort was chosen for its lack of flooding and vantage point on a high bluff. The increased military presence from the fort in Losantiville became an economic and protection asset for the surrounding communities. Fort Washington also made Columbia, not Cincinnati, the dominant community in southwest Ohio. Although Columbia was close to six miles outside of Cincinnati and the residents had to move to higher ground, Columbia was the stronghold for the beginning of the 19th century.

General Arthur St. Clair, also Governor of the Northwest Territory during its beginning development, renamed the area Cincinnati in honor of the Society of Cincinnati of which he was president. The Society of Cincinnati was a hereditary organization that focused on preserving and implementing the ideals put forth through the pledges from the government granted for American Revolutionary veterans. General St. Clair hoped that by honoring the organization in name he would draw attention to members of the Society to settle in Cincinnati. Indeed a large number of Revolutionary War veterans accepted land in the early settlements of Cincinnati. Their commitment to developing the early settlements is commemorated at the Pioneer and Fulton-Presbyterian Cemeteries through statues, monuments, and flag displays.

General St. Clair led many troops into battle to defend the new settlement and Fort Washington from the Native American tribes. Until the arrival of General "Mad" Anthony Wayne however, Native American tribes continued to pursue and win battles with the new settlers. However, Wayne and his troops won a decisive battle at Fallen Timbers which forced the native tribes of the area to sign the Treaty of Greenville, extirpating Native American from southern and eastern Ohio (Stradling 2003). With the major threat to the settlers leaving the territory, more families arrived to inhabit and hopefully prosper in Cincinnati. Agriculture was the backbone of Cincinnati's development—both in land and in exportation. Settlers quickly developed wealth based on land ownership, shipments of agriculture goods south, and farming; all of which made Cincinnati an expanding, prosperous city.

In 1802, Cincinnati was officially chartered as a village and in 1819 it was large enough to be considered a city. The emergence of steamboats such as the *Enterprise,* which first successfully navigated the Mississippi and Ohio Rivers (Stradling 2003:21), revitalized Cincinnati's potential via two-way trading. Going down the Mississippi or Ohio Rivers to New Orleans for example was no problem; however, the return trip up-stream against the current took twice the time prior to the steamboat which then allowed for goods to be exported out of Cincinnati from agricultural fields and imported into Cincinnati for its citizens and expanding markets. Then in 1825, with the help of state money,

Cincinnati invested and began construction on the Miami Canal which would allow access to Dayton and other expanding cities in the state (Stradling 2003).

Cincinnati's early industries focused on distilleries using grain from the local farmers, livestock for meatpacking and soap-making (lard for candles/soap), and lumber for steamboats. Cincinnati's largest growing industry in the 1820s was its steamboat manufacturing. By 1829, Cincinnati had built 81 steamboats, more than a quarter of all the ships plying the western rivers (Stradling 2003:23). The East End, away from the city center but still along the Ohio River, was the focus area for steamboat building. Fulton Township (discussed in Section 2.6.1) was especially pivotal for the raw goods and manufacturing for production of steamboats.

The development of "The Queen City," as it was nicknamed by Henry Wadsworth Longfellow, went through three major developmental periods- "the Age of the Artisan (1788 to the early 1840s), the age of Manufacturing (early 1840s to 1873), and the Age of Modern Industry (1873 to the early 20th century)" (Ross 1989:13). During the Age of the Artisan, opportunities abounded, the work was favorable for employees, and working-class families were able to support themselves nicely with the lower cost of food and housing. The artisans worked in specialized shops of three or four men and the entire product was completed within this shop; also, the artisans work environment was relaxed with frequent beer, candy, or newspaper breaks (Ross 1989:14). As long as their work was completed by the allotted time, the workers followed their own pace. The masters, journeymen, and apprentices in the shops were highly skilled and were experts in their field. Although the artisans relied on tools, mostly ones they made themselves, the tools were simple and powered by manual force rather than a machine as in decades to come. Custom pieces and the general artistry of the worker produced the pieces, not the market demands or what was advertised in a catalogue.

The Age of Manufacturing brought many changes for the residents of Cincinnati and communities surrounding it. Population increased dramatically during the middle of the 19th century which in turn, affected jobs and available housing. The manufacturing age brought forth a new type of worker, the factory artisan. Still highly skilled at his craft, his daily job would be to reproduce what the market wanted at that particular time. Trends and marketplace value overrode any artistic or stylistic skills that earlier would lead the craft production. The factory artisan also was forced into an assembly line production; rather than working on several pieces from start to finish, the factory artisan completed the same process over and over-attaching the sole to the shoe, threading the buttons onto a dress, glazing the whiteware ceramics, etc. Immigrants from other countries converged into the City with Germans and Irish being the largest groups. Cincinnati exploded as a large manufacturer in the Midwest exporting products such as shoes, furniture, clothing, alcohol, glassware, and especially, pork. With the emergence of shipyards and large factory produced wares, long work days, less pay, and increased rent all threatened the working-class families. Manufacturing was less about quality of work and more about quantity; therefore, the leisurely at your own pace age of artisans was officially dead in lieu of big business.

With the economic classes diverging from each other through the increased separation of business owners and workers, City residents became more divided over their leisure activities, religious, racial, and gender lines (Ross 1989). Leisure time for professionals, well-to do merchants, and business owners included clubs, societies, and philanthropic organizations. Their ability to separate themselves brought about a social and cultural change, as the upper- to middle-class encouraged sobriety, self-discipline, and Sabbath observance (Ross 1989). Saloons, taverns, and gambling produced an atmosphere of morals and customs that were growing unacceptable to the wealthy. The wealthy attempted to start trade groups; machinists, carpenters, and mechanics were a few occupations that started to organize workers into more respectable clubs to occupy their free time. However, racial and ethnic lines proved to be more important than job organization. It was not until after the Civil War that hostilities between and towards ethnic groups calmed to allow workers to form new alliances based on work or interest (Ross 1989).

Modern industry in Cincinnati began with the economic depression of 1873 and the downward spiral of the working-class. The economic depression saw men of all careers unemployed and barely surviving. Wives, daughters, and

young children were thrown into any work available, no matter the job or pay off. Small factories and shops had to close while large capital on new factories with the newest machinery allowed for lower cost and increased profits (Ross 1989). The factory life consisted of repetitive tasks, little pay, and little prospect of advancing to a higher-position. With frustrations high, unemployment rate higher, and families barely getting by, the factory workers united within common trades, races, and occupations in an attempt to better their lives. After several strikes and bloody battles which included citizens getting injured or killed, factory workers united across cultural and occupation lines. Through these efforts, as of May 1, 1886 eight hours was a legal day's work (Ross 1989:23). When the eight-hour work day was not put into effect two days later on Monday 3rd, workers across Cincinnati and the Nation went on strike, yet again. The United Labor Party (ULP) was formed in the spring of 1887 to address issues concerning American workers. The party members, including Irish, Germans, Catholics, Protestants, Jews, skilled and unskilled workers did not feel as though they were radicals but enforcers of the laws and hopeful citizens who believed they still had a voice in the future of their city (Ross 1989: 24-25). Although the party fell short on votes (only 682 votes separated the ULP from the Republican candidate for mayor), the ULP members exhibited the best attributes of Cincinnati through their determination and fortitude of industrial change and an economic depression.

From the 19th century to mid-20th centuries, park outings were an important social aspect of Cincinnati. The East End Garden located along the Ohio River at the eastern edge of Pendleton near the Columbia depot was a 12 acre landscaped recreational retreat. Graveled walks, flower beds, orchards, and poplar-groves were all admired by everyone who visited the park (King 1879). Although the park switched names several times, its location and beautification was kept up throughout the decades.

Water Works Park (now Sawyer Park) was for many years the only park in Cincinnati. Located at the southern slope of Mt. Adams, the park lay between the Ohio River and Front Street (King 1879: 83). The grounds of the Water Works Park at the time of *King's Pocket Book of Cincinnati (1879)* publication, was three acres.

In addition to parks and gardens as recreational pastimes, the Cincinnati Red Stockings were established as the first professional baseball team. Sports were an important part of urban culture as it allowed working-class males a chance at playful competition, exercises, and male camaraderie. Baseball was one of the first traditional male pastimes, and the Red Stockings established in 1869 with ten salaried players were one of the most successful baseball teams of their time.

2.3 Race in Cincinnati

Prior to the Civil War, the Ohio River was the dividing line between slave states and non-slave states. Cincinnati, therefore, was the first large city for runaway slaves and freed African Americans who sought shelter from their slave owners. Although laws until the Civil War stated that any runaway slave caught would be sent back to their owner, Cincinnati became a beacon for slaves seeking a chance at a new life.

Although federal law prohibited slavery in the State of Ohio, nothing stopped blatant racial discrimination (Stradling 2003: 27). Being located just north of the Ohio River, and representing the line of freedom, Cincinnati experienced a growing African American population that expanded on an annual basis. The Black Laws of Ohio became law in 1804, and were amended in 1807 for a more strict policy regarding escaping slaves and free Blacks. The Black Laws included some strict rules for any Black person to follow including that no Black person would be allowed to reside in the state unless he had a certificate from a court declaring his freedom; every black person was required to have a certificate of freedom from the county he chose to reside in; a Black person could not be hired to work without such a certificate; anyone caught harboring a fugitive slave was subject to a fine; and any person caught harboring a fugitive slave without his certificate was subjected to a fine of $1,000. In 1807, the law was amended to state that no Black should be allowed to settle in Ohio unless he could post a bond of $500 signed by two bondsmen attesting to his character within 20 days. Blacks were not allowed to testify against white people, and fines for offenses were increased. In response to these laws, Blacks, especially is escaping slaves, had to get to Canada where the Black Laws did not apply (Galbreath 1925: 298-300).

Through this discrimination, "the African American community continued to grow and by 1840 more than 2,200 Blacks lived in the City, more than five percent of the City's total" (Stradling 2003: 27). The availability of work as unskilled laborers for men and domestics for women, encouraged the Black community to stay in Cincinnati for the long haul, establishing their own churches and schools without the aid of the City. Throughout the 1820s, the rising number of freed Blacks in the City caused racial tensions that broke out in violent raids on numerous occasions. The 1826 founding of the Cincinnati Colonization Society, a local branch of the American Colonization Society, encouraged the removal of free Blacks back to Africa. This Society had more long-term goals in mind which did not mollify many wealthy and concerned citizens. Violence broke out in groups throughout the City in 1829, attacking African Americans and damaging property (Stradling 2003).

The worst case of violence was in 1841 when a note from a fugitive slave to family members announced the names of two black Cincinnatian's who were part of the Underground Railroad system (Stradling 2003). The letter was published in a pro-slavery newspaper, the *Enquirer,* and on September 3, a group of angry whites moved toward the area of town known as "Bucktown," which was entirely African American. A gun battle broke out between the white mob and the Blacks defending their homes. In the end, the Black community protected their property but were detained by a racist legal system that jailed 300 Black men for several days (Stradling 2003). Before the onset of the Civil War, close to 4,000 Blacks lived in the City and although violence continued in small forms against African Americans and their property, Cincinnati's African American population was the largest in the State.

2.4 Transportation

Cincinnati's growth, both economically and in population, was centered on its access to water and thus means of transportation. In the decade between 1820 and 1830, the population grew by 1.5 times. The beginning of 1830 saw 25,000 people within Cincinnati, which was a large number of people in such a compact area. As there was no public transportation from the outlaying farms or settlements, people clustered around the downtown Cincinnati area and in particular were drawn to the Public Landing, where the steamboats would dock on a weekly, even daily basis in some instances. While the City was compact with its growing population during the 1830s and 1840s, segregation of races and classes was very common. Upper-class families wanted to be away from the city center's dirt and grime so their residences were located on fashionable streets which were away from the lower lands and the fear of flooding (Stradling 2003). Poorer residents settled closer to the landing which was lower ground and frequently flooded. Some poorer residents even resided outside of the city limits, such as African American settlements on lower ground on the east side such as Bucktown and Little Africa.

The New York State canal system, Erie Canal, was extremely successfully for connecting ports from the East Coast inland to Lake Erie. With the Erie Canal system in mind, the construction of the Ohio and Erie Canal and the Miami Canal began in 1825, entirely funded by the State of Ohio. This canal, and subsequent canals, would allow Cincinnati to trade, ship goods, receive goods, and offer limited transportation to Dayton and towns between. While Cincinnati had been trading and shipping goods south for many years, this was the first attempt at canals within the State of Ohio for transportation of goods as its primary focus from city to city. The canal construction between Middletown and Cincinnati was rushed and by 1827, the locks were in place, water let in, and the first two boats, the *Clinton* and the *Washington,* left Middletown for Cincinnati (Federal Writers Project 1938:31). Twenty years later in 1845, the canal system added Toledo and Lake Erie to the canal. This further solidified Cincinnati as an important hub of transportation for Ohio. With the addition of new trade routes, the canal system was renamed the Miami and Erie Canal (Stradling 2003: 22). The canal transportation did not only aid the large cities of Cincinnati, Dayton, and Toledo, but the smaller towns and developing settlements along the canals also felt the impact of economic growth. For 60 years, the canal boats were drawn by horses or mules. The electric mules and gasoline boats were the last attempt to make the canals more productive and quicker. In 1895, freight boats completed their last waterway travel down the canals. Some small manufactures still used the canals for small transportation needs, but the railroads had taken over as the means of transportation by the late nineteenth and turn of the twentieth-century. Major flooding in Ohio particularly in the 1880s and 1890s also attributed to the demise of the canals as did the expense of upkeep.

The economic growth of the Miami and Erie Canal were minor in comparison to the arrival of the railroad. "In 1842, the first railroad to enter Cincinnati, the Little Miami Railroad, ran up the Miami River valley" (Stradling 2003: 45). The first railroad introduced city planners, business owners, and prominent members of society to a new world of transportation, importing/exporting of goods, and manufacturing prospects. Construction of railroads exploded during the late 1840s to the early 1860s and the largely followed the canal systems along the Little Miami River Valley. By the Civil War, railroads spread out from Cincinnati connecting to East Saint Louis, Chicago, Dayton, Toledo, Sandusky, Cleveland, Pittsburgh, Wheeling, and Lexington (Stradling 2003:46).

The Little Miami Railroad, the first railroad in Cincinnati and second in Ohio to be incorporated, was chartered in 1836 in order to connect the Cities of Cincinnati, Columbia, and Springfield. Although known as "Old Reliable" for its reputation for running on time, the Little Miami took ten years to complete its Springfield section due to the depressed economy and change of company ownership (Ford and Ford 1974). All equipment used by the Little Miami Railroad was manufactured by Cincinnati manufacturers (Federal Writers Project 1938). The first section of rail was completed by 1840, but the economic downturn of 1837 meant that cheap, wooden rails were installed in place of iron. A year later the wooden rails were replaced with iron and by 1841, the first train was put into operation between Cincinnati and Milford (www.abanandonedonline.net). In 1843, the first permanent depot in Cincinnati was constructed in Pendleton (See Section 2.62). The Pendleton Depot was fitted with two sets of track inside a brick and wooden structure. The Little Miami Railroad continued to add tracks and by 1856 it had 116 miles of track and three stations (Black 1940). Mergers and partnerships between the railroad companies of the time were continually changing, but on December 1, 1869, the Little Miami Railroad leased all its property to the Pittsburgh, Cincinnati & St. Louis Railway Company (PC& STL) for a renewable 99 year lease; the maintenance and operation were thus transferred to the Pennsylvania Railroad (Black 1940). The line ran for another 100 years after improvements made the tracks faster and safer.

After the Civil War, Chicago emerged as the larger transportation hub of the west, while New York City emerged as the eastern counterpart. Chicago and New York City's geographical locations directed transportation and economic development towards northern Ohio and away from Cincinnati. In an effort to expand their transportation routes, the railroad bridge between Newport and Cincinnati was completed in 1872, connecting Cincinnati to Louisville, Nashville and points south for the first time by rail (Stradling 2003). While Cincinnati may not have remained the center of the Midwest transportation system after the Civil War, industry and expansion still boomed in Cincinnati for decades to come.

The suburbs of Cincinnati and the many hilltop communities that were impassable with horse-drawn transportation were isolated for much of the first half of the 19th century. Connecting the City, local rail lines, such as the Cincinnati and Columbia Street Railroad, began in the early 1860s (Condit 1977: 91). For three years, the lines were extended from Eastern Avenue (eventually to Wooster Pike) from Pendleton to Delta Avenues, and Columbia to the Little Miami River (Condit 1977: 92). Pendleton was chosen for its central location as a connection to the horse-car line that extended into the City core (Fountain Square). The Columbia line expanded so quickly that residents complained about the continual noise from the loud "dummy engines" that powered the locomotives. Dummy engines were louder because the engine was housed entirely within the forward part of a passenger-car body (Condit 1977). The Columbia line expanded to Mount Lookout and was later acquired by the Cincinnati Street Railway Company in the late 19th century.

In 1873, the owners of six street car routes joined together to form the Consolidated Street Railway Company and seven years later in 1880, four more lines merged to form the Cincinnati Street Railway Company (Giglierano et al.1989). After the ten rail lines joined, the horse-cars and steam dummies that had connected Fulton and Pendleton on major rail lines into the city were replaced with electric streetcars. The Cincinnati Street Railway Company built a series of barns, shops, and offices throughout the east end. Due to heavy flooding and the advent of the automobile, the Eastern Avenue rail line was abandoned and the property was bought by The Cincinnati Gas & Electric Company

which subsequently demolished most of the facilities for expansion of Eastern Avenue gas works (Giglierano et al.1989:341). However, the Office and Waiting Room of the Cincinnati Street Railway Company, 2760 Riverside Drive (Photo 57; Figure1D, 8,9,18, and 31, Section 4.2), was spared from demolition and is the last remaining structure of the railway company in existence.

The property now known as Lunken Municipal Airport was left unaltered as farmland until the early twentieth century as it was prone to flooding. Used primarily for agricultural pursuits (Giglierano et al.1989), the president of the Lunkenheimer Valve Company, Edmund H. Lunken, and his friend Major E.L. Hoffman, decided it was the perfect location for a permanent airport as it was far enough out of town but close enough to major roadways. In 1922, the Lunken Airport Company was organized and three years later a runway and two hangars were erected. City officials realized that the Lunken Airport Company and the area surrounding it would be an excellent site for a municipal complex; Lunken and Hoffman donated the land on the terms it would be expanded and improved. Lunken Municipal Airport was dedicated in 1930. The potential and frequent flooding put several runaways out of commission for days at a time and with a new commercial airport in Kentucky in 1947, Lunken traffic soon decreased (Giglierano et al.1989 :345). The use of private planes in the area quickly turned Lunken into a private hangar facility and the early 1960s saw a new control tower and jet runway being constructed.

2.5 Industry

Cincinnati's earliest and most profitable industry was agriculture. Farmers located around Cincinnati would bring their animals and crops to Cincinnati for trade or sale. Other than transportation, no other industry affected Cincinnati and its history more than meatpacking, especially pork. Pigs were an easy animal to raise and could live on surplus corn crops. Therefore, large numbers of farmers throughout Ohio would raise pigs and take them to Cincinnati for slaughter; it was easier to herd pigs into the City for slaughter than transport grain or the hogs over long distances as the effort would cause the hogs to lose much of the weight necessary to get a good price at slaughter. The east end of Cincinnati was the center for slaughterhouses and the river would run red with blood from the enormous amounts of pigs slaughtered throughout the colder months of the year, which made meat easier to preserve. While early methods of butchering and packing were wasteful and time consuming, the 1840s saw rapid increases in production through a "dis-assembly line" precision and less quality meat parts found a market with poorer residents. This new improved form of working on a line allowed some butchers to spend less than a minute with each hog and perfect their particular technique. By 1850, the 48 meatpacking plants employed over a thousand workers and were able to pack nearly 400,000 hogs per year, which was 16 times what Chicago was producing (Stradling 2003:53). Chicago later overtook Cincinnati as "Hog Capital" but largely because Cincinnati would send large amounts of hogs down south and the hostility over the Civil War prevented this. Cincinnati's nickname "Porkopolis" remained intact even after Chicago surpassed it in production and the once derogatory statement was looked upon with pride from its citizens, as they knew the industry helped them thrive.

The pork industry had two other industries that it supported through the byproducts of the animal. Tallow for candles and lard based soaps were industries based around the height and success of the pork industry. Procter and Gamble was one such company that began in 1837 with William Procter and James Gamble making soap and candles in their backyard using the animal fats from the hog butchering as their base ingredient. After a slow period and economic hardship, the mid-1840s saw the company become successful and a well known brand in the area. Procter and Gamble flourished during the Civil War as a large supplier of soap for Union troops. Then, after an employee accidentally left the mixing machine on while he took his lunch break, he returned to find a soap mixture with too much air, quickly named the "floating" soap (Stradling 2003:55). Later renamed Ivory Soap for its pure white color, this accident would make Procter and Gamble one of the world's most profitable companies. With their additions of vegetable shortening (Crisco), laundry detergent (Dreft and Tide), and toothpaste (Crest), Procter and Gamble widened its profit margins by diversifying its products.

Cincinnati was a largely German population who immigrated in large numbers during the Age of the Artisan. Their German heritage had instilled knowledge of brewing beer and the densely German populated areas of Over-the

Rhine and the West End saw large numbers of small family-owned breweries. The agricultural crops brought into Cincinnati for sale helped the breweries keep costs low by avoiding out of state products. It was important for breweries to be located near the river for transportation of their beer out of the City but also to receive shipments of ice for the fermenting of lager (Stradling 2003). Until Prohibition hit Ohio in 1919, the breweries thrived. Although small breweries still operated in secrecy and large breweries tried to stay afloat by making soda, Prohibition closed the majority of breweries in Cincinnati for good.

As one of the earliest industries in Cincinnati, carriages were an essential part of Cincinnati's expanding city. As early as 1793 Cincinnati's first carriage was produced (Stradling 2003:61). Additional carriage makers started small businesses in the 1810s and by the last decade of the century, more than 80 firms produced carriages in the City. Carriage companies barely survived into the 20th century with the introduction of the automobile and decreased prices of railroad tickets.

Another mid-19th century industry in Cincinnati was the manufacture of art pottery. One of the most famous potteries was founded by Maria Longworth Nichols Storer, granddaughter of Cincinnati businessman and property owner Nicholas Longworth. Rookwood Pottery began in 1880 located at 207 Eastern Avenue in Cincinnati. It remained at this location until a larger new building was completed on Mt. Adams in Cincinnati about 1892 (today a restaurant). Rookwood Pottery used native clay and skilled artisans, both men and women, to handcraft unique vases, ceramic tile, and other pottery pieces (Stradling 2003:63-64). This was one of the few pottery companies in the United States owned by a woman. She let her artisans have a degree of artistic freedom in the use of glazes and techniques (http:www//rookwood.com/heritage.html). Rookwood became famous for its unique pieces and distinctive glazes, still highly prized today. In 1889, Rookwood Pottery won the gold medal at the Paris Exposition Universelle. In 1941, Rookwood filed for bankruptcy as the result of the Great Depression, and was later re-opened by new owners. Eventually the company was sold again to Herschede Hall Clock Company, who in 1960 moved their main operation to Mississippi. In 1967, the operation at Rookwood in Cincinnati was permanently suspended (Lehner 1988: 379).

Other potteries in the area included the T.J. Wheatley and Company (1880-82), which became the Wheatley Pottery Company, with a large factory at 4617 Eastern Avenue. Thomas J. Wheatley worked with the early founders of the art pottery movement in Cincinnati. He played a role in the founding of the Cincinnati Art Pottery in 1980, the Coultry Pottery, and T. J. Wheatley and Company in 1880-82. When one of Wheatley's potteries was destroyed in the flood of 1884, he went to work with the Weller Art Pottery Company of Zanesville, but returned to Cincinnati and founded the Wheatley Pottery Company and later Wheatley Tile and Pottery Company. Wheatley specialized in garden ware and architectural items as well as art pottery. All operations of Wheatley Pottery ended in 1936 (Lehner 1988: 516).

Music in Cincinnati was very popular with immigrant populations, especially Irish and German. Dwight Baldwin began his music business in downtown Cincinnati in 1862 (Stradling 2003); originally the business only sold pianos and organs, but soon Baldwin began manufacturing his own brand of pianos and organs, capitalizing on his popularity in the Cincinnati and regional area. His business flourished until his death in 1899 when the company partnership was dissolved, but the partners re-united four years later in 1903 to continue the efforts of Baldwin. The new partners include automatic pianos and the very popular thirty-four and forty-one foot upright pianos that were smaller but in high demand. The company left Ohio in 1958.

Across from the Cincinnati Street Railway Company's last remaining structure is the expansive Cincinnati Gas & Electric East End Works facility. Spanning a quarter mile, the CG& E property was vastly altered in the 1960s in a modernization plan and the majority of the buildings from the 19th century were destroyed. The property CG& E chose in the East End was ideal for geological formations below ground, allowing for a 2.5 acre storage cavern which could be mined (Giglierano et al.1989:342).

Cincinnati was never an iron or steel town. However, several foundries in the area were built and supplied the industry with all the necessary products to build steamboats within Cincinnati. The Phoenix foundry in 1819 allowed

the City, and particularly the area of Fulton (discussed below), to build an impressive 81 ships by 1829 (Stradling 2003). Additionally, Cincinnati's largest contribution to the Civil War was through its supplies to the Union Army. "The City's largest iron manufacturer, Eagle Iron Works, employed more than 400 men in producing cannon and gun carriages, and in retrofitting muskets with rifling" (Stradling 2003: 43-44). The City also supplied the troops with other necessities that Cincinnati was well-known for, such as pork, candles, soap, bread, and carriages.

The booming economy, increased the number of immigrants, and improvements in transportation, all made Cincinnati a thriving city with a multitude of industries and factories, some of which continue to thrive today (e.g. Proctor & Gamble). Ship building and the railroad were two industries that greatly affected the Fulton and Pendleton Townships, which are located in the project area and were settled by men working in the yards. These Townships were a response to the industries growth and the expanding market of transportation.

2.6 Cincinnati's Suburbs

2.6.1 Fulton

Named after Robert Fulton, the inventor of the steamboat, the area of Fulton Township on the East End of Cincinnati was a single-industry town focused on ship building. Robert Fulton has been penned as the man who designed and built the first commercially successfully steamboat in 1807, the *Claremont*. Fulton, a densely populated area, was narrow but two and a half miles long when incorporated in 1828. Located on Eastern Avenue from Hazen Street to St. Andrews (Figure 37), Fulton was a busy, growing, self-sufficient community. "By the 1830s, Fulton had four boatyards that were supplied by two lumberyards and four sawmills" (Giglierano et al.1989:332). A one-street community along the Ohio River, Fulton would comprise half of what is would later be known as the "East End" (Cincinnati Public Library Database).

Fulton attracted skilled workers and their families with the manufacturing of raw materials and boatyards, to a location outside the urban center. The population influx made Fulton a town in 1832. Churches, stores, social halls and residential properties developed along with the shipyards business until the transportation venue changed from water to railway. Although Fulton was also the residence for many workers, Fulton's council passed ordinances to regulate taverns and entertainment while also prohibiting horse racing and disorderly conduct (Giglierano et al.1989:332). The Christ's Church in Fulton was started by the Irish-born Archbishop John B. Purcell, who wanted to establish English-speaking parishes for the influx of Irish immigrants in the area. While the Irish and German Catholics were the major immigrant groups in Fulton, as well as most of Cincinnati, the East End and Cincinnati proper had mostly German speaking Catholic churches. The Christ's Church was home to more than 40 families in Fulton and the surrounding area, mostly of Irish descent (Cincinnati Public Library Database). The St. Rosa of Lima Roman Catholic Church at 2501 Eastern Avenue (Figure 7) was completed in 1869 as a German-language parish. Directly across from the location of what would become the Torrence Rail Station, the brick Romanesque revival church was used as a navigational landmark both by river and land. By the early 1840s, Fulton's population was close to 2,000, of which 400 were employed in boat building (Giglierano et al.1989:332).

Fulton's peak was between 1816 and 1880 with a total of 900 new steamboats being built. During and after the Civil War, thousands more were repaired and refitted in Fulton (Cincinnati Public Library Database). Fulton was nationally known for its large companies such as Knowles and Jones Steamboat Builders, the Hazen Shipyard, and James Keslar's Fulton Saw Mill (Cincinnati Public Library Database). With the onset of the Civil War, Fulton became a vital resource. After the Civil War, the steamboat industry suffered as the increased railroad demand hampered the need for steamboat transportation. The three surviving steamboat manufacturers and repair shops were all located in Fulton. The last boat builder to survive the downturn of steamboat transportation, Marine Railway & Dry Dock Company, was located at 1841 Riverside Drive (Photo 3).

With continued floods throughout the remainder of the 19th century and the loss of manufacturing jobs, Fulton's neighborhood slowly lost population. The 21st century saw new residential condominium development along the

River and the International Friendship Park which has both increased the population and development in what was Fulton.

2.6.2 Pendleton

Located east of Fulton, roughly from St. Andrews Street to Delta Avenue (Figure 38), Pendleton was largely railyards and working-class housing for the men and their families working at the yards. While its neighbor Fulton focused on the boat industry, Pendleton's primary focus was the up and coming railroad industry. The Village was named after Nathaniel Greene Pendleton who along with his partner, Jacob Strader, President of the Little Miami, purchased the land around the newly built railyards. Pendleton was farther away from the City center than Fulton and the area was less developed. The first terminal facilities (1843-1846) in Cincinnati were located in Pendleton because locomotives were not permitted within the City limits. Pendleton offered an area close enough to the City for manufacturing, railyards, and transportation without infringing on the law. The rail cars were uncoupled at the corporation line and then hauled into the City by horses. This practice was taxing, both on the people and the animals and was quickly discontinued with the allowance of a rail terminal near the City's commercial center for a Little Miami railroad depot. The terminal facilities included an engine house, a freight house, a shop building, and passenger depot (Condit 1977:7). The depot was completed in September 1848 and for 10 years, the Little Miami Railroad ran without any rail competition (Cincinnati Public Library Database). By the early late 1850s, a total of 20 competing lines were running into and out of Cincinnati. The influx in competing rail lines, although strong at 20 lines, was hampered by the inclusion of steamboats as a mode of transportation throughout the mid-and late-19th century.

The remnants of the Pendleton railyards are visible north of Riverside Drive with the intact limestone retaining walls. The Little Miami Railroad's first train running out of Pendleton started its first journey in December 1841. With the success of the Little Miami the Pendleton facilities were improved in 1846 to 1848 (Giglierano et al.1989). Another set of improvements between 1847 and 1853, replaced the wood and iron rails with all-steel rails. These new steel rails were also straightened and improved, which included building retaining walls to support the tracks and protect Riverside Drive/Eastern Avenue. As the need to expand grew, the Pendleton yards became less needed as they were incapable of expanding due to the river, hillside, and roads. With the phasing out of Pendleton yards at the end of the 19th century, the limestone retaining walls are all that remains of the original center of Cincinnati's railway history.

With Pendleton's station and railyards quickly become obsolete, the Torrence Road Station was opened in 1905 in the center of Pendleton. The Torrence Road Station was built with a pedestrian walkway over the tracks and a tower for viewing on both sides of the tracks; all that remains of the station are captured in Photo 313 and 390. The station allowed passengers destined for eastern suburbs to transfer to street cars or private vehicles without going into downtown (Giglierano et al.1989). This was also most notably convenient for Congressman Nicholas Long and his wife Alice, whose father was President Theodore Roosevelt and he visited the station on a visit to see his daughter.

One of the most notable small factories in Pendleton was the Cincinnati Artistic Wrought Iron Company, located at 2941-2943 Eastern Avenue (Photo 82). In 1909, the company moved into the three-story utilitarian brick structure still standing. The company produced specialty iron works including many of the fences and architectural features (railings, fixtures, and gates) in the Columbia-Tusculum Historic District.

With the railyards at the center of Pendleton, the working-class quickly became the target market to whom Strader and Pendleton could sell their land. Simple frame structures for workers and their families quickly sprung up between Eastern Avenue and the Ohio River. Later, when the Cincinnati Artistic Wrought Iron Company moved to 2941 Eastern, more workers settled in the Pendleton area. In what little growth Pendleton experienced with its few shops and corner markets, its working-class families were also neighbors to a growing African American community. William B. Dabney, a newspaperman, identified over 60 black property owners in the vicinity of Pendleton in the 1920s (Giglierano et al.1989:343). The Pendleton area stayed working-class with a large population of African

American citizens even until the 1980s through revitalization and urban renewal projects. As Pendleton lost its placement as part of the rail hub and the residents moved out of the neighborhood, absentee landlords with little regard for the area, allowed deterioration to occur.

2.6.3 Columbia

Columbia was the second settlement in the Northwest Territory (Marietta, Ohio being the first). Home to the original founders of the area, Columbia was supposed to be the center of town according to Benjamin Stites (Giglierano et al.1989:348). The original settlement was platted at the current location of Carrel Street and Airport Road. The only identifying marker left is the Pioneer Cemetery where many of the original settlers were buried; the land was part of the Columbia Baptist Church, the first Protestant church in the Northwest Territory. In 1815, the settlement moved to the base of the Tusculum Hill, along what is now Eastern Avenue. The houses north of Eastern Avenue between Stanley Avenue and Tusculum Avenue are some of the oldest houses in the area. James Morris traveled to Columbia in 1798 built a log cabin in 1804 at 3644 Eastern Avenue (Photo 141); the house is still standing today with the remnants of the log cabin surviving under the updated structure. Although the early settlers were anticipating Columbia becoming the center of a thriving town, they did not accept or support indigents or paupers. "Early histories of the area talk of boarding paupers. The person would be put up for auction and would go to the lowest bidder. Other documents forbid certain families who were known indigents from entering the town," (Columbia Tusculum Bicentennial Brochure 1988: 7). The merchants, businessmen, and farmers worked hard to turn Columbia into a thriving town and expected anyone who wanted to settle in their town to do the same.

Columbia was a thriving village, but continual flooding from the Ohio River made residents move on a continual basis. The Columbia Business District, located on Eastern Avenue, Tusculum Avenue, and Carrel Street, was part of the major transportation from the City to the suburbs. When the Village of Columbia was incorporated in the late 1860s, there were close to two dozen businesses including druggists, grocery stores, blacksmiths, and a doctor. The electrification of the streetcar only improved the business district by aiding the quick transport of goods and people to and from Columbia.

In 1866, Joseph Longworth (1813-1883) laid out two major subdivisions in the Village of Columbia: Undercliff and Mt. Tusculum. The latter subdivision included property where Longworth's father had established vineyards in the 1830s. The Mt. Tusculum lots, intended for the well-to-do, ranged in size from 5,000 square feet to 12 acres and sold very slowly. Undercliff, on the other hand, included smaller lots that sold three times as quickly, primarily to people who worked for the railroad or nearby factories" (Giglierano et al.1989:334). Undercliff includes the small lots that front Eastern Avenue on the east side toward Linworth. Mt. Tusculum includes the area that is for the most part in the Columbia-Tusculum Multiple Resource Area

Columbia Parkway (formerly Avenue) originated as early as the 1860s in some parts. However, the City officials' hopes to tie downtown to the northern part of Columbia did not come to fruition for decades, as most travelers still used Eastern Avenue. What is now Columbia Parkway was initiated in 1929 between Kempler Lane and Torrence Road (Giglierano et al.1989) then to Linwood, and finally the entirety in 1938. Improvements made in the 1960s did not end the issues with daily vehicle congestion.

From aerial maps today (Figures 1A-1AE), there are visible remnants of what used to be but demolished for Columbia Parkway. Torrence Road north of the Torrence Road Station is no more. Both Gladstone and Hoff Avenue have been seriously shortened from the expansion of the parkway. Only about a fourth of the houses that had lined Gladstone and Hoff still exist, some have been demolished for other reasons, but the expansion of the parkway disrupted roadways and one hundred buildings in Fulton and Pendleton were demolished to make way for the parkway (Giglierano et al.1989:349).

Several houses in the Columbia-Tusculum area were listed on the National Register of Historic places in 1979. In 1989, the area between Tusculum Avenue, Eastern Avenue, and Morris Place was listed as a Historic District on the

National Register of Historic Places and ten years later an amendment to the boundaries (Historic Resources of Columbia-Tusculum) added several more properties (Figure 2, historic boundaries to date). The large district now incorporates approximately 100 buildings. Dates of significance are from circa 1795 to 1825. This district contains the original log structure (now covered with weatherboarding) of early settler James C. Morris dating to 1804 as one of the oldest houses in Cincinnati; but the majority of the buildings date from the late 19th and early 20th century. Some of the houses included within the district include the 1855 Langdon House on Eastern Avenue which is a frame Gothic house; the Fee House on Tusculum Avenue built ca. 1890 as a Queen Anne; a Carnegie library on Eastern Avenue built in 1907; St. Stephen Church built in 1923 and Columbia Baptist Church built in the Gothic style (Columbia-Tusculum Historical Society, National Register nomination, 1978). The historic district was later renamed the Columbia-Tusculum Multiple Resource Area.

2.6.4 Linwood

Incorporated as a village in 1874, Linwood's 700 inhabitants were mostly commuter residents who worked in the City. Although most of Linwood's residents worked outside of the suburb, there were still several small industries and a thriving business district (Giglierano et al.1989). The central hub of business and commerce was located next to a train station at the intersection of Eastern Avenue and Beechmont Avenue. Wealthy residents, who were also businessmen, wanted to attract the "right" kind of new homebuyers; therefore, these businessmen and residents were also on the government and ran social activities (Giglierano et al.1989). Linwood was an exclusive village that had its own waterworks and electric power plant during the last part of the 19th century. Cincinnati annexed Linwood in 1896 with the assurance that the public works they had developed would be continued separately. Until the middle of the 20th century, Linwood remained relatively the same. However, Linwood slowly became two communities with the Eastern Avenue portion becoming more industrialized with workers settling near the industries, while the west of Eastern Avenue area remained middle-to upper-income and was eventually identified as part of Mt. Lookout (Giglierano et al.1989:346).

While the identity of what was the "original" Linwood is fleeting, some of the industry and architectural feats are still in existence to showcase what the Village had been. R. K. LeBlond Machine Tool Plant (4575 Eastern Avenue), now the Wine Cellar Factories, was originally founded in 1887 by Richard K. LeBlond, who was the son of a printer living in Linwood. LeBlond began his factory at the end of Eastern Avenue in 1898. He continued to add on to the property, with the largest addition in 1911-1912, (Giglierano et al.1989:347), until the needs from World War I required him to move to a new location in Norwood allowing him to expand his manufacturing. When LeBlond moved his facility, the structure at 4575 Eastern Avenue was divided between a number of tenants including Duplex Bag Manufacturing and Hilton Davis Chemicals.

The Carrel Street streetcar terminus in Linwood was the public transportation hotspot for residents in Linwood who commuted to and from the City. The only surviving remnant of the Linwood Carrel Street streetcar is the train winch (Photo 171,173,and 389; Figure 11, 12, 25, and 34) which moved the cars from the tracks of the CG&P Line to the P.C.C. and St. Louis Rail Road (Figure 11, 12, 25, and 34).

2.7 Clermont County

Created in December 1800, while Ohio was still part of the Northwest Territory, Clermont was the eighth county created in Ohio. It is thought to be named after Clermont, France as the name Clermont means "clear mountains" in French (Smith-Walker 2012).

Clermont County was a part of the Virginia Military District which was opened for settlement on July 13, 1787 (Crawford 1995). This land was given to Revolutionary War veterans from Virginia as payment for their services. One of the more famous veterans was General George Washington who refused the 23,333 acres allotted to him and in turn purchased 3,100 acres from men who had served with him (Knepper 2002). In 1788, the surveys were nullified by Congress and Washington never realized he didn't own the land (Knepper 2002). He also never applied for the patent under congressional acts in 1790 or 1794 that would allow him to retain owners hip of the land. The

lands were resurveyed in 1806 and claim jumpers patented the plots, thus removing Washington's heirs from any title or ownership of the properties.

People of note who resided in Clermont County include Ulysses S. Grant who was born in Point Pleasant in 1822. Before becoming President of the United States, Grant was a noted general for the Union during the Civil War and ultimately became the Commander-in-Chief of the Union Army. The famed Confederate John Hunt Morgan and his raiders made their way across the County in 1863. John M. Pattison of Clermont County who lived in Milford became the 43rd governor of the State of Ohio in 1905. Although he ran for re-election on the Democratic party ticket, much gerrymandering had occurred and he was defeated. Pattison was a Civil War veteran, and after the war he went to Ohio Wesleyan University in Delaware and then became a lawyer (http://www.ohiohistory.org). His home in Milford, Promont, operates today as a museum.

Agriculture was a leading income producer in the 19th and early 20th centuries. In 1849, Clermont County was in the top ten corn producing counties with 1,292,511 bushels produced (Jones 1983:51). At that time corn was used for food for the family and the livestock, especially fed to cattle or pigs to fatten them for market. Some of the corn was used in distilleries and in 1846 Clermont County had seven distilleries which used an estimated 400,000 bushels of corn each year (Jones 1983:52). Neighboring Cincinnati, the Queen City and largest city in the west in the early to mid 19th century, was known for its marketing of distilled spirits—while some was produced there, Cincinnati became a trading center for whiskey imported from northern Ohio on the Miami-Erie Canal, from other Ohio River towns, and from neighboring states. By 1857, it was estimated that 9,000,000 barrels of whiskey passed through Cincinnati (Jones 1983:52).

Clermont County was also a hog producing county. In 1850 it had one of the 10 largest hog populations in Ohio with 47,258 (Jones 1983:132). Other important crops included vineyards. Nicholas Longworth of Cincinnati owned 80-90 vineyards on his land in Cincinnati. The neighboring counties of Brown, Butler and Clermont, along with Hamilton County, constituted 89% of the wine produced in Ohio in the mid-19th century (Jones 1983:226). Other crops raised in Clermont County included Burley tobacco and it had high production: 630,930 pounds in 1859 (Jones 1983:256); peaches in 1874 Clermont County produced 184,235 bushels as the largest crop reported (Jones1983:215); horses, cattle and other vegetable and fruit crops were also raised in the county.

The proposed project area enters Union Township in Clermont County and goes near Round Bottom Road. This road was agricultural in nature. Union Township was established in 1811 from part of Ohio Township. It is the largest of the fourteen Clermont County townships. Milford, with a population of 6,768 in 2011, is the largest incorporated area in Union Township. Union Township has been gaining population from the nearby city of Cincinnati to give Clermont County a population of 197,363 people in the 2010 census, an increase of 10.9% from the 2000 census. In 2011 the population of the county grew again to 199,139 (http://www.census.gov). Many of the current county residents work in nearby Cincinnati.

3.0 RESEARCH DESIGN AND METHODOLOGY

The research design is focused on the identification and evaluation of any historic architectural properties within the project area. For purposes of this study, a historic resource is any site, building, structure or object that is 50 years or older (OHPO 1994: 42-43). The ultimate goal of this study is to consider the effects of the undertaking on historic properties. Historic properties are those properties listed on or eligible for listing on the NRHP. Therefore, the eligibility criteria must be applied to any historic resources within the project area. Properties can be eligible for the NRHP if they meet one or more of the following criteria:

> *"The quality of significance in American history, architecture, archaeology, engineering, and culture is present in the districts, sites, buildings, structures and objects that possess integrity of location, design, setting materials, workmanship, feeling and association and:*
>
> *(a) That are associated with the events that have made a significant contribution to the broad patterns of history; or*
>
> *(b) That are associated with the lives of persons significant in our past; or*
>
> *(c) That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master , or that posses high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*
>
> *(d) That have yielded or may be likely to yield, information important to the prehistory or history."*

It is important to note that a property must retain integrity sufficient to convey its significance in order to be eligible for the NRHP. There are seven aspects of integrity, defined as location, design, setting, materials, workmanship, feeling and association. Integrity can be diminished by the physical change in context of the property, either through natural process of aging or by man-made factors.

3.1 Research Design

The primary objective of the Phase I history/architecture reconnaissance survey is to determine whether sites, objects or structures are located within the Oasis Rail Line APE, and, if possible, to assess their eligibility for the NRHP. The HAM/CLE -Oasis Rail Corridor is divided into several segments: Oasis Segment 1 – Riverfront to Boathouse, Oasis Segment 2 – Boathouse to US 50 in Fairfax, Oasis Segment 3 – Shared ROW with HAM/CLE-32F-2.50/0.00 (PID 86462), Oasis Segment 4 – Norfolk Southern ROW from Segment 3 to Milford. This Phase I History/Architecture survey documents the resources in Segments 1, 2, and 4. The APE is defined as 50 feet from existing railroad ROW starting at the Roebling Suspension Bridge to Wooster Pike (Segments 1 and 2), and from Broadwell Road to IR 275 (Segment 4) (Appendix A, Figure 1). Additionally, ten station location study areas were added. The station locations appear in yellow on all maps while the APE is represented in red.

3.2 History/Architecture Methodology

Following the records/archival research and development of historic context, a visual inspection of the project area was conducted. All properties fifty years old and older, within fifty feet of existing railroad or within the station study areas, were identified and documented on a history/architecture table (Appendix B). Documentation included characterizing materials, techniques, design, and alterations of the structures. Each property was photographed. This information was used in conjunction with the context and literature review to determine the significance of the properties.

It should be noted that some properties appear in the photo log even though they are immediately adjacent to the APE (and therefore are not included in the History/Architecture table). These additional photos provide a framework of neighborhood context and allow the reader to envision architectural setting of the area. All properties are generally discussed in Section 4.1, Property Description.

4.0 RESULTS OF INVESTIGATIONS

Phase I history/architecture fieldwork was conducted on September 27- 29 of 2010, October 15, 2010, and April 18-19, 2012. Over 300 properties were evaluated to be fifty years old and older and situated in the APE for the proposed Oasis railroad line improvement or within the one of the ten Station Location study areas (Figure 3). Details of each property are listed in Table 2, with photograph log references. A general discussion of the properties is presented below, west to east along the corridor. Properties recommended as NRHP-eligible are discussed in detail in Section 4.3.

4.1 Property Descriptions

The proposed project area begins at the John A. Roebling Suspension Bridge and proceeds eastward along Mehring Way (Figure 1C). This downtown area has been highly disturbed through continual construction of commercial and recreational buildings (Bengal's Paul Brown Football Stadium and Cincinnati Red's Great American Baseball Stadium) as well as parking lots. Station Location 1 (Figure 1A/1B and 3) is bounded on the north by West Third Street and to the south by Second Street and Plum Street to Broadway Street, west to east. Station Location 1 is proposed to be an underground station that would not affect the structures on the surface. The Showboat Majestic (Photo 1; Figure 1A), anchored in the Ohio River, off of the public landing beneath the Taylor-Southgate Bridge is outside of the APE, but a National Historic Landmark worth mentioning for contextual background. Continuing east along East Mehring way, Sawyer Point and Yeatman's Cove are two large recreational areas along the Ohio River. Sawyer Point contains part of the original Waterworks Pumping Station (Photos 388 and 2; see Section 4.2). East Mehring Way merges with Pete Rose Way which then turns in to Riverside Drive (Figure 1D and 1 E). Historically, Riverside Drive was known as Eastern Avenue.

For the next half mile (Figure 1 G to 1I), the area north of Riverside Drive has been demolished to make way for new construction (as per April 18-19, 2012 field visit). This area, historically known as Fulton, was littered with steamboat manufacturing yards and the current commercial warehouse Johnson Receiving & Shipping at 1841 Riverside (Photo 3; Figure 1G) was the location of the last surviving steamboat yard for the Marine Railway & Dry Dock Company. The intersection of Hazen Street and Riverside Drive (Figure 1H) is the current site, 2021 Riverside Drive, of one of the Verdin Bell Manufacturing (there are several throughout Cincinnati). The two story frame three bay residence at 2000 Riverside Drive (Photo 4) has been altered several times since it was built in 1875, however, this structure is an excellent representation of structures along Riverside Drive within the area historically known as Fulton (Photos 7-9,12- 13). The church located at 2037 Riverside Drive is possibly one of the churches built to support the growing German and Irish immigrant religious needs for the Fulton and Pendleton areas. The corner stone of the church says 1881 and the 1891 Sanborn Fire insurance map labels it as the McKendrie M.E. Church (Figure 4). The two-and-a-half story frame multi-family structure at 2056 Riverside Drive (Photo 7; Figure 1I; see Section 4.2). The large three story four bay structure at 2100 Riverside Drive (Photo 10) was originally an International Order of Odd Fellows (I.O.O.F.) hall circa 1859 (HAM-1620-17), and was then an Engine House from 1868-1922. It was important for City Council and local residents to have a fire house in the area close to the steamboat and railyards to protect the raw materials and finished products from burning.

New construction lines the northern portion of Riverside Drive (Photo 14) in the hopes to revitalize the area with new residents. Continuing on Riverside Drive turning left on to Collins Road and an immediate right on to Gladstone Avenue, the unique characteristic of the houses and their close proximity to the railroad tracks (Photos 18-29) is an odd juxtaposition; other than the structure at 2336 Gladstone (Photo 25) which sits on a hill away from the tracks, most houses along Gladstone are within 35 feet of the railroad tracks. The properties on Gladstone Avenue were surveyed and recorded on Ohio Historic Inventory forms in 1997 by Cincinnati Historic Conservation. With the exception of HAM-5761-17, or 2308 Gladstone which was rebuilt in 1996 into a three story frame, all the other properties are 1.5 to two story frame houses. They are all located on the upper side of the hill (north side) looking

onto the street and railroad which runs parallel to the street. All houses date to the late 19th and early 20th century. In recent months some of these properties have been demolished, including 2314 Gladstone Avenue, 2318 Gladstone Avenue, 2320 Gladstone Avenue and 2312 was boarded up; several more have new porches on the facades which affect the integrity of the properties.

Although some houses retain historic detail and configurations similar to what they may have been originally, all have experienced alterations to some degree, including window replacement, vinyl siding, new doors, and new roofs with asphalt shingles rather than the original materials. When inventoried in 1997 Caroline Hardy Kellam of Cincinnati Historic Conservation did not indicate that these properties were eligible for the NRHP, nor was there district potential due to the numerous alterations and new construction that have occurred along this part of Gladstone Avenue. The setting has further been diminished by demolished houses along the corridor.

The commercial store front with residences on the second floor at 2346 Riverside Drive (Photo 30;Figure 1J) is a prime example of the commercial buildings throughout Fulton and Pendleton (Photos 31- 32). Along the northern side of Riverside Drive, modest two story frames houses line the street (Photos 33-37, 39-42) with vinyl siding replacement windows, and additions to the rear of the structures. However, the structure at 2448 Riverside Drive (Photo 38) illustrates the rising profile of Riverside Drive as this structure, built in 1878, is almost a full story below sidewalk level. The two-and-a half story four bay building at 2472 Riverside Drive (Photo 44) was the last structure before the Torrence Rail Station (Photo 313; Figure 1J) on the hillside behind the commercial and residential structure. There is a partial drive barely visible from an aerial today (Figure 1J) that was once Torrence Road connecting to Columbia Parkway. The brick and stone first floor level of the Torrence Rail Station (Photo 313 and 390, see Section 4.2) and the base of the second story tower are all that remain. Erected directly in front of the Torrence Road ramp, the massive six bay, three and a half story brick at 2526 Riverside Drive (Photo 44) was historically a bakery and then annexed as part of St. Rosa's Church (Figure 7 and 17).

The two story frame houses sitting almost directly on the sidewalk line the northern part of Riverside Drive (Photos 45-55) until the Pentiel Missionary Church at 2702 Riverside (Photo 56). On the corner of St. Andrews Street and Riverside Drive, a one-story brick structure exists which used to be the waiting room for the Cincinnati Traction Station Company (Figure 1K, 9, 18 and 25; see Section 4.2). The structure at 2817 Riverside Drive (Photo 79; Figure 1K; see Section 4.2) was also originally part of the Cincinnati Traction Station Company (HAM-2014-17). This land was eventually bought by Cincinnati Gas & Electric, which functionally altered structures on the north and south side of Riverside Drive to accommodate their industrial needs.

Turning north on to St. Anne Street and crossing the tracks, the east side of St. Anne Street is the now vacant lot of the original location where the Pendleton Railyards used to be. St. Anne Street dead ends into Hoff Avenue which turns west or east. The Pendleton Railyards were built in the 1843-1848 while most houses on Hoff Avenue were built in the 1880s or 1890s. The houses on both sides of Hoff Avenue were built very close to the railroad which ran down the middle of the street. An OHI completed in the 1970s for the William Saunders house at 2765 Hoff Avenue (HAM-2279-17) states that the area of Hoff was "where poor blacks live." This house has been demolished. Less than twenty houses remain of what once was a large thriving neighborhood. The remaining houses reflect the prominent two-story narrow frame house common to the neighborhood. Hoff Avenue had several changes throughout the 19th century. Sanborn Fire Insurance Maps show that Hoff Avenue used to be Tecumseh and that Kate's Place (Figure 19), now part of Hoff Avenue, was added in 1917 (Figure 32) to extend Hoff Avenue to the east.

Riverside Drive continues with newly constructed condos between Pittsburgh Street and Corbin Street. Real estate signs at the time of fieldwork on April 18th, 2012 stated that condos would be lining this entire block by the year 2013. The two story brick structures at 2913 and 2915 Riverside Drive (Photos 80 and 81) are very similar. A parking lot separates these two structures with the massive 2943 Riverside Drive (Photo 82) representing the former location of the Cincinnati Artistic Wrought Iron Works (HAM-1635-17). The remainder of Riverside Drive, until the intersection of Delta Avenue, is a mix of two story frame or brick structures (Photos 83-107). The majority of these structures were

residences except for the combined commercial/ residential structures at 3053, 3235, and 3251, and 3313 Riverside Drive. The commercial storefront at 3235 Riverside Drive (Photo 101; see Section 4.3) is a representative example of the small stores that would have lined the southern portions of Riverside Drive in the Pendleton area, making it a self-sufficient sub-community. The Mt. Carmel Baptist Church (Photo 91) on the corner of Ridgeley Street and Riverside Drive added several additions; the church now encompasses the entire block. The Todi Toy brick structure at 3329 (Photo 108; See Section 4.3) and 3331 Riverside Drive (Photo 109) were the factory and receiving locations, respectively, for the small local party and toy supply store. The retaining wall (Photo 112-115; see Section 4.2 as part of one transportation resource) across from the Todi Toy factories and the pedestrian tunnel from Riverside Drive to Walworth Avenue (Photo 111 and 118,119; see Section 4.2) are topped with decorated metal iron fencing, probably made from one of the local foundries but are too deteriorated to identify any markings.

Riverside Drive turns southeast on to Kellogg Avenue with an immediate north turn to Stanley Avenue. Traveling north on Stanley Avenue (Figure 1M), west of the road is a baseball field for the school south of Kellogg Avenue and east is a row of seven two-story frame houses (Photos 359-365; Figure 1M) that have been altered with vinyl or aluminum siding, porch additions, and exterior modifications (replacement windows, doors, and vinyl railing). The two houses along Wool Street (3606 Wool and 211 Congress; Photos 366 and 367) have been drastically altered with several additions to the front and back of each house. While 211 Congress (Photo 367) is the legal address, there is one entrance on the north, south, east, and west of the structure. It is unclear if the structure has been divided into multi-apartments. Continuing eastward, the six houses on the western side of Congress Street and one house on the eastern side are all similar two-story frame houses (Photos 367-373). However, the additions of vinyl and aluminum siding, additions, and modifications to doors and windows do not make any of these houses eligible.

Mead Avenue (Figure 1N) has an array of houses and styles beginning with the "Houston House" at 3709 Mead Avenue (Photo 120). As part of the Columbia-Tusculum Multiple Resource Area (NR#79002699), this frame with Gothic and Carpenter styles is a unique addition to this street with its intricate roofline and gingerbread detail. At the time of field work in September 2010, the structure at 3712 and 3714 Mead Avenue (Photo 121) was in poor shape and set to be demolished (as per neighbor). The return field date in April 2012 proved that this structure, along with the structures at 3728 Mead Avenue (Photo 124) and 3750 Mead Avenue (Photo 127), had also been demolished. According to a neighbor, the house at 3750 Mead had floated to its location during the last great flood. Whether that is a true statement or not, the structural inconsistencies and several entrances (Photo 127) do seem out of place and perhaps unsafe for residential use. The rest of Mead Avenue is comprised of two-story frame residences that have been altered and modified (Photos 122,123,125,126, and 128).

Riverside Drive becomes Eastern Avenue at the intersection with Delta Avenue (Photo 130; Figure 1M). Most commonly known as "The Precinct" restaurant and former police station on the corner (Photo 129), Delta Avenue is also part of the western boundary for the Columbia-Tusculum Multiple Resource Area (NR#79002699)(Figure 2). Eastern Avenue continues eastward from the intersection of Delta Avenue and to its south, a decorative wall protects the sidewalk from the train tracks and allows pedestrian to cross safely under the tracks (Photo 131 and 132). The beginning of Eastern Avenue is commercial (Photos 133 and 134), while it becomes residential and home to some of the oldest houses in the area (Photos 137-142). These houses are part of the Columbia-Tusculum Multiple Resource Area (NR#79002699 and 1999 addendum), and were the locations for some of the foundling settlers of families to the area once they moved to higher ground. Similar to the retaining wall and pedestrian tunnel from Riverside Drive to Walworth, another pedestrian tunnel of the same style is located along Eastern Avenue connecting Congress and Stacon Streets (Photos 143, 145-147; Figure 1N).

The impressive structure at 3700 Eastern Avenue (Photo 148) was the heart of Columbia as a commercial shop for several storefronts. The structures at 3707, 3712, and 3729 Eastern Avenue were all commercial shops on the first floor with residences on the second floor (Photos 149, 150, and 152). Turn south on to Donham Avenue which becomes Dumont Street (Figure 1N), an orphan brick barn (Photo 374) is followed by five shot gun houses (Photo 154-159) and one two story frame house. The houses appear on the 1917 Sanborn Fire Insurance Map (Figure 33)

but with no particular history or unique characteristics, they were not previously added to the Columbia-Tusculum Multiple Resource Area.

The residences along Morris Place and Tusculum Avenue (Figure 1N; Figure 2) are all part of the Columbia-Tusculum Multiple Resource Area (NR#79002699 and addendum) which has been detailed at length in the NRHP nomination and its addendum in 1999. Originally listed as a National Register district in 1978 and 1979, the 212 acre boundary was increased in the late 1990s to include additional properties. The dates of significance are from circa 1795 to 1925. As previously stated, this area encompasses homes of some of the earliest families to reside in Cincinnati.

The structures along the west of Stanley Avenue (Figure 1M) are mostly two story frame, with the exception of the structure on the corner of Stanley Avenue and Columbia Parkway (Photo 314 and 315). Per the auditor, this circa 1900 structure is covered in stucco and has been drastically altered over the past century. Tom's Tire Service at 333 Stanley Avenue (Photo 316) and Stanley's Pub at 319 Stanley Avenue (Photo 319) are the only two commercial properties in the span of Stanley Avenue from Columbia Parkway to Eastern Avenue with the remaining properties being two- story residential altered structures (Photos 316-322).

The intersection of Eastern Avenue, Airport Road, and Carrel Street was the location of the original settlement for the founding fathers of Columbia (Stites and Company). This area was prone to flooding and the settlers quickly moved to higher ground; the only remnant of the early settlement is the Memorial Pioneer Cemetery (Picture 182; Figure 1N AND 1O) which is also considered the oldest cemetery in Hamilton County (Cincinnati Historical Society 1989:345). The few houses remaining on Carrel Street are two-story frame (Photos 174 and 176); the remaining structures on Carrel Street are metal warehouses (Photo 175).

The intersection of Dumont Avenue and Carrel Street was once the location of the Carrel Street (formerly Linwood) train station. The only remnant of the rail station is a train winch (Photo 171; 173. and 389), which is now a historical stop on a new bike path. The houses along the railroad tracks leading to the former train station on Dumont Street between Tennyson Street and McCullough Street (Figure 1N) are all two story frame houses (Photos 161-168) with additions and alterations. The industrial building on the corner of Tennyson Street and Dumont Street (Photo 160), Queen City Forging, was one of the foundries developed to assist with production of steamboats and railyards.

Eastern Avenue forks to the northeast while Airport Road continues southeast towards Lunken Airport and Lunken Park Drive. The houses on the south side of Eastern Avenue are on small lots, lined up side by side for a full mile (Photos 183-257; Figure 10-1Q). These houses have either been modified with additions, alterations, replacement windows and doors, or appear in various states of disrepair, neglect and deterioration. The True Light Baptist Church at 4311 Eastern Avenue was probably one of the earliest churches in the area as it is inscribed with "Columbia AD 1876" over the door and an inscription in German (Photos 202 and 203). This section of housing along Eastern Avenue was probably a direct response to the growing industry in Pendleton and Linwood as the majority of the houses were built in the last quarter of the 19th century. At the end of the line of houses before the Phyliss Avenue ramp to Beechmont Avenue (Figure 1Q), the LeBlond Manufacturing Warehouse located at 4574 Eastern Avenue (currently the Wine Cellars) stands out as a series of stone structures which spans a quarter mile. While the LeBlond Manufacturing warehouses, discussed earlier in the Industry Section 2.5, have been expanded and altered for efficiency the factory is in good condition (Photos 257- 259).

The houses past the Beechmont Interchange (Figure 1Q-1R) are part of the original settlement in Linwood (as discussed previously). Linwood was a rather exclusive settlement and these houses are the remaining structures associated with a group of individuals who sought to live away from the downtown hustle and bustle and used public transportation available at the time to get to and from the city. The majority of the houses are two-story frame with alterations (vinyl siding and additions) (Photos 266-281).

Greenwood Terrace is located directly south of Eastern Avenue and is accessible from the Beechmont Circle by vehicle or across the pedestrian bridge that was built to allow pedestrians to access the suburbs of Greenwood Terrace from Eastern Avenue (Photo 291). The houses along Greenwood Terrace (Photos 282-289; Figure 1R) are two story frame with mostly alterations of vinyl siding, replacement windows and doors, as well as porch additions (Photo 286-289). The house at 4822 Morse Street (Photo 282) is probably the most unusual as it does not have a clear front entrance. While it faces Greenwood Terrace and most likely the original entrance was located on this north side of the structure, now there is an entrance on the south (Morse Street) and west side of structure, after several additions.

The project area continues on Wooster Pike (Figure 1S) while a few two-story residential structures (Photos 292 and 293, 298-300) remain in the midst of commercial and industrial properties (Photos 294-297 and 301). The large factory at the end of the project area is the Caraustar Mil Group, a large paper mill factory which spans close a quarter mile alone Wooster Pike (Photo 301, Figure 1T).

The east end of the project area begins at the intersection of Broadwell Run and the B-way Corporation (Figure 1W). Also the location for Station Location 9, which encompasses several industrial properties; however, none are fifty years old or older. The project area follows the rail road tracks (Figure 1 W-1AE) where they merge along Round Bottom Road (Figure 1 Z). The one and a half story frame house at 559 Round Bottom Road was probably part of a larger farm at one point in time (built 1882 per auditor), as was the structure at 475 Round Bottom Road (Photo 303-305). Two more properties are encountered in a sharp turn along Round Bottom Road (Photos 306 and 307); these one story frame residences that have been altered with siding, side porches, and additions in the rear. Continuing along Round Bottom Road, the area north and south of the road has been altered drastically to encourage new housing developments (Figure 1AC) and several historic homes in the area have been demolished (Table 3). The structure at 759 Round Bottom Road is a one and a half story brick Cape Cod (Photo 310;Figure 1AD/AE) while the structure at 787 Round Bottom Road is a two and a half story Queen Anne (Photo 311 and 312;Fgiure 1AE). Both of these properties sit on large tracts of land and as this area has been mostly agricultural until recently, could be the original plots of land. These two structures are within the study area of Station Location 10; however, the properties around them are new development, under construction, or recently demolished (Figure 1AD-1AE). The project ends at the overpass to Interstate 275 (Figure 1AE).

4.2 Properties Deemed Not Eligible

The extensive architectural surveys completed by the City of Cincinnati were inconclusive on two resources in the proposed projects APE.

Pendleton Railyard: Retaining Walls, Pedestrian Tunnels, and Little Miami Railroad; Figure 1 E, 10,13,21,22 and 23

Two sets of retaining walls (north and south of the street) (Photos 112-115; 130-132; 145-146) and two pedestrian tunnels (Photo 111,143, and146) are within the APE and considered one resource. The first retaining wall and pedestrian tunnel (Photos 111-115) connects Riverside Drive and Walworth Avenue. The second retaining wall and pedestrian tunnel (Photos 130-132, 145-146) connects Congress Avenue/Stacon Street with Eastern Avenue. The retaining walls are depicted on Figure 1E in a peach outline with the pedestrian tunnel marked in lime green.

The retaining walls and pedestrian tunnels were built in 1917 as inscribed on the tunnels. Plans from which they were built are attached, dated Aug. 1915, March 1916, and January 1915 (Appendix D). The stairs were built as drawn, as was the tunnel and the wing walls with a design repeating that of the retaining walls along Eastern Avenue. The stairs on Walworth Avenue have recently been refaced (119).

Additionally, these pedestrian tunnels and retaining walls are part of a larger resource that is the Pendleton Railyard. Pendleton (See section 2.62.), an unincorporated village of the East End, was most notably a hub of transportation affiliated with the Pendleton Railyard and Depot of the Little Miami Railroad which once stood on the north side of Riverside Drive between Levassor and Wenner Streets. A partial stone retaining wall along Collins Avenue (Photo

16) and a set of tracks are the only surviving remnants. The ruins of the station have been demolished since an Ohio Historic Inventory completed in 2004 by the Cincinnati Preservation Association recorded the last fragments of the Pendleton Railyards (HAM-7621-17). The Pendleton Railyard was built between the 1840s and 1850s. The stone walls predate 1854 at the height of the Pendleton Railyard; however, the retaining walls and pedestrian tunnels were built 60 years later in 1917 outside of the period of significance.

The Little Miami Railroad (LMRR) (See Section 2.4 Transportation) was chartered in 1836, the first train was put into operation in 1841, and by the end of 1869, the LMRR was absorbed in to the Pittsburgh, Cincinnati & St. Louis Railroad. The LMRR was stationed out of the Pendleton Railyard and the trains would run from Pendleton to Milford and along various tracks north and south. The tracks themselves, when owned by the LMRR, were originally wooden and switched over to iron when finances improved.

The Pendleton Railyard encompasses the larger thematic grouping of the pedestrian tunnels, retaining walls, and tracks formerly associated with the Little Miami Railroad. As they were all once associated with or directly linked to the Pendleton Railyard. As a thematic or linear resource, there is little to no integrity remaining for the stone wall on Collins Avenue, the Little Miami Railroad, or the pedestrian tunnels and retaining walls. The 2004 Phase II and Phase III Inventory concur that the remnants no longer illustrate or convey the history of the Pendleton Railyard or the Little Miami Railroad and that the site is not eligible (City of Cincinnati 2004:2). Additionally, the OHI from 2004 concluded that the Pendleton Depot and Railyard sites were not eligible for listing on the National Register of Historic Places.

Front Street Water Works Pumping Station, in Sawyer Park, River HAM-2012-17 Photo 388; Figure 1 E

The Front Street Water Works Pumping Station, located within Sawyer Point Park, is the last remnant of one of the first municipal water works in Ohio. On June 25, 1839, Greater Cincinnati Water Works became the first publicly owned water system in Ohio, when the City purchased a privately owned water company in operation since 1821. The Front Street Pumping Station replaced earlier facilities at this site and operated from 1865 to 1907. The remains of this pumping station are part of the Schott Amphitheater at Sawyer Point Riverfront Park. The ashlar stone walls enclose earlier smooth limestone arched walls according to the OHI.

A plaque in front of the remnants of the water works commemorates the operation of the first publicly owned water system in Ohio. The *2004 Phase II and Phase III City of Cincinnati Inventory* lists this resource as a "culture resource of interest" due to its "broader thematic association with the development of a water supply system in the greater Cincinnati area and its individual suburban neighborhoods" (City of Cincinnati 2004:38). However, although historically significant the building lacks integrity due to extensive renovations and the use of some of its original material throughout Sawyer Point Park.

4.3 Recommended Properties for the National Register of Historic Places

The following section describes properties of significance within the project APE.

2056 Riverside Drive (formerly Eastern Avenue) HAM-1618-16Photo 7; Figure 1 I

This 2.5 story frame house represents one of the better examples of a type of house found throughout the Riverside area. It is narrow, two bays on the façade, with a side porch entry with decorative trim. The other bay is extended with paired windows, brackets at the roof line, and paired dormers above the extended part of the façade. Above the door there is one window on the second floor and a single dormer above. The mansard roof with side chimney finishes the tall, narrow house. The front has a stone wall between the front yard and the street, also typical to the area. This house was built in the late 19th century (Auditor says "1900").

Unlike other properties of its type with very narrow lots, this property has Lot 8 and parts of Lots 9 and 10 allowing room for trees and shrubs on its 0.170 acre. Although the house contains rental units today, it is still a good example of a popular house type found in this part of the City.

The property retains integrity of location, design and materials. It is eligible for the National Register under Criterion C for its architecture. The boundary consists of 0.170 acre which includes Lot 8 and parts of Lots 9 and 10 allowing room for landscaping in the form of trees and shrubs. The parcel is *illustrated* on the Hamilton County Auditor and CAGIS online as extending through the railroad tracks, however, the property *information* is listed as a 64 by 116.98 feet, which does not extend in to the railroad tracks or right of way. Therefore, the property lot information is being used as the proposed historic property boundary (illustrated on Figure 1I), as the 64 by 116.98 feet lot also follows the outline of a fence around the property.

2760 Riverside Drive (formerly Eastern Avenue) HAM-2014-17 Photo 57; Figure 1K, 8, 9, 18, 19, 31,32, 35, and 36
This building is noted on the 1917 Sanborn as "The Cincinnati Traction Company Waiting Room and Office, No. 9." This building was used as the office and waiting room for the traction company. The tracks were behind the building and paralleled Hoff Avenue. This building was constructed c. 1890. There are few changes to this one story brick building with the exception of a few windows covered with plywood and metal replacement doors. It is historically important as one of the few remaining buildings of the Cincinnati Traction Company which between 1860 and 1909 built barns, shops and power plants. Most of the buildings have been demolished to make way for the gas utility expansion (Duke Energy) across Riverside Drive. The former waiting room and office is currently used as the Pendleton Heritage Center as this area was close to the Pendleton railyards in the unincorporated Village of Pendleton. The street railway linked the Pendleton and Fulton areas to the center of the City. The building retains integrity of location, design and materials.

This building is eligible under Criteria A (street railway and its importance to the City of Cincinnati) and Criteria C (architecture) as the brick building with its rock-faced ashlared two belt water table, stone lintels and sills and its two projecting bays remain intact. The boundary consists of 39 by 160 IR tract, adjoining lots 13 thru 17, and part of 18, Foster Subdivision (boundaries illustrated on Figure 1K).

3237 Riverside Drive (formerly 3235 Eastern Avenue) HAM-1420-17 Photo 101; Figure 1M
The structure has the numbers "3235" above the door as its address; however, the auditor's website lists the correct address as 3237 Riverside Drive.

Built in 1885, this one story frame commercial building has a false front with two louvered round windows on false front. Dentils and brackets decorate the roof lines on the façade. The storefront windows were covered at one time but have since been restored to a more original configuration complete with multi-pane wood display windows. Behind the false front roof is a front facing gable clad in asphalt shingles. Near the rear of the building on the roof line is a "whimsical wooden cupola" which was added to the building according to the Ohio Historic Inventory form. This building once housed a Kroger store in 1926-27, and later a delicatessen in 1930 according to the OHI.

Built in the Pendleton and Strader Subdivision, this small store is a surviving commercial building from the once busy area housing the railyards. It is eligible for the NRHP under Criterion C for its architecture. The boundary is recommended as 0.59 acre, or 26.25 x 100 feet partial Lot 15 of the Pendleton & Strader Subdivision, Block 100 (boundaries illustrated on Figure 1M).

3327 Riverside Drive (formerly 3329 Eastern Avenue), Todi Toys Manufacture, HAM-1421-17; Photo 108; Figure 1M
The 2004 *City of Cincinnati Inventory Phase II and Phase III* concluded that this structure associated with the Todi Toys Manufacturing Company was eligible.as "an increasingly rare example of Greek Revival style in Cincinnati," (City of Cincinnati 2004:37). The two-storied brick building has a five-bay façade although three of the first story openings have been closed in. Built in 1869, there are two doorways on the first floor with transoms. All window and door openings have sandstone lintels and sills. The second story apartment windows are 6/6 double hung sash, but have been replaced. There is a closed off window on the gable end, and the roof has one large end chimney. There is an addition at the rear of the building. The National Register proposed boundary is the 50 by 100 portion of Block I, Lot 5, of the Pendleton-Strader Subdivision (boundaries illustrated on Figure 1M).

5.0 CONCLUSIONS

TranSystems Corporation completed a Phase I history/architecture survey for the proposed Eastern Corridor commuter rail services (PID 86463). The project begins in downtown Cincinnati and follows the existing Oasis rail line along the Ohio River and ends at the Milford Interstate 275 interchange The purpose of the project is to evaluate alternatives for stations and rail lines in the possibility of a commuter rail service. The study area is irregularly shaped encompassing approximately 8.7 miles through Cincinnati beginning downtown south of the Great American Ballpark off of Mehring Way and ending at the interchange of Interstate 275 in Milford (Figures 1A-1AE).

With the proposed project located near downtown Cincinnati, a majority of the study area consists of urban, commercial and residential development. A literature review conducted at the Ohio Historic Preservation Office (OHPO) indicates that 50 properties in the APE are listed on the National Register of Historic Places, including 47 buildings, two cemeteries (NR# 79002706 and 79002709), and a set of brick arches from the 1872 Newport and Cincinnati Bridge (NR#01000363). A number of other properties within the APE have been recorded in the Ohio Historic Inventory (OHI).

A Phase I history/architecture reconnaissance survey of the APE identified and documented 331 structures that were 50 years old or older. Many of these structures represent late 19th century and early 20th century dwellings, with a few commercial and industrial properties, such as the Baker & Handle Manufacturing Company (currently the I.T. Verdin Bell Factory), the East End Supply and Mars MFG. Co., as well as the Todi Toys Manufacturing Buildings (HAM-1421-17; HAM-1422-17).

Of the 331 documented structures in the APE or one of the station locations, 50 are listed in the NRHP. As a result of this study, 4 additional properties are recommended as eligible for NRHP:

- 2056 Riverside Drive (HAM-1618-16; 2004 East End Survey shows as 2056 Eastern Avenue)
- 2760 Riverside Drive (HAM-2014-17)
- 3237 Riverside Drive (HAM-1420-17; field survey shows building as 3237, OHI illustrates it as 3235)
- 3239 Riverside Drive (HAM-1421-17; 3229 Eastern Avenue per OHI)

In 2007, the City of Cincinnati completed the *Cincinnati Scenic View Study*, which identified a total of 48 public view corridors that merited a high priority of protection in Cincinnati. Of those 48, nine were identified as having view sheds through the proposed project. However, none of the specific “central locations” of the view sheds are within the proposed APE.

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