

*History Architecture Red Flag Summary for
Segments II–III of the Eastern Corridor
Multi-Modal Project in Hamilton and
Clermont Counties, Ohio*

*Lead Agency:
Hamilton County Transportation
Improvement District*



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

JANUARY 6, 2009

PREPARED FOR:
ENTRAN
1848 Summit Road
Cincinnati, Ohio 45237

PREPARED BY:
Gray & Pape, Inc.
1318 Main Street
Cincinnati, Ohio 45202

NEWTOWN FEED & SUPPLY



GRAY & PAPE
INC.
CULTURAL RESOURCES CONSULTANTS

Project No. 08-11401.002

History Architecture Red Flag Summary for Segments II–III of the Eastern Corridor Multi-Modal Project in Hamilton and Clermont Counties, Ohio

HAM-SR 32-0.00, PID #22970, FHWA-OH-EIS-04-02

Lead Agency:
**Hamilton County Transportation Improvement
District**

Prepared for:
ENTRAN
1848 Summit Road
Cincinnati, Ohio 45237
Contact: Deb Osborne
Phone: (513) 761-1700

Prepared by:
Donald Burden, M.S.H.P.
Gray & Pape, Inc.
1318 Main Street
Cincinnati, Ohio 45202
(513) 287-7700

Kate Carothers, M.A.,
Principal Investigator
January 6, 2009

ABSTRACT

In September 2008, Gray & Pape, Inc. (Gray & Pape) was contracted by ENTRAN (formerly Balke Engineers) to conduct a Red Flag Summary of Segments II-III of the proposed Eastern Corridor Multi-Modal Projects. The Eastern Corridor project is being done as a tiered process, leading to the determination of a single transportation corridor. The study area incorporates a six-mile corridor consisting of the far eastern sections of Hamilton County (Linwood-to-Newtown) and far western Clermont County (Mt. Carmel, Union township). The goal of the Red Flag Summary is to identify areas or locations of concern within the study area in accordance with the requirements for a Red Flag summary outlined in ODOT's Cultural Resources Manual (2004). Gray & Pape, Inc. completed a secondary source literature review of the study area, referenced the historic context previously completed for the 2002 report, entitled *Cultural Resources Context Information in Support of the PE/ EIS Part A Development and Identification of Feasible Alternatives (Cultural Resources Context)* (Gray & Pape 2002), and surveyed the six-mile corridor described above. Reported in this document are the findings of the survey efforts, which were intended to verify the presence of previously-documented resources and to identify new resources that may be of concern within the study area.

The *Cultural Resources Context* report (Gray & Pape) was prepared in December 2002 for the Ohio Department of Transportation. This survey encompassed the entire project area for the Eastern Corridor Multi-modal Projects. A cultural resources survey of the Red Flag study area was performed in order to assess the types of resources there. Reported in this document are those previously-surveyed resources (OHIs), newly-identified properties (no OHI number assigned) included during the December 2002 report, and properties newly identified during the 2008 survey.

A total of 594 properties were surveyed during the course of the 2008 Red Flag Summary. 5 properties (and 2 contributing resources) were listed in the National Register of Historic Places (NRHP), 47 were previously-surveyed properties (OHI's), and 6 were properties newly identified (no OHI number assigned) during the 2001-2002 survey. 534 properties were newly-identified during the 2008 survey. Of the 51 previously-surveyed properties, 10 have been recommended eligible for the National Register of Historic Places previously. Three newly-surveyed properties (2008 effort) are recommended for additional consideration. The majority of newly-surveyed properties (531) are a common house type (Ranch, Minimal Traditional, or Cape Cod) similar in appearance, save for some differences in materials (brick vs. siding) or plans. Most of these properties reached 50 years of age within the last six years, after completion of the 2002 survey, and are not recommended as Red Flags.

A total of 18 properties (both new and previously-surveyed) are recommended for additional consideration as Red Flags along Segments II-III of the Eastern Corridor Multi-modal study area.

TABLE OF CONTENTS

| | |
|---|-----|
| ABSTRACT..... | i |
| TABLE OF CONTENTS..... | ii |
| LIST OF TABLES..... | ii |
| LIST OF FIGURES | ii |
| LIST OF PLATES | iii |
| | |
| 1.0 INTRODUCTION | 1 |
| | |
| 2.0 PROJECT METHODS | 5 |
| | |
| 3.0 HISTORY OF HAMILTON AND CLERMONT COUNTIES | 11 |
| | |
| 4.0 CONCLUSIONS AND RECOMMENDATIONS | 25 |
| | |
| 5.0 REFERENCES CITED..... | 28 |

LIST OF TABLES

| | |
|--|----|
| Table 1. Previously-Surveyed Properties in the Study Area..... | 6 |
| Table 2. Cultural Resource Red Flags in the Study Area | 26 |

LIST OF FIGURES (Located at end of document)

| | |
|---|--|
| Figure 1. Location of Eastern Corridor Study Area in Hamilton and Clermont Counties | |
| Figure 2. Composite Alternative Corridor Map | |
| Figure 3. Location of Red Flags in the Study Area | |
| Figure 4. Study Area Map Showing Photo Location Extent Maps | |
| Figure 5. Architectural Resources and Photo Locations (1 of 27) | |
| Figure 6. Architectural Resources and Photo Locations (2 of 27) | |
| Figure 7. Architectural Resources and Photo Locations (3 of 27) | |
| Figure 8. Architectural Resources and Photo Locations (4 of 27) | |
| Figure 9. Architectural Resources and Photo Locations (5 of 27) | |
| Figure 10. Architectural Resources and Photo Locations (6 of 27) | |
| Figure 11. Architectural Resources and Photo Locations (7 of 27) | |
| Figure 12. Architectural Resources and Photo Locations (8 of 27) | |
| Figure 13. Architectural Resources and Photo Locations (9 of 27) | |

LIST OF FIGURES (CONT.)

- Figure 14. Architectural Resources and Photo Locations (10 of 27)
Figure 15. Architectural Resources and Photo Locations (11 of 27)
Figure 16. Architectural Resources and Photo Locations (12 of 27)
Figure 17. Architectural Resources and Photo Locations (13 of 27)
Figure 18. Architectural Resources and Photo Locations (14 of 27)
Figure 19. Architectural Resources and Photo Locations (15 of 27)
Figure 20. Architectural Resources and Photo Locations (16 of 27)
Figure 21. Architectural Resources and Photo Locations (17 of 27)
Figure 22. Architectural Resources and Photo Locations (18 of 27)
Figure 23. Architectural Resources and Photo Locations (19 of 27)
Figure 24. Architectural Resources and Photo Locations (20 of 27)
Figure 25. Architectural Resources and Photo Locations (21 of 27)
Figure 26. Architectural Resources and Photo Locations (22 of 27)
Figure 27. Architectural Resources and Photo Locations (23 of 27)
Figure 28. Architectural Resources and Photo Locations (24 of 27)
Figure 29. Architectural Resources and Photo Locations (25 of 27)
Figure 30. Architectural Resources and Photo Locations (26 of 27)
Figure 31. Architectural Resources and Photo Locations (27 of 27)

LIST OF PLATES (Located at end of document)

- Plate 1. Caraustar Paperboard Company at 5500 Wooster Pike, facing north.
Plate 2. 5391 Wooster Pike, facing northeast.
Plate 3. 5391 Wooster Pike, facing northeast.
Plate 4. 5330 Wooster Pike, facing southwest.
Plate 5. 5340 Wooster Pike, facing northwest.
Plate 6. 5403-5405 Wooster Pike, facing northeast.
Plate 7. 3623 Old Red Bank Road, facing west.
Plate 8. 3643 Old Red Bank Road, facing west.
Plate 9. Streetscape of Old Red Bank Road, facing north.
Plate 10. 3339 Old Red Bank Road, facing west.

LIST OF PLATES (CONT.)

- Plate 11. 3399 Old Red Bank Road, facing west.
- Plate 12. Norfolk & Western Railroad viaduct over Red Bank Road.
- Plate 13. 8121 Wooster Pike, Mariemont Historic District, facing southeast.
- Plate 14. 5801 Mariemont Avenue, Mariemont Historic District, facing southeast.
- Plate 15. 5657 Wooster Pike, Mariemont Historic District, facing south.
- Plate 16. Kellogg's Snacks plant at 1 Trade Street, Mariemont Historic District, facing southeast.
- Plate 17. 5614 Wooster Pike, facing north.
- Plate 18. 5599 Wooster Pike, facing southwest.
- Plate 19. 6700 Miami Bluff Drive, Mariemont Historic District, facing northeast.
- Plate 20. 6509 Mariemont Avenue, Mariemont Historic District, facing southeast.
- Plate 21. Streetscape of Miami Bluff Drive, Mariemont Historic District, facing east.
- Plate 22. Norfolk & Western Railroad Bridge (HAM-2321-57) over Little Miami River, facing northwest.
- Plate 23. 3909 Fort Lee, facing northeast.
- Plate 24. Landscape view of Motz and Turpin sod fields, facing west.
- Plate 25. 6708 Main Street (HAM-6428-59), facing northeast.
- Plate 26. Scot & Nancee Rogers House, 6730 Main Street (HAM-6429-59), facing northwest.
- Plate 27. 6763 Main Street (HAM-2024-59), facing southwest.
- Plate 28. 6767 Main Street (HAM-4957-59), facing southwest.
- Plate 29. 6774 Main Street, facing northwest.
- Plate 30. Imogene Whitley House, 6810 Main Street, facing northwest.
- Plate 31. Newtown Feed & Supply, 6876 Main Street (HAM-6432-59), facing northwest.
- Plate 32. 3525 Leonard Street, facing northwest.
- Plate 33. 6619 Crull Street, facing southwest.
- Plate 34. Herbert Waddell House, 3520 Crawford Street, facing northeast.
- Plate 35. Gerard F & AM Lodge/ No.11 District School, 3511 Debolt Street (HAM-4938-59), facing southwest.
- Plate 36. 3517 Debolt Street, facing northwest.
- Plate 37. 6834 East Plum (HAM-6426-59), facing northeast.

LIST OF PLATES (CONT.)

- Plate 38. 3525 Church Street (HAM-6423-59), facing northeast.
- Plate 39. 3537 Church (HAM-2168-59), facing southwest.
- Plate 40. Universalist Church/ Van Lock Bldg., 3607 Church Street (HAM-1970-59), facing west.
- Plate 41. 3633 Church Street (HAM-6421-59), facing west.
- Plate 42. 3637 Church Street (HAM-6420-59), facing northwest.
- Plate 43. 6836 School Street, Joseph Martin House, (HAM-6416-59), facing northeast.
- Plate 44. 6838 School Street, Harrison Landers House, (HAM-6417-59), facing northeast.
- Plate 45. 6903 Main Street (HAM-6436-59), facing southwest.
- Plate 46. 6938 Main Street, facing north.
- Plate 47. Newtown (formerly Flag Spring) Cemetery on Round Bottom Road (HAM-2165-59), facing east.
- Plate 48. IOOF Storage building at Newtown Cemetery on Round Bottom Road (HAM-2160-59)
2160-59), facing southwest.
- Plate 49. 3807 Round Bottom (HAM-6413-59), facing northwest.
- Plate 50. Isaac Edwards House, 3872 Round Bottom (HAM-6412-59), facing east.
- Plate 51. William Edwards House, 3851 Edwards Road (HAM-6411-59), facing southeast.
- Plate 52. 7849 Main Street (Burger Farm and Garden Center), facing southwest.
- Plate 53. Mary Ingram House, 7913 Cincinnati-Batavia Road, facing southeast.
- Plate 54. Rose Save House, 8016 Cincinnati-Batavia Road, facing northwest.
- Plate 55. Rose Sava Barn Barn, 8016 Cincinnati-Batavia Road, facing northeast.
- Plate 56. Apple House, 8002 Cincinnati-Batavia Road (HAM-3260-59), facing southeast.
- Plate 57. William C. Apple House, 8210 Cincinnati-Batavia Road (HAM-3261-59), facing northwest.
- Plate 58. Central passage house on Cincinnati-Batavia Road, facing southeast.
- Plate 59. 3139 Whiting Way, facing southwest.
- Plate 60. 3149 Whiting Way, facing southwest.
- Plate 61. 8495 Cincinnati-Batavia Road, facing northwest.
- Plate 62. John Hill/Rose Hill Cemetery (HAM-3263-59) on Cincinnati-Batavia Road.
- Plate 63. 8600 Susanview Lane, facing west.
- Plate 64. 8632 Susanview Lane, facing northwest.

LIST OF PLATES (CONT.)

- Plate 65. 8657 Susanview Lane, facing southeast.
- Plate 66. Streetscape of Susanview Lane, facing southwest.
- Plate 67. Streetscape of Susanview Lane, facing northeast.
- Plate 68. 3290 Mount Carmel Road, facing east.
- Plate 69. 3266 Mount Carmel Road, facing southeast.
- Plate 70. 444 Craig Road, facing northeast.
- Plate 71. 455 Craig Road, facing southeast.
- Plate 72. 470 Little Turtle Lane, facing northwest.
- Plate 73. 491 Little Turtle Lane, facing southeast.
- Plate 74. 505 Roney Lane, facing southwest.
- Plate 75. 489 Roney Lane, facing southwest.
- Plate 76. 432 Van Vista Drive, facing northwest.
- Plate 77. 452 Hilltop Drive, facing east.
- Plate 78. 439 Hilltop Drive, facing southwest.
- Plate 79. Streetscape of Hill Top Drive, facing southwest.
- Plate 80. Streetscape of Hill Top Drive, facing northwest.
- Plate 81. 8690 Pastoral Lane, facing northeast.
- Plate 82. 8648 Pastoral Lane, facing northwest.
- Plate 83. Streetscape of Pastoral Lane, facing southwest.
- Plate 84. Streetscape of Pastoral Lane, facing northeast.
- Plate 85. Streetscape of Old SR 74 from Dameron Lane, facing southeast.
- Plate 86. Streetscape of Old SR 74 from Dameron Lane, facing northwest.
- Plate 87. 486 Old SR 74 (CLE-0532-06), facing southeast.
- Plate 88. 506 Old SR 74 (CLE-0533-06), facing east.
- Plate 89. 4526 Weiner Lane, facing southeast.
- Plate 90. Streetscape of Old SR 74 from Weiner Lane, facing southeast.
- Plate 91. Streetscape of Old SR 74 from Weiner Lane, facing northwest.
- Plate 92. 530 Old SR 74, facing northeast.
- Plate 93. 531 Old SR 74, facing south.
- Plate 94. 4533 Yates Lane, facing north.
- Plate 95. 4545 Yates Lane, facing north.

1.0 INTRODUCTION

Under contract to ENTRAN, Gray & Pape, Inc. (Gray & Pape) has prepared recommendations concerning history/ architecture Red Flags located along Segments II-III of the Eastern Corridor Multimodal Projects (HAM-SR-32-0.00, PID 22970; FHWA-OH-EIS-04-02), located in Hamilton and Clermont Counties, Ohio.

1.1 Eastern Corridor Background

Segment II-III, which involves relocation of SR 32 between US 50 in Hamilton County and I-275 in Clermont County, is one of several new highway capacity investments to be implemented as part of the Eastern Corridor Multimodal Projects. The Eastern Corridor project, which covers a 165 square mile urban/ suburban sector of the greater Cincinnati metropolitan area, is following a tiered approach for compliance with requirements of the National Environmental Policy Act (NEPA) and related statutes. Tier 1, completed in 2006, evaluated transportation needs in the Eastern Corridor, identified environmental and community issues, developed preliminary multimodal alternatives, and assessed preliminary costs, benefits, and impacts. Preliminary alternatives developed in Tier 1 were based on a multimodal framework established by the Eastern Corridor Major Investment Study completed in 2000. In addition, Tier 1 established a context-sensitive framework for addressing environmental and community issues in the Eastern Corridor area by incorporating previous findings and recommendations for the project.

The Eastern Corridor Tier 1 Record of Decision (ROD) issued in June 2006 identified a set of alternatives that will be evaluated by mode and segment as independent Tier 2 NEPA analyses to determine final location and impacts. The recommended Tier 2 investments, which include Segment II-III, consist of new highway and rail transit implementation segments, expanded bus service, and local network improvements, including:

New highway capacity – extending from I-71 in Hamilton County to I-275 in the Eastgate area of Clermont County, and consisting of 4 implementation segments:

- (1) Segment 1 (Red Bank Corridor) – from I-71 to US 50
- (2) Segment II/III (Relocated SR 32 Corridor) from US 50 to Bells Lane, with a shared multimodal river crossing and rail transit corridor
- (3) Segment IV – I-275 interchange improvements
- (4) Segment IVa – SR 32 from Glen Este/ Withamsville to Olive Branch/ Stonelick

New rail transit - extending from Cincinnati to Milford, and consisting of four implementation segments:

- (1) Segment 1 – Riverfront Rail transit, from the existing Riverfront Transit Center to the Boathouse
- (2) Segment 2 – Oasis line from the Boathouse to US 50
- (3) Segment 3 – Shared highway/ right-of-way segment from US 50 to Ancor
- (4) Segment 4 – Norfolk Southern segment from Ancor to Milford

Bus transit – including expanded bus service and new bus hubs

Transportation System Management (TSM) – improvements to the local transportation network

The Tier 1 ROD established that the Tier 2 NEPA evaluation for Segment II-III (Relocated SR 32) and Rail Transit Segment 3, both located in the Little Miami River Valley, must be considered in 1 NEPA document, anticipated to be an Environmental Impact Statement (EIS).

1.2 Status of Segment II-III Project Development

New capacity components of the Eastern Corridor, including highway and rail transit, are following the current ODOT 14-step Project Development Process (PDP) for Major projects. The Tier 1 work for Segment II-III identified a number of preliminary alternative segments (21 overall) that could be combined into numerous full-length alternatives for a shared SR 32 / rail transit corridor between US 50 in Hamilton County and the I-275/ SR 32 interchange in Clermont County.

Tier 2 for Segment II-III will continue project development consistent with the ODOT PDP and federal NEPA requirements to identify a preferred alternative, corresponding to Major PDP Step 6 (refining feasible alternatives and identifying a preferred alternative), Step 7 (developing the preferred alternative), and Step 8 (environmental clearance). Because of the numerous preliminary alternative segments carried over from the initial Eastern Corridor work, the transition from Tier 1 to Tier 2 through ODOT guidance includes a conceptual alternatives study (Step 5) to identify a manageable number of full-length alternatives to be carried forward into Step 6 evaluation. This Segment II-III Conceptual Alternatives Study (CAS) is based on information provided in the Eastern Corridor Tier 1 EIS, including information gathered for the 2002 *Cultural Resources Context Information in Support of the PE/EIS Part A Development and Identification of Feasible Alternatives (Cultural Resources Context)*, completed by Gray & Pape, Inc. Information from this history/ architecture Red Flag Summary will be used in support of the CAS evaluation

1.3 Proposed Transportation Improvements

Segment II-III involves consolidating and managing access points to establish relocated SR 32 as a controlled access arterial roadway west of I-275. Segment II-III extends from US 50 near Linwood and Fairfax in Hamilton County, where it ties into planned improvements in Segment I at Fair Lane (the Red Bank corridor), to the Eastgate area of Clermont County, where it ties into planned improvements in Segment IV at Bells Lane (the I-275/ SR 32 interchange project). Proposed improvements in Segment II-III consist of a new interchange at US 50/ Red Bank Road, relocated SR 32 with new parallel rail transit, a multimodal clear span crossing of the Little Miami River, multimodal transit stations at US 50 and Newtown Road, preservation of a future rail transit corridor for the proposed Eastern Corridor Wasson line, and coordination with other modal improvements in the area.

Three interchange configurations for US 50/ Red Bank Road, and 18 alternative segments for relocated SR 32/ parallel rail transit have been carried over from Tier 1 for further evaluation.

1.4 Study Area Setting

The Segment II-III study area includes the community of Newtown, a portion of Anderson Township and Linwood, and the south edges of the communities of Fairfax and Mariemont. The area is a mix of land use and disturbances, including residential, commercial and extensive industrial development in Newtown; wooded stream corridor and agricultural lands along the Little Miami River to the west and north of Newtown and along existing SR 32 to Eastgate. Segment II-III contains a number of recreational and natural areas, including a public golf course, ball/soccer fields and other parkland/ green space, and the privately-owned Horseshoe Bend preserve. Also located in the area is extensive gravel mining and industrial development in the Ancor area to the east of Newtown, and active landfills along US 50 to the west of the Little Miami River and along existing SR 32 just east of Newtown. The Segment II/III area is also sensitive for cultural historic resources, especially along the Little Miami River floodplain, and in and around Newtown.

1.5 Draft Purpose and Need

Transportation needs in the Eastern Corridor, including the Segment II-III area, were documented in the Tier 1. Key transportation needs identified for the Eastern Corridor included: (1) existing network deficiencies affecting capacity, safety, and accessibility; (2) limited available transportation options; (3) inadequate regional linkage and mobility between social and economic destinations; and (4) anticipated continued inadequacies in the existing network due to future economic expansion and population growth. These corridor-level needs apply to all areas of the Eastern Corridor, including Segment II-III.

The purpose of the Eastern Corridor investments as documented in the Tier 1 ROD is to implement a multimodal transportation program that increases capacity, reduces congestion and delay, improves safety, provides transportation options and connects the region's key transportation corridors and social and economic centers by the efficient movements of people, goods, and services.

The specific goal for Segment II-III, in support of the overall purpose and need for the Eastern Corridor Multimodal program, is to establish relocated SR 32 as a controlled access arterial roadway west of I-275, with parallel rail transit that provides a new transportation alternative to driving. SR 32 in the Segment II-III area is a mostly developed commercial/industrial and residential corridor that experiences high volumes of commuter, freight, and residential traffic. The need for transportation improvements results from insufficient levels of service and high crash rates that currently are being experienced along existing SR 32 and are expected to worsen by 2030 (the project design year).

1.6 October 2008 – Cultural Resource Review

The proposed multi-modal corridor project is a tiered study being completed in several phases. The study area is located in Hamilton and Clermont counties, Ohio, and Segments II-III include the area from approximately Linwood in Hamilton County, traveling southeast to Mt. Carmel in Clermont County via several roadways, primarily Columbia Parkway and State Route 32 (SR 32). The proposed plan involves the development of a multi-modal corridor through this area to provide for improved and additional modes of transit.

Field review for the proposed undertaking was completed in October 2008 to verify the location of previously-identified cultural resources and to identify areas requiring further consideration (Plates 1-95). Figure 1 depicts the location of the study area in Hamilton and Clermont counties. Figure 2 shows the four braided corridors within the study area.

Figure 3 indicates the location of the 18 cultural resource red flags identified in the study area. Figure 4 indicates the location, along the corridor, of the architectural resources. Figures 5-31 indicate the location of the individual architectural resources and the photograph orientation of the plates. All figures and plates are located at the end of this document. A table in the document provides a summary of the previously surveyed resources and their National Register of Historic Places (NRHP) eligibility status.

1.7 Previous Cultural Resource Studies

Gray & Pape performed a records search using the Ohio State Historic Preservation Office (OSHP) Online Mapping System in October 2008. The City of Cincinnati's Historic Conservation Office was contacted regarding information on local districts, and the Cincinnati Preservation Association (CPA) was contacted regarding information on recent surveys within the study area. These efforts did not identify any resources not previously identified in the 2002 *Cultural Resources Context* report. In that document, 56 previously-recorded resources (OHI's) were identified in the study area. Of these properties, five are listed in the National Register of Historic Places, and 2 are contributing resources to the NRHP. Ten of the properties identified in 2002 have been demolished since the completion of that survey. The 2002 survey identified five new properties and one agricultural landscape within the study area that were recommended potentially eligible for the NRHP in 2002.

2.0 PROJECT METHODS

2.1 Literature Review

In September 2008, project historians conducted a literature search to identify previously-surveyed properties located in the study area. Research was conducted using the Ohio Historic Preservation Office's (OSHPO) online GIS mapping website to identify any new resources in the area. Additional research was conducted at the Cincinnati Public Library using materials relating to Hamilton and Clermont counties, including county histories and historic atlases. The *Cultural Resources Context Information in Support of the PE/ EIS Part A Development and Identification of Feasible Alternatives* report, completed by Gray & Pape in 2002, served as the principal source for identifying previously-surveyed resources within the study area, as well as the source for historic background and context data.

2.2 Architectural Field Methods

Project historians walked all roads in the study area to identify and document above-ground resources. All previously-surveyed resources identified in previous surveys (NRHP-listed, OHIs, or no OHI number assigned) were examined to determine their current condition (intact or demolished). Some properties had two separate OHI numbers assigned from previous surveys. We chose one of the numbers and used it consistently in the report so as to avoid confusion. Changes and alterations to resources also were noted and compared with previous photos (when possible) from previous survey work. Properties were evaluated to determine if they were of sufficient age to qualify for listing in the NRHP, i.e., at least 50 years of age. Dates of construction for these resources were established through review of property records maintained by the Hamilton and Clermont County Auditor's Office, field observation, and cartographic research. All resources then were evaluated for NRHP eligibility and integrity. Descriptions and photographs were taken of the resources with reference to a Global Positioning System marked on project maps; in situations where there were many of the same type of resource (i.e., Ranch houses); representative examples were photographed and described.

2.3 Eligibility Determinations

Properties that had a previous eligibility recommendation from the 2002 *Cultural Resources Context* report were surveyed in the field to determine if the recommendation was still valid, or if the resource had been demolished or altered since the 2002 survey was completed. Sixty properties are included. Table 1 reports the results of these findings.

| Table 1. Previously-Surveyed Properties in the Study Area | | | |
|--|--|---|---|
| OHI NO. | RESOURCE NAME/ LOCATION | NATIONAL REGISTER STATUS (2002) | COMMENTS / 2008 STATUS |
| HAM-1976-57 | Outhouse/ Fairfax | Not Evaluated | Demolished |
| HAM-2321-57 | N&W Little Miami Bridge / Anderson Township | Potentially Eligible | Potentially eligible as one of few remaining examples of this bridge type in Ohio |
| No OHI Number (2002 Survey) | Cultural Landscape/ Anderson Township | Potentially Significant Cultural Landscape; covering farmland owned by the Motz & Turpin families | Potentially Eligible |
| No OHI Number (2002 Survey) | Little Miami River Summer Camps on the south side of the Little Miami River/ Anderson Township | Potentially Eligible District | Not Eligible; Few of the houses remain standing, and those that survive are heavily altered |
| HAM-6429-59 | Scot & Nancee Rogers House/ Newtown | Potentially Eligible | Potentially Eligible |
| HAM-2024-59 | Kiser House/ Newtown | Potentially Eligible | Not Eligible due to additions and alterations; replacement windows |
| HAM-4957-59 | Greek Revival House/ Newtown | Potentially Eligible | Not Eligible due to additions and alterations; replacement windows |
| HAM-2165-59 | Newtown Cemetery/ Newtown | Listed | Excellent condition |
| HAM-2160-59 | Storage Building in Newtown Cemetery | Listed as Contributing resource to cemetery | Excellent condition |
| HAM-6417-59 | Harrison Landers House/ Newtown | Listed | Excellent condition and high level of integrity |
| HAM-1970-59 | Universalist Church/ Van Lock Bldg./ Newtown | Potentially Eligible | Potentially eligible; excellent condition |
| HAM-6416-59 | Joseph Martin House/ Newtown | Listed | Excellent condition and integrity |
| HAM-6414-59 | Del Burger House/ Newtown | Not Eligible | Not Eligible |
| HAM-6412-59 | Isaac Edwards House/ Newtown | Potentially Eligible | Potentially Eligible; Excellent condition |
| HAM-6411-59 | William Edwards Farmhouse/ Newtown | Listed | Excellent condition and integrity |
| HAM-3260-59 | Apple House/ Anderson Township | Potentially Eligible | Good condition and integrity; potentially eligible |
| HAM-3261-59 | William C. Apple House/ Anderson Township | Potentially Eligible | Excellent condition and integrity; potentially eligible |
| No OHI Number (2002 Survey) | Rose Sava House & Barn/ Anderson Township | Potentially Eligible | Excellent condition and integrity; potentially eligible |

| Table 1. Previously-Surveyed Properties in the Study Area | | | |
|--|---|---|--|
| OHI NO. | RESOURCE NAME/ LOCATION | NATIONAL REGISTER STATUS (2002) | COMMENTS / 2008 STATUS |
| HAM-1973-59 | House/ Newtown | Not Eligible | Not Eligible |
| HAM-1969-59 | House/ Newtown | Not Eligible | Demolished |
| HAM-2021-59 | Breeze House/ Newtown | Not Eligible | Not Eligible |
| HAM-2022-59 | Decorator's Upholstering/ Newtown | Not Eligible | Not Eligible |
| HAM-2023-59 | House/ Newtown | Not Eligible | Not Eligible |
| No OHI Number (2002 Survey) | Front-Gabled House/ Newtown | Potentially Eligible | Not Eligible due to non- original, asbestos siding which replaced original clapboard siding |
| HAM-2030-59 | Dravo House/ Newtown | Not Eligible | Demolished |
| HAM-2032-59 | Harris House/ Newtown | Not Eligible | Not Eligible |
| HAM-2087-59 | Perin House/ Newtown | Not Eligible | Not Eligible |
| HAM-2120-57/ Mariemont | Westover Industrial Park/ Fairfax- Mariemont | Contributing resource in Mariemont Historic District (now NHLD) | Consists of several commercial Art Deco buildings in excellent condition |
| No OHI Number | Mariemont Historic District | Listed | Status was upgraded to National Historic Landmark District (2007) |
| HAM-2162-59 | House/ Newtown | Not Eligible | Not Eligible |
| HAM-2163-59 | Adams House/ Newtown | Not Eligible | Demolished |
| HAM-2164-59 | Howell House/ Newtown | Not Eligible | Not Eligible |
| HAM-2166-59 | Rabe Building/ Newtown | Not Eligible | Demolished |
| HAM-2167-59 | Newtown Methodist Church/ Newtown | Not Eligible due to large unsympathetic additions | Not Eligible |
| HAM-2168-59 | Newtown Fire Dept./ Baptist Church Newtown | Not Eligible due to alterations | Not Eligible due to alterations |
| HAM-4938-59 | Gerard F & Am Lodge/ No.11 District School | Potentially Eligible | Potentially Eligible |
| HAM-6437-59 | Newtown Town Hall & Police Dept./ Newtown | Not Eligible due to alterations | Not Eligible due to alterations |
| HAM-3263-59 | Rose Hill / John Hill Cemetery/ Anderson Township | Not Evaluated | Not Eligible due to compromised setting |
| HAM-5689-59 | Patricia Ann & Roland Long House/ Newtown | Not Eligible | Not Eligible |

| Table 1. Previously-Surveyed Properties in the Study Area | | | |
|--|--|--|---|
| OHI NO. | RESOURCE NAME/ LOCATION | NATIONAL REGISTER STATUS (2002) | COMMENTS / 2008 STATUS |
| HAM-6286-59 | House/ Newtown | Not Eligible | Not Eligible |
| HAM-6413-59 | Edward Edwards House | Not Eligible | Not Eligible |
| OHI Number Unknown | Russell & Marie Young House/ Newtown | Not Eligible | Not Eligible |
| HAM-6415-59 | House/ Newtown | Not Eligible | Not Eligible |
| HAM-6417-59 | Clark House/ Newtown | Not Eligible | Not Eligible |
| HAM-6418-59 | Betty Baker House/ Newtown | Not Eligible | Demolished |
| HAM-6421-59 | William Cole House/ Newtown | Not Eligible | Not Eligible |
| HAM-6422-59 | Gene Martin House/ Newtown | Not Eligible | Demolished |
| HAM-6423-59 | Mary Hall House/ Newtown | Not Eligible | Not Eligible |
| HAM-6424-59 | House/ Newtown | Not Eligible due to alterations | Not Eligible due to alterations |
| HAM-6426-59 | Silas & Carol King House/ Newtown | Not Eligible | Not Eligible due to alterations |
| HAM-6427-59 | Mayme Thornberry House/ Newtown | Not Eligible | Not Eligible |
| HAM-6428-59 | Worth Turpin House/ Newtown | Not Eligible | Not Eligible due to post-1958 additions and alterations |
| HAM-6430-59 | Dale Caplinger House/ Newtown | Not Eligible | Demolished |
| HAM-6431-59 | Sue Anderson House/ Newtown | Not Eligible | Demolished |
| HAM-6432-59 | Newtown Feed & Supply Company/ Newtown | Not Evaluated | Potentially Eligible |
| HAM-6436-59 | Main Street Café/ Newtown | Not Eligible | Not Eligible |
| No OHI Number (2002 Survey) | Queen Anne House/ Newtown | Potentially Eligible | Not Eligible due to many later additions. Built ca. 1980s, as verified by speaking with owner of house |
| No OHI Number (2002 Survey) | Greek Revival House/ Newtown | Potentially Eligible | Not eligible due to alterations (new windows) and later additions |
| CLE-0532-05 | Patrons of Husbandry Hall/ Union Township | Not Eligible | Not Eligible |
| CLE-0533-06 | Viola Smith Hair Stylist/ Union Township | Not Eligible | Not Eligible |

2.4 National Register of Historic Places

The literature review identified five resources that currently are listed in the National Register of Historic Places: Mariemont Historic District (1977) (no OHI number), Newtown Cemetery (1977) (HAM-2165-59), with contributing Storage Building (HAM-2160-59), the Harrison-Landers House (1974) (HAM-6417-59), the William Edwards Farmhouse (1989) (HAM-6411-59), and the Joseph Martin House (1974) (HAM-6416-59). The Mariemont Historic District was upgraded from a National Historic District to a National Historic Landmark District (NHL) on March 29, 2007 (Village of Mariemont 2008). The district was one of the city's first planned communities, and consists of early-to-mid-twentieth-century buildings, both residential and commercial. Architectural styles found in the district include Art Deco, Tudor Revival, and Colonial Revival.

The Newtown Cemetery (also known as the Odd Fellows Cemetery and Flagsprings Cemetery), contains two Indian mounds, a pioneer cemetery, a Gothic Revival receiving vault, and a contributing, 1879 storage building (Gray & Pape 2002). Field survey conducted for this project determined that the cemetery remains in excellent condition and is well-maintained. The Harrison-Landers House and Joseph Martin House, both on School Street, remain in excellent condition, as does the William Edwards Farmhouse located on Edwards Road. All five of the NRHP-listed properties retain a high degree of integrity.

Both the currently-listed and newly-identified properties were evaluated using the NRHP criteria described below, in order to make eligibility decisions.

2.4.1 National Register of Historic Places criteria:

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

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

2.4.2 Criteria Considerations

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

- A. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- B. A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- C. A birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his productive life; or
- D. A cemetery that derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- F. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
- G. A property achieving significance within the past 50 years if it is of exceptional importance (USDOI-NPS 1995:2).

3.0 HISTORY OF HAMILTON AND CLERMONT COUNTIES

The history of both counties is discussed in detail in the 2002 *Cultural Resources Context* Report (Gray & Pape), and may be referenced in that document. Only a brief overview of the specific neighborhoods within the study area is presented here, along with a description of the architectural resources located within each neighborhood.

Linwood

Wooster Pike is the main thoroughfare through the community of Linwood. Built between 1830 and 1844, this turnpike paralleled the Ohio River from Cincinnati into eastern Hamilton County, where it turned northward to follow the Little Miami River. Soon after its completion, the Little Miami Railroad laid its tracks adjacent to Wooster Pike. The turnpike and the railroad provided important overland links between Cincinnati and eastern Hamilton County, facilitating the shipment of goods and produce from outlying farms to the metropolitan center (Gray & Pape 2002:B22).

Until the opening of Wooster Pike and the Little Miami Railroad, Linwood consisted predominantly of large farmsteads. The Chapman, Ferris, and Langdon families were among the more prominent residents of the area. Following the completion of the turnpike and railroad, these farming families subdivided considerable acreage for sale to developers and industrialists. During the late 1840s, the area along Wooster Pike and the Miami Railroad transitioned from a rural, agrarian landscape into a mixture of industrial, commercial, and residential development. Much of this activity centered around Linwood's Station on the Little Miami Railroad (Gray & Pape 2002:B22).

By the 1890s, Linwood had expanded into the surrounding hillsides, with a network of irregular streets built to match the steep terrain. The community boasted a waterworks, electric power plant, volunteer fire department, public school, and library. The community's improvements attracted upper-income residents. By the late 1890s, Linwood's prominent population justified construction of a Cincinnati Street Railway Company line to the hillside community. The new streetcar line likely improved transportation for local residents, who previously had relied upon the Little Miami Railroad for access to Cincinnati (Gray & Pape 2002:B23).

Having developed along a transportation corridor, the communities of Linwood, Fulton, Pendleton, and Columbia often were regarded as one indistinct neighborhood. This notion was reinforced by construction of the Columbia Parkway in the 1930s. Built along the route of the original Wooster Pike, the parkway enhanced the sense of continuity among the various communities along its line. Columbia Parkway cut Linwood in half, effectively turning the east half of the community, located near the railroad tracks, into a working class, industrial neighborhood. The west half of Linwood retained much of its high-style, nineteenth century charm. The 1962 extension of the access parkway from Linwood Avenue to Fairfax further divided the neighborhood, creating a physical barrier between the two halves of the community (Gray & Pape 2002:B23).

Only the northern portion of Linwood is located within the study area. This area consists almost exclusively of industrial development along Wooster Pike. It is dominated by the ca. 1920 Caraustar Paperboard Company, located at 5500 Wooster Pike (Plate 1). A number of smaller, more recently constructed industries are located along the east side of the road, opposite the paperboard factory. Typical examples of these later industrial buildings are located at 5391 Wooster Pike (Plates 2 and 3). Four residences dating from ca. 1880 to 1915, and a ca. 1970 apartment building, also are located along this portion of Wooster Pike (Plates 4 to 6). None of these resources are architecturally or historically significant, and all have compromised integrity. Recent industrial development along Wooster Pike has dramatically altered the character of this neighborhood. East of Wooster Pike, the landscape includes gravel pits and undeveloped farmland that extends toward Newtown. The farmland is located in a floodplain along the south bank of the Little Miami River. The agricultural fields are not visible from Wooster Pike.

Fairfax

The community of Fairfax is located immediately north of Linwood near the northwestern corner of the study area. Red Bank Road is the main thoroughfare through this area. It divides residential development west of the road from commercial and industrial development to the east. Railroad tracks owned by CSX parallel the west side of Red Bank Road through the northwestern corner of the study area. South of Fairfax, near the northern limits of Linwood, Columbia Parkway crosses over Red Bank Road just west of the Red Bank Road/Wooster Pike intersection. Columbia Parkway becomes Wooster Pike east of the junction between these two roads.

Like Linwood, Fairfax developed along Wooster Pike and the Little Miami Railroad. However, Fairfax remained relatively rural until ca. 1900. Following construction of the Cincinnati, Milford & Loveland Traction Company interurban line through the community in 1903, Fairfax quickly developed into a bedroom community. Between 1910 and 1940, most of the nineteenth-century architecture in Fairfax was razed to make way for modern housing. Consequently, much of the housing stock in Fairfax reflects the pre-war popularity of Craftsman and Tudor style architecture (Gray & Pape 2002:B47). Within the study area, however, architecture is limited to post-1960s industrial development and a series of pre-war Minimal Traditional style houses.

Development along the west side of Old Red Bank Road in the Fairfax area consists primarily of pre-war Minimal Traditional houses, with a few random ranch and vernacular front-gabled houses (Plates 7 to 11). The majority of these houses have been altered with additions, replacement windows and or siding. East of Red Bank Road, development consists of ca. 1960 to ca. 1980 commercial and industrial buildings. Vernacular in style, these concrete buildings are laid out in random fashion along the north side of the Columbia Parkway/Red Bank Road interchange.

A ca. 1920, Norfolk & Western Railroad (N&W) deck girder viaduct spans Red Bank Road just southwest of the Columbia Parkway/Red Bank Road interchange (Plate 12). This

structure was recommended potentially eligible for the NRHP in the 2002 *Cultural Resources Survey* report. Although the bridge retains good integrity, steel deck girder railroad bridges and viaducts are common throughout Cincinnati and Hamilton County. For example, the cantilevered Chesapeake & Ohio Railroad bridge over the Ohio River at Cincinnati includes an extensive deck girder viaduct approach that better represents this engineering design. Therefore, because better examples of these structures exist within Hamilton County, Gray & Pape does not recommend the N&W viaduct over Red Bank Road as eligible for inclusion in the NRHP.

An Ohio Historic Inventory form indicates that during the early 1980s a surveyor identified a ca. 1880 outhouse (HAM-1976-57) just east of the N&W viaduct and south of the N&W tracks. This parcel has been occupied by Hyde Park Lumber since 1970. In 2006 the lumber company constructed a commercial building near the location of the outhouse. During field investigations for this project, the historian was unable to locate the outhouse, indicating that it has been demolished.

Mariemont Historic District

Southeast of Fairfax the Westover Industrial Park (HAM-2120-57) extends northward and eastward along the east side of Wooster Pike from the north side of the N&W railroad tracks to Riverview Drive. The industrial park is a contributing resource within the National Historic Landmark- (NHL) listed Mariemont Historic District. Development along this stretch of Wooster Pike includes small to large-scale industrial buildings dating from the late 1920s to the 1940s (Plates 13 and 14). A number of the buildings, including the Haney Packaging Resource Center plant at 5657 Wooster Pike and the Kellogg's Snacks plant at 1 Trade Street, include Art Deco-inspired details (Plates 15 and 16). Many of the buildings in the Westover Industrial Park have experienced alterations, including additions and replacement windows, but the overall integrity survives and the park remains a contributing resource within the Mariemont National Historic Landmark District.

A series of smaller industrial and commercial buildings are located on the west side of Wooster Pike, opposite the Westover Industrial Park. Most of these buildings are constructed of cinder block and cast concrete and feature few, if any, stylistic details. The majority of these buildings were built between the late 1940s and early 1960s. These buildings are not architecturally or historically significant and are located outside the Mariemont Historic District. Typical examples of buildings within this development are located at 5614 and 5599 Wooster Pike (Plates 17 and 18).

East of the Westover Industrial Park the residential section of the Mariemont Historic District extends eastward along Wooster Pike. This 1920s planned community was listed in the NRHP in 1977 for its architectural significance and its association with prominent planners and architects. Modeled after a self-contained English community, the Mariemont plan was designed by John Nolen. Built on 420 acres provided by Mary Emery, the planned community came equipped with public services, recreational facilities, stores, and utilities to support 5,000 residences (Gray & Pape 2002:B59).

Approximately 27 houses in the historic district are located within the study area. These properties are located just east of the Westover Industrial Park along Mariemont Avenue, Miami Bluff Drive, and Midden Way. These houses are contributing resources within the Mariemont Historic District.

The former N&W (now Norfolk Southern) Clare Yards are located along the foot of Miami Bluff, immediately south of the Mariemont Historic District. When surveyed during the early- to mid-1980s, these yards included a car repair shop (HAM-2317-57); yard master's building (HAM-2318-57); yard tower (HAM-2319-57); employee's locker room (HAM-2320-57); sanding tower (HAM-2323-57); car inspector's shed (HAM-2322-57); and roundhouse shack (HAM-2325-57). All these buildings were demolished prior to the 2002 survey. Due to the loss of these buildings, as well as the alteration of the overall yard configuration, the Clare Yards exhibit poor integrity.

Near the eastern end of the Clare Yards, a five-span bridge carries the Norfolk Southern (NS) tracks across the Little Miami River (Plate 22). Built ca. 1920 by the N&W, this riveted steel bridge includes three deck girder approach spans and two Baltimore through truss spans. The bridge rests atop cast concrete abutments and piers. The structure retains good integrity and is a good example of its type. Because Baltimore trusses are not common within Hamilton County, the N&W Little Miami Bridge (HAM-2321-57) is considered potentially eligible for inclusion in the NRHP.

Anderson Township

On the south side of the Little Miami River, just southeast of the N&W bridge over the Little Miami River, is a pair of former summer camp complexes, each accessed by their own road. Built during the 1910s and 1920s, the complexes included small cottages, swimming pools and other amenities for guests. The camp within the study area has been largely demolished, leaving only the roads and a few bungalows. These buildings have been drastically altered from their original appearance. One example is located at 3909 Fort Lee Parkway (Plate 23). The second summer camp is located east of the study area. Much of this camp remains intact, but all of the buildings have been modified with post-1960s additions.

The agricultural fields south and west of the former summer camp complexes are largely owned by the Motz and Turpin families (Plate 24). The Motz family farmstead dates to the 1880s. Since the 1960s, the Motz family has grown sod in fields south of the Little Miami River (Edmund Motz, personal communication 2008). There are no standing structures on the Motz farm within the study area. West of the Motz property, the Turpin family continues a tradition of farming that dates back to the late-eighteenth century. Among the earliest settlers in the Newtown area, the Turpins have tilled their land continuously since ca. 1799. Like the Motz family, the Turpins have grown sod since the 1950s or early 1960s (Robert Turpin, personal communication 2008). No structures are located on the Turpin property within the study area. The cultural landscape encompassed by these properties was recommended potentially eligible for inclusion in the NRHP during the 2002 *Cultural Resources Context* Report. Because the Motz and Turpin farmsteads retain good integrity, the present survey confirms the recommendation from the 2002 report.

Village of Newtown

Newtown is Hamilton County's only incorporated village within the lands originally included within the Virginia Military District. Originally known as Mercersburgh or Mercer's Station, Newtown began its existence in 1790 as a stockade. Revolutionary War veteran and town founder Aaron Mercer laid out the small town of 28 lots ca. 1796. In 1803, a transplant from Newtown, Virginia named the area north of Main Street, "Newtown." When the post office was established in 1813, Mercersburgh and Newtown were combined as Newtown (Gray & Pape 2002:B69).

With a strong agricultural base and a prime location on both land and water transportation routes, Newtown quickly became the dominant town in Anderson Township. The community's burgeoning population necessitated construction of the Baptist Church (now Newtown Fire Department) (HAM-2168-59) in 1841, the Universalist Church (HAM-1970-59) in 1853, and the Newtown United Methodist Church (HAM-2167-59) in 1867. This growth continued through the Civil War, and then slowed (Gray & Pape 2002:B69).

Despite the arrival of the narrow gauge Cincinnati & Eastern Railroad in 1882, the community remained relatively small. During the 1880s and 1890s, a burst of development occurred along Church Street, north of Main Street. A number of houses along this stretch of road reflect the Queen Anne influences of the period (Gray & Pape 2002:B69).

Due in part to its location in the flood plain of the Little Miami River, Newtown experienced little industrial growth. Consequently, the community remained relatively small and rural throughout much of the twentieth century. However, during the late 1920s, vast tracts of farmland north and east of town were mined for gravel. This area is now dominated by light-industrial buildings, relating largely to the gravel business. Most of the abandoned pits have filled with water, but a few remain active as gravel quarries (Gray & Pape 2002:B70).

Much of Newtown and its surrounding area are located within the central portion of the study area. The largest section of the town is laid out along the north and south sides of SR 32 (Main Street), between Turpin Lane/West Street on the west and Round Bottom Road on the east. The southern boundary of the study area skirts the south side of the buildings fronting the south side of Main Street. The landscape south of these buildings is sparsely developed. The town consists largely of residential and commercial buildings dating from the early nineteenth century to the present. Much of the earliest development is along Main Street between Turpin Lane and Round Bottom Road. Another series of mid- to late-nineteenth century buildings are located along Church Street, north of Main Street. A total of 43 previously recorded historic buildings remain extant within the study area in Newtown. Nine previously recorded buildings have been demolished since they were surveyed in the 1980s.

Development along Main Street includes a mixture of residential and commercial buildings. These are largely early- to mid-nineteenth century vernacular styles, one- and two-story front and side-gabled houses, intermixed with post-1960s strip malls and commercial buildings. Many of the nineteenth-century houses, such as the Italianate style Worth Turpin House

(HAM-6428-59) at 6708 Main Street (Plate 25), have been converted to commercial use. These converted buildings typically include insensitive additions, replacement windows and siding. A few houses, such as the Kiser House at 6763 Main Street (HAM-2024-59; Plate 27) and 6767 Main Street (HAM-4957-59; Plate 28), remain residences. These two residences were considered potentially NRHP-eligible in the 2002 *Cultural Resources Context* report. However, the present survey noted that both buildings include additions and replacement windows that compromise their integrity. Neither presently appears to meet NRHP eligibility criteria.

Similar to the former residential buildings along Main Street, the few remaining historic commercial buildings in Newtown also have experienced insensitive alterations. One example of a compromised historic commercial building is located at 6774 Main Street (Plate 29). Three buildings that retain their integrity include 6730 Main Street (Scot & Nancee Rogers House) (HAM-6429-59); 6876 Main Street (Newtown Feed & Supply) (HAM-6432-59); and 6810 Main Street (Imogene Whitley House) (previously unrecorded). The Scot & Nancee Rogers House, (HAM-6429-59), (Plate 26), located at 6730 Main Street, is a ca. 1865, vernacular style brick I-house. The house retains its original 6/6 double-hung sash and center entrance door with sidelights. The Imogene Whitley House, located at 6810 Main Street, is a ca. 1935, one-story front-gabled bungalow (Plate 30). This building retains its original 3/1 double-hung sash, wood clapboard siding, and recessed porch with brick and wood columns. The Newtown Feed & Supply (HAM-6432-59) is a two-story vernacular style commercial building located at 6876 Main Street (Plate 31). Built for the Odd Fellow's Flag Spring Lodge in 1890, this front-gabled building retains its original 2/2 double-hung sash; leaded pivoted windows; multi-light storefront windows; and wood clapboard siding. These three resources appear potentially eligible for inclusion in the NRHP.

North of Main Street and west of Debolt Street, the streets of West Plum, Crull, West, Leonard, and Crawford each include vernacular style, one- and two-story front and side-gabled houses dating from the late 1920s to the 1960s. The majority of these houses have been altered with additions, replacement siding, and or windows. Typical examples of houses in this area include 3535 Leonard (Plate 32) and 6619 Crull Street (Plate 33). One notable building that retains its integrity is 3520 Crawford. Built in 1945, this Art Moderne-inspired brick house (Herbert Waddell House) stands two stories tall and features a flat roof and original steel casement, awning, and glass block windows (Plate 34). An unusual design exhibiting good integrity, this building appears potentially eligible for inclusion in the NRHP.

Buildings east of Debolt Street and north of Main Street consist largely of single family dwellings. Notable resources on Debolt Street include 3511 Debolt Street (HAM-4938-59) and 3517 Debolt Street. The Gerard Lodge F & AM/ No. 11 District School, (HAM-4938-59) is an 1861, two-story Greek Revival style building with a cruciform plan, brick load-bearing walls, and a limestone foundation (Plate 35). Although the windows have been replaced, they remain compatible with the original design. This resource is a good example of a late Greek Revival style schoolhouse, and appears potentially eligible for inclusion in the NRHP. The house at 3517 Debolt Street was recommended potentially eligible for inclusion in the NRHP in the 2002 *Cultural Resources Context* report (Gray & Pape 2002) Built ca.

1885, this two-story cross gabled house features original 1/1 double-hung windows, molded window surrounds, and a Queen Anne-inspired covered porch on the primary façade (Plate 36). Although this house retains its original configuration and many of its Queen Anne style details, it is covered with asbestos siding, which obscures the original wood clapboard and alters the original appearance. Due to its compromised integrity, this building does not appear NRHP eligible.

East of Debolt Street the streets of Plum and Center consist largely of vernacular style side-hall entry, hall and parlor, central passage, and front and side-gabled bungalows. The earliest houses are concentrated toward the east end of Plum and Center Streets, near Church Street. All these houses have suffered a loss of integrity as a result of insensitive additions, replacement siding, and replacement windows. The only previously surveyed resource in this area is the Silas & Carol King House at 6834 East Plum Street (Plate 37). The King House, with its insensitively altered primary façade, is typical of resources in this section of Newtown.

East of East Plum Street, Church Street extends north from Main Street toward the Little Miami River and Wooster Pike. Development along Church Street includes a mixture of residences, commercial and civic buildings dating from the mid- nineteenth century to the mid- twentieth century. Nearly all of the resources along Church Street have been altered with either additions or replacement siding and windows. A typical example is located at 3537 Church Street (HAM-2168-59). The primary façade of this former 1844 Baptist church has been converted to accommodate the fire trucks of the Newtown Fire Department (Plate 39). The 1853 Greek Revival style Universalist Church/ Van Lock Building at 3607 Church Street (HAM-1970-59) has fared better and continues to provide a good example of local Greek Revival architecture (Plate 40). Although the windows have been replaced and a small addition added to the rear of the building, the changes are compatible with the overall look and feel of the building. A good example of a Greek Revival church, Gray & Pape recommends resource HAM-1970-59 as potentially eligible for inclusion in the NRHP. Typical examples of Church Street historic residential architecture include the Queen Anne and Gothic Revival style houses at 3633 Church Street (HAM-6421-59; Plate 41) and 3637 Church Street (HAM-6420-59; Plate 42). Like most of the buildings along Church Street, these two resources have lost integrity as a result of insensitive additions, vinyl siding, and replacement windows.

School Street extends west from Church Street, just north of the NS Railroad/Church Street grade crossing. This street is dominated by the Miami Valley Christian Academy. The original portion of this former public school was built in 1926, but most of the construction postdates the 1960s. Along the east side of School Street, immediately east of the Miami Valley Christian Academy are a pair of NRHP-listed houses. The Joseph Martin House at 6836 School Street (HAM- 6416-59) and the Harrison Landers House at 6838 School Street (HAM- 6417-59) were relocated to School Street from Church Street in the early 1980s. The Joseph Martin House is a ca. 1840 Greek Revival style central passage house with wood clapboard siding; original 6/6 double-hung windows; and a covered porch with squared Doric columns and a wooden balustrade atop the roof (Plate 43). The Harrison Landers House is a

ca. 1836, Federal style two-story side-gabled house with five bays and a narrow, two-story covered porch in the center of the primary façade (Plate 44).

The area around Church Street, north of School Street, is dominated by the Little Miami Golf Course and its accompanying country club. Much of the golf course was developed during the 1980s and 1990s. During this period, houses along the west side of Church Street were demolished or moved to make way for expansion of the greens. Historic houses along Church Street remain extant along the east side of the street as far north as Valley Avenue. All the houses along Church Street north of the NS Railroad grade crossing, and south of the study area boundary (which extends from west to east just south of the Little Miami River), have been altered. None of these resources appear eligible for the NRHP.

Development along Valley Avenue, between Church Street and Round Bottom Road, consists of post-1960s industrial buildings and late-1950s and 1960s ranch houses intermixed with pre-war bungalows and a few late-nineteenth century farmhouses. The bungalows are all vernacular in style and include front and side-gable plans. The few nineteenth century farmhouses that survive have been altered dramatically. None of the buildings in this area are architecturally significant and all have been modified with either insensitive additions or replacement siding and/or windows.

Development along Main Street between Church Street and Round Bottom Road is considerably more recent than that west of Church Street. With a few exceptions, the Main Street Café at 6903 Main Street (HAM-6436-59) and the house at 6938 Main Street roughly mark the extent of surviving nineteenth century architecture east of Round Bottom Road. Like most of the remaining historic commercial buildings in Newtown, the Greek Revival style building at 6903 Main Street (HAM-6436-59) has been altered with insensitive additions and replacement windows (Plate 45). Similarly, the eclectic house at 6938 Main Street, deemed potentially eligible for the NRHP in the 2002 *Cultural Resources Context* report, has been obscured with large additions (Plate 46). According to owner Matthew Hueber, he built the “Empire style” tower and the Queen Anne style enclosed porch addition during the 1980s. He attempted to have the house listed on the NRHP but was denied due to these additions (Matthew Hueber, personal communication 2008). Therefore, Gray & Pape does not recommend this resource as eligible for inclusion in the NRHP.

A number of post-war commercial buildings are located around the intersection of Main Street and Round Bottom Road. Most of these buildings are single-story vernacular style buildings clad with brick or built of cinderblock. These buildings are intermixed with post-1960s commercial and industrial buildings. The area south and east of Round Bottom Road is dominated by a large, ca. 2006 apartment complex. Along the north side of Main Street, east of Round Bottom Road, is a construction materials processing yard. This facility includes post-1960s office buildings and assorted piles of asphalt and gravel.

A number of historic resources are located along Round Bottom Road, north of the N & W Little Miami Railroad grade crossing. The first of these is the Newtown Cemetery (HAM-2165-59), located immediately north of the grade crossing on the west side of Round Bottom Road. Formerly known as the Flag Spring or Odd Fellows Cemetery, this cemetery was laid

out around a pair of Indian mounds ca. 1820 (Plate 47). Just east of the main mound is an 1879, Gothic Revival storage building (HAM-2160-59) that was built by the Odd Fellows (Plate 48), and is a contributing element to the cemetery, which is listed on the NRHP.

Development to the east and north of the Newtown Cemetery consists predominantly of post-1960s industrial buildings and large ponds, which occupy former gravel pits. A few scattered nineteenth century farmhouses and 1940s and 1950s ranch houses are located along Round Bottom Road north of Valley Avenue. Two examples of early farmhouses include the ca. 1845 Edward Edwards House (HAM-6413-59; Plate 49) at 3807 Round Bottom Road and the ca. 1810 Isaac Edwards House (HAM-6412-59; Plate 50) at 3872 Round Bottom Road. Although the Edward Edwards House has been compromised with additions and replacement windows, the Isaac Edwards House retains excellent integrity. It features original 6/6 double-hung windows; side lights and transom around the front door; a historic gabled-ell addition along the rear façade; and a limestone foundation. Aside from a small, covered porch addition at the rear of the house, the Isaac Edwards House exhibits excellent historic integrity. A good example of a Federal style five-bay I-house, Gray & Pape recommends this resource as potentially eligible for inclusion in the NRHP.

Cincinnati-Batavia Road to Mt. Carmel

A series of large gravel pits are located along the north and south sides of Cincinnati-Batavia Road (Main Street), just east of Newtown. These quarries are located between the south and east sides of Round Bottom Road and the north side of Main Street, which turns into Batavia Road just east of Newtown. The earliest quarries date to the 1920s. Most of these pits have been abandoned and have since filled with water. The only active pits are located along the north and south sides of Main Street, just east of town. Most of the active equipment consists of conveyor belt systems, rock crushers, and assorted aggregate mixing machinery. Most of this machinery likely dates to the 1970s or later.

The Burger Farm and Garden Center, located at 7849 Main Street (Cincinnati-Batavia Road), was established ca. 1904. However, a ca. 1940 barn is the only historic building remaining at the site (Plate 52). Like the overall Burger farmstead, the barn has been drastically altered to accommodate customers. The Del Burger House (HAM-6414-59), surveyed during the early 1980s, has since been demolished. The landscape surrounding the farmstead has been altered by the expansion of adjacent gravel pits and the construction of new housing and a golf course.

A series of six, pre-war Cape Cod and Minimal Traditional style houses is located along the south side of Main Street/Cincinnati-Batavia Road, immediately east of the Burger Farm and Garden Center. One of these houses exhibits good integrity. The house at 7913 Cincinnati-Batavia Road is a ca. 1941, one and a-half story Cape Cod style building with Colonial Revival elements (Plate 53). Known as the Mary Ingram House, it has original wood clapboard siding; 6/6 double-hung windows; side-lights around the front door; and recessed porches on the east and south facades. Since this building retains exceptional integrity and is a good example of its type, it is considered potentially eligible for inclusion in the NRHP.

Just east of the Burger Farm and Garden Center, Main Street becomes the Cincinnati-Batavia Road as it enters a narrow canyon that separates the Newtown area from Mt. Carmel in Clermont County. The canyon remains relatively rural with scattered residential development along the north and south sides of Cincinnati-Batavia Road. Buildings along this stretch of highway consist largely of post-war residences, but a few mid-nineteenth century farmsteads also are present. A potentially eligible resource is located near the end of a private drive northeast of the Cincinnati-Batavia Road. Although located on a private drive, the address is listed as 8016 Batavia Road. The house is a 1938, Colonial Revival style, side-gabled building with three bays along the primary façade and a two-bay wing at the north façade (Plate 54). The property, known as the Rose Sava House, features original wood clapboard siding, 6/6 double-hung windows, and sidelights around the main entrance. A three-bay transverse barn, built in ca. 1950, is located just east of the house (Plate 55). The barn retains original wood plank siding, six-light windows, and wooden barn doors. Three ranch houses, built between 1963 and 1973, are located on large lots to the north and south of 8016 Batavia Road. These houses rest atop lots that probably were originally associated with 8016 Batavia Road. Although the landscape surrounding 8016 Batavia Road was altered to make way for the ranch houses, the overall setting remains rural and secluded. Due to the good integrity of 8016 Batavia Road, the Rose Sava House and its barn are recommended potentially eligible for the NRHP.

Among the more notable resources in this part of the study area is the William C. Apple House at 8210 Batavia Road (HAM-3261-59), and the Apple House at 8002 Batavia Road (HAM-3260-59). Built ca. 1850, the William C. Apple house at 8210 Batavia Road is a vernacular, five-bay I-house (Plate 57). This brick house retains its original 6/6 double-hung windows, transom and sidelights around the main entrance, and a ca. 1920 covered porch addition. Because this house retains good integrity and is associated with a locally-prominent nineteenth-century farming family, the house at 8210 Batavia Road is recommended potentially eligible for the NRHP. The Apple House at 8002 Batavia Road was built ca. 1830 (Plate 56). Small in scale, this vernacular side-gabled house stands two-stories tall and includes three bays with a center entrance. Neither of the two sides of the house have windows. A small summer kitchen addition is located off the rear of the house. Like the house at 8210 Batavia Road, 8002 Batavia Road is recommended as potentially eligible for inclusion in the NRHP because of its good integrity and association with the Apple family.

A vernacular style central passage house is located on the south side of Cincinnati-Batavia Road just south of the William C. Apple house (Plate 58). Built ca. 1840, this brick house probably was associated with one of the early, local farming families. The integrity of the house, however, has been compromised with insensitive additions.

Several tracts of homes dating to ca. 2000 are located in the hills south of Cincinnati-Batavia Road. These houses are located along a series of secluded drives that are accessible via Little Dry Run Road. The majority of these new homes sit outside the study area, but those near the northern ends of Village and Wycliffe Drives are located just north of the southern boundary of the study area. All of these houses are less than 50 years of age.

Development along Eight Mile Road, south of Cincinnati-Batavia Road, consists predominantly of mid-1950s ranch houses. Most of these houses are located on Whiting Way, which extends westward off Eight Mile Road just south of Batavia Road. Typical examples of ranch houses in this area include 3139 and 3149 Whiting Way (Plates 59 and 60). Most of these houses date from the early to mid-1950s and include rectangular plans with hipped roofs, brick cladding or vinyl siding, and concrete slab foundations. Most houses have replacement windows and an addition or enclosed breezeway between the house and detached garage. None of these houses are architecturally significant and most or all have experienced some type of alteration.

The oldest house located in this general vicinity is 8495 Cincinnati-Batavia Road. This ca. 1860 vernacular style house is located off the south side of Cincinnati-Batavia Road, just south of Eight Mile Road (Plate 61). The integrity of the house has been compromised with insensitive additions and asbestos siding.

A small cemetery, known locally as the John Hill or Rose Hill Cemetery (HAM-3263-59), is located on the north side of Cincinnati-Batavia Road, just east of the eastbound/westbound split, and just west of the Hamilton County/Clermont County border (Plate 62). A concrete retaining wall extends the length of the south side of the cemetery, providing a low wall between the cemetery and the westbound lane of Cincinnati-Batavia Road. The cemetery includes headstones dating to the mid-nineteenth century.

A series of 1950s and 1960s ranch house developments are located off Mount Carmel Road to the north and east of Cincinnati-Batavia Road, near the Hamilton/Clermont County border. The Susanview Lane housing development, located west of Mount Carmel Road, is the only ranch development within this section of the study area that is located within Hamilton County. Typical examples of houses on Susanview Lane are located at 8600 (Plate 63), 8632 (Plate 64), and 8657 (Plate 65) Susanview Lane. All of these houses were built in 1957 and 1958, and all of the houses follow one of two plans, with the attached garage located either in the front or the side of the house. The overall Susanview Lane housing development is located along a winding, downward-sloping cul-de-sac that terminates in a heavily wooded greenbelt (Plates 66 and 67). Although most of the houses exhibit reasonable integrity, the Susanview Lane housing development is not unique to the area.

Mount Carmel

During the early nineteenth century, the cross-roads community of Mount Carmel developed along the Cincinnati and Batavia Pike near the Hamilton/Clermont County border. Roads leading to and from Mount Carmel connected prominent farmsteads along the Little Miami River with the Round Bottom farming community, among others. A hub for regional farming activity, Mount Carmel hosted the Patrons Hall of Husbandry Union Hall (CLE-532-6), located at 486 Old SR 74 (Plate 87). Population growth during the first half of the nineteenth century was slow, with only modest development occurring along Cincinnati-Batavia Pike. Following the opening of the Cincinnati & Portsmouth Railroad in 1877, the population increased slightly, but the boom proved short-lived (Gray & Pape 2002:C4).

Not until the end of World War II did significant new development occur in the Mount Carmel area. Much of this development followed the construction of I-275, which provided a rapid route to downtown Cincinnati and surrounding communities. The new freeway bisected historic farmsteads and fostered a housing boom along its route. During the construction boom of the late 1950s and 1960s, new ranch houses and shopping centers sprang up along the old farming roads around Mount Carmel and its surrounding communities. In the Mount Carmel area, ranch house developments proliferated along Cincinnati-Batavia Road and Old SR 74. The continuity of early-settlement architecture was interrupted by new construction, as strip malls and apartment buildings replaced historic buildings. Today, the streetscape along Old SR 74 includes an odd mixture of early-settlement architecture interspersed with post-war commercial and apartment buildings. All the early-settlement buildings have been altered dramatically for new commercial uses, reflecting a common trend among post-war, freeway suburban communities (Gray & Pape 2002:C4).

East and south of the John Hill/Rose Hill Cemetery, Cincinnati-Batavia Road enters Clermont County and the Mount Carmel area. The northern study area boundary parallels the east side of Cincinnati-Batavia Road as it nears the southeast end of the study area. The boundary includes a number of 1950s and 1960s ranch house developments along the east side of Cincinnati-Batavia Road. Similarly, the southern boundary of the study area parallels the west side of Cincinnati-Batavia Road as it nears the north/south study area boundary along Bells Lane. Development along the western side of Cincinnati-Batavia Road is dominated by 1950s and 1960s ranch houses.

Ranch developments along the eastern side of Cincinnati-Batavia Road are located along Mount Carmel Road, Craig Road, Little Turtle Lane, Roney Lane, and Van Vista Drive. Mount Carmel Road extends from Cincinnati-Batavia Road north toward the Little Miami River. The landscape along Mount Carmel Road and its intersecting streets is relatively flat, with scattered patches of large hardwood trees surrounding the various subdivisions. The houses typically have deep setbacks, with large hardwood trees along the street. This arrangement makes it difficult or impossible to capture houses within a streetscape photo. Therefore, specific examples of houses are provided as representatives of common types.

Houses along Mount Carmel Road within the study area are similar to those along Susanview Lane, with attached garages located at either the front or the side of the house. Typical examples along Mount Carmel Road are located at 3290 (Plate 68) and 3266 (Plate 69) Mount Carmel Road. These houses often include relatively large lots with the house located somewhere near the middle of the property. The houses typically include replacement windows, but their overall configuration tends to remain original.

A series of east/west roads intersect Mount Carmel Road and Cincinnati-Batavia Road near the northern boundary of the study area. These roads are all interconnected, but the housing developments appear to have been built by numerous contractors over a 20-year period following World War II. The longest of these streets, Craig Road, extends from Mount Carmel Road, near the intersection of Cincinnati-Batavia Road, to beyond Brant Lane, nearly intersecting with Aston Road. Typical examples of houses found on Craig Road are located at 444 (Plate 70) and 455 (Plate 71) Craig Road. Like most of the houses on Craig Road,

these two houses were built in the late 1950s and early 1960s. Given the variation between these and other houses on Craig Road, they probably were built by different contractors, suggesting that development along Craig Road occurred over a period of time and not in a single burst of activity.

A short section of Little Turtle Lane extends into the northern boundary of the study area, just south of Craig Road. Similar to Craig Road, the houses along Little Turtle Lane vary between hipped and side-gable roof, and attached and detached garage plans. Most of the parcels are relatively large, with the houses located near the center of their lots. Typical examples are located at 470 (Plate 72) and 491 (Plate 73) Little Turtle Lane. Like all of the houses along Little Turtle Lane, these two houses were built in the late 1950s. None of these houses are architecturally or historically significant.

South of Little Turtle Lane, Roney Lane links Cincinnati-Batavia Road to Aston Road. Houses along Roney Lane are slightly older than those found on Little Turtle Lane and Craig Road. Most of the houses along Roney Lane were built during the early 1950s. Houses display either a ranch or Minimal Traditional style plan. Typical examples are located at 505 (Plate 74) and 489 (Plate 75) Roney Lane. Both these houses were built in the early 1950s. Because no two houses on Roney Lane are identical, they probably were built by their respective owners or by individual contractors. These houses exhibit varying degrees of integrity, with most having small additions and or replacement windows.

Development along the west side of Cincinnati-Batavia Road is concentrated along Cincinnati-Batavia Pike or Old SR 74, as it is commonly known. Old SR 74 extends south from Cincinnati-Batavia Road at Mount Carmel Road to Bells Lane, which constitutes the eastern boundary of the study area. The oldest section of Mt. Carmel is located along this stretch of Old SR 74. Buildings along Old SR 74 consist of mid-nineteenth century houses and commercial buildings interspersed with post-1960s commercial and apartment buildings (Plates 85, 86, 90, and 91). A number of post-war cul-de-sacs extend west from Old SR 74 between Cincinnati-Batavia Road and Bells Lane. Developed during the late 1950s and early 1960s, these housing tracts were built during the same period as those located on the east side of Cincinnati-Batavia Road.

The northernmost cul-de-sac along Old SR 74 is located near the Cincinnati-Batavia Road/Old SR 74 intersection. Called Van Vista Drive, this short cul-de-sac extends west from Clermont County into a tract of heavily-wooded hills on the Hamilton County side of the border. A typical example of a house on Van Vista Drive is located at 432 Van Vista Drive (Plate 76).

The largest housing development off Old SR 74 is located along Hilltop Drive, which becomes Pastoral Lane as it enters Hamilton County, approximately halfway along the drive (Plates 79, 80, 83, and 84). The street consists entirely of mid-1950s ranch houses. Typical examples are located at 452 Hilltop Drive (Plate 77), 439 Hilltop Drive (Plate 78), 8690 Pastoral Lane (Plate 81), and 8648 Pastoral Lane (Plate 82). The houses along this street are not architecturally significant nor is the overall housing development unique.

The only two previously recorded resources in this area are 486 Old SR 74 (CLE-0532-06) and 506 Old SR 74 (CLE-0533-06). Known as the Patrons of Husbandry Union Hall, resource CLE-0532-06 was built in 1851. It is a two-story, front-gabled Greek Revival style commercial building with brick walls and a limestone foundation (Plate 87). The building retains its original configuration, but all of the windows have been replaced with anodized aluminum frames and tinted glass. The effect has dramatically altered the look and feel of the building. The second previously recorded resource, located at 506 Old SR 74 (CLE-0533-06), is a ca. 1845, vernacular style side hall entry former residence (Plate 88). Like most of the historic houses on Old SR 74, this resource has been converted to commercial use. The building now serves as a hair salon and includes large, insensitive additions at the side and rear of the original house.

South of Hilltop Drive, Dameron Lane extends west from Old SR 74. All the buildings along Dameron Lane within the study area are less than 50 years of age. South of Dameron Lane, Weiner Lane extends west from Old SR 74. Most of the development along Weiner Lane post-dates 1960. One of the few buildings over 50 years of age is located at 4526 Weiner Lane (Plate 89). Typical of most buildings within the area, the house has been covered with vinyl siding and the windows have been replaced with vinyl or aluminum sash.

Typical examples of converted residences along the south side of Old SR 74 are located at 530 Old SR 74 (Plate 92) and 531 Old SR 74 (Plate 93). These buildings have been drastically modified to accommodate new uses.

Near the eastern boundary of the study area, Yates Lane extends northeast from Old SR 74, just west of Bells Lane. This short street includes a series of 1940s and 1950s ranch houses. Typical examples of houses are located at 4533 Yates Lane and 4545 Yates Lane (Plates 94 and 95). Like most of the post-war ranch houses in the area, they include few if any distinguishing details.

Previously-Surveyed Resources and Ohio Historic Inventory Resources

The 62 resources listed in Table 1 were identified during the 2002 survey of the study area. Many of these properties have OHI numbers from previous surveys, while others were newly-identified during the 2002 survey, and have not received an OHI number. Five of these properties currently are listed on the NRHP, as aforementioned. The current literature search did not identify any newly documented resources (OHIs) in the project area since 2002. Field investigations conducted as part of this survey indicate that ten of the previously-surveyed resources have been demolished.

4.0 CONCLUSIONS AND RECOMMENDATIONS

PRE-1958 RESOURCES NOT PREVIOUSLY LISTED ON THE NRHP OR IDENTIFIED IN SURVEYS

A large number of previously unidentified resources, 50 years of age or older, were identified during field survey work conducted in October 2008. The vast majority of these resources reached the 50-year mark since the 2002 survey. Indeed, most are ca. 1950s Ranch style houses or commercial buildings. Many lack architectural distinction, have replacement materials, additions, or other alterations. Several of the neighborhoods surveyed contain almost exclusively Ranch, Minimal Traditional, and Split-level dwellings, representative of 1950s-1960s suburban development. Many of the Ranch houses are virtually identical in appearance, exhibiting only slight differences in window, door, or garage placement, or colors and materials used. Gray & Pape did not identify any historic districts in the study area, and took representative photos of the properties surveyed. Three properties warrant special attention, and may require additional consideration as potentially eligible resources.

Imogene Whitley House, 6810 Main Street

This building was not inventoried during previous surveys. It is located on the west side of Main Street in Newtown. The property is a ca. 1935 one-story, front-gabled wood frame residence with a 2/3 entry porch supported by battered wood columns resting on brick pillars. Exposed rafter tails extend from beneath the porch. Windows are the original 3/1 wood sash, covered by storm windows. The property rests on a rusticated block foundation and is in good condition, with a high degree of integrity. Gray & Pape recommends it for additional consideration (Plate 30).

Herbert Waddell House, 3520 Crawford Street

This building was not inventoried during previous surveys. It is located on the north side of the street on a large lot, and is surrounded by ca. 1910-1920s vernacular style homes. Some new construction has taken place in the immediate vicinity. The property is a 1945 two-story, asymmetrical Art Moderne-style brick residence with curved walls near the front entry, and a flat roof. The property is an unusual example of the style, due to its execution in brick, rather than the smooth wall surfaces commonly found on buildings of this style. Windows are primarily steel casement sash and glass block, and the front door, with circular design, appears original. Although the property is currently vacant, it retains a high degree of integrity. Gray & Pape recommends it for additional consideration (Plate 34).

Mary Ingram House, 7913 Cincinnati-Batavia Road

This building was not inventoried during previous surveys. It is located on the north side of Cincinnati-Batavia Road in Anderson Township. The property is a one-and-a-half story wood frame, five-bay residence with additions to either side of the front façade. The additions appear to be historic. The north addition is an open porch, while the south addition is an enclosed room. Windows are the original 6/6 double-hung sash, some of which are covered by storms. The house has a side-gabled shingle roof with three gabled roof dormers on the front façade. The property is a good intact example of a ca. 1940s Cape Cod with Colonial

Revival elements. Gray & Pape recommends it for additional consideration (Plate 53).

Cultural Resource Red Flags

The table below summarizes the 18 properties recommended as Cultural Resource Red Flags in the study area. The first 5 properties are currently listed on the NRHP, while the remaining 13 properties are identified as resources that may require further consideration. These resources are identified on the map in Figure 3. Seven of the properties are located within the alternatives corridor.

| Table 2. Cultural Resource Red Flags in the Study Area | | |
|---|--|--|
| RESOURCE NAME/ LOCATION | REASON FOR ELIGIBILITY | LOCATED IN ALTERNATIVES CORRIDOR (Y/ N) |
| Newtown Cemetery and Storage Building (HAM-2165-59 and HAM-2160-59), Round Bottom Road | Property was listed on the NRHP for criterion A, for its associations with the history of Newtown, and for its burials of some of the first settlers to the area. The property retains a high degree of integrity. | No |
| Harrison Landers House (HAM-6417-59), 6838 School Street | Property was listed on the NRHP for criterion C, architecture, and retains a high degree of integrity. | No |
| Joseph Martin House (HAM-6416-59), 6836 School Street | Property was listed on the NRHP for criterion C, architecture, and retains a high degree of integrity. | No |
| William Edwards Farmhouse (HAM-6411-59), 3851 Edwards Road | Property was listed on the NRHP for criterion C, architecture, and retains a high degree of integrity. | No |
| Mariemont Historic District (now Historic Landmark District) (encompasses part of Wooster Pike, Mariemont Avenue, Miami Bluff Drive, and the Westover Industrial Park). | Property was listed on the NRHP for criteria A, B and C, as one of the first planned Cincinnati communities, for its association with prominent planners and architects, and for architecture. The district retains a high degree of integrity. | No |
| N&W Bridge over Little Miami River (HAM-2321-57) | Property is recommended as a Red Flag since it is one of the few bridges of its type still extant in Ohio. | No |
| Cultural Landscape in Anderson Township encompassing parts of the Motz & Turpin Farms (area between Little Miami River and Debolt Road, north of SR 32) | Property is recommended as a Red Flag due to the history of farming and the longevity of both the Motz and Turpin families on this land; both farms have been in their respective families for over 100 years, and have been continuously farmed during that time. | Yes |
| Newtown Feed & Supply, 6876 Main Street (HAM-6432-59) | Property is recommended as a Red Flag as a good example of an architectural style. | No |
| Scot & Nancee Rogers House, 6730 Main Street (HAM-6429-59) | Property is recommended as a Red Flag as a good example of an architectural style. | No |

| Table 2. Cultural Resource Red Flags in the Study Area | | |
|---|--|--|
| RESOURCE NAME/ LOCATION | REASON FOR ELIGIBILITY | LOCATED IN ALTERNATIVES CORRIDOR (Y/ N) |
| Universalist Church/ Van Lock Bldg., 3607 Church Street (HAM-1970-59) | Property is recommended as a Red Flag as a good example of an architectural style. | Yes |
| Isaac Edwards House, 3872 Round Bottom Road (HAM-6412-59) | Property is recommended as a Red Flag as a good example of an architectural style. | Yes |
| Apple House, 8002 Cincinnati-Batavia Road (HAM-3260-59) | Property is recommended as a Red Flag as a good example of an architectural style. | Yes |
| William C. Apple House, 8210 Cincinnati Batavia Road (HAM-3261-59) | Property is recommended as a Red Flag as a good example of an architectural style. | Yes |
| Rose Sava House & Barn, 8016 Cincinnati-Batavia Road | Property is recommended as a Red Flag as a good example of an architectural style. | Yes |
| Gerard Lodge F & AM/ No. 11 District School (HAM-4938-59), 3511 Debolt Street | Property is recommended as a Red Flag as a good example of an architectural style. | No |
| Imogene Whitley House, 6810 Main Street, Newtown | Property is recommended as a Red Flag as a good example of an architectural style. | No |
| Herbert Waddell House, 3520 Crawford Street, Newtown | Property is recommended as a Red Flag as a good example of an architectural style. | No |
| Mary Ingram House, 7913 Cincinnati-Batavia Road | Property is recommended as a Red Flag as a good example of an architectural style. | No |

Summary History/ Architecture

Any land acquired for the proposed undertaking will require further consideration and possible coordination. Any of the historic resources may have associated archaeological deposits. A total of eighteen resources are identified as cultural resource (history/architecture) Red Flags in the study area.

5.0 REFERENCES CITED

Gray & Pape, Inc.

- 2002 *Cultural Resources Context Information in Support of the PE/EIS Part A Development and Identification of Feasible Alternatives: Volume I*. Prepared for Balke Engineers, Cincinnati, Ohio.

Matthew Hueber

- 2008 Personal communication. October 17, 2008. Owner of 6938 Main Street, Newtown, Ohio.

Edmund Motz

- 2008 Personal communication. December 10, 2008. Owner of Motz Turf Farms, Limited, 6280 Clough Pike, Cincinnati, Ohio.

Ohio Department of Transportation (ODOT-OES)

- 2004 Cultural Resources Manual. Ohio Department of Transportation – Office of Environmental Services, Columbus, Ohio.

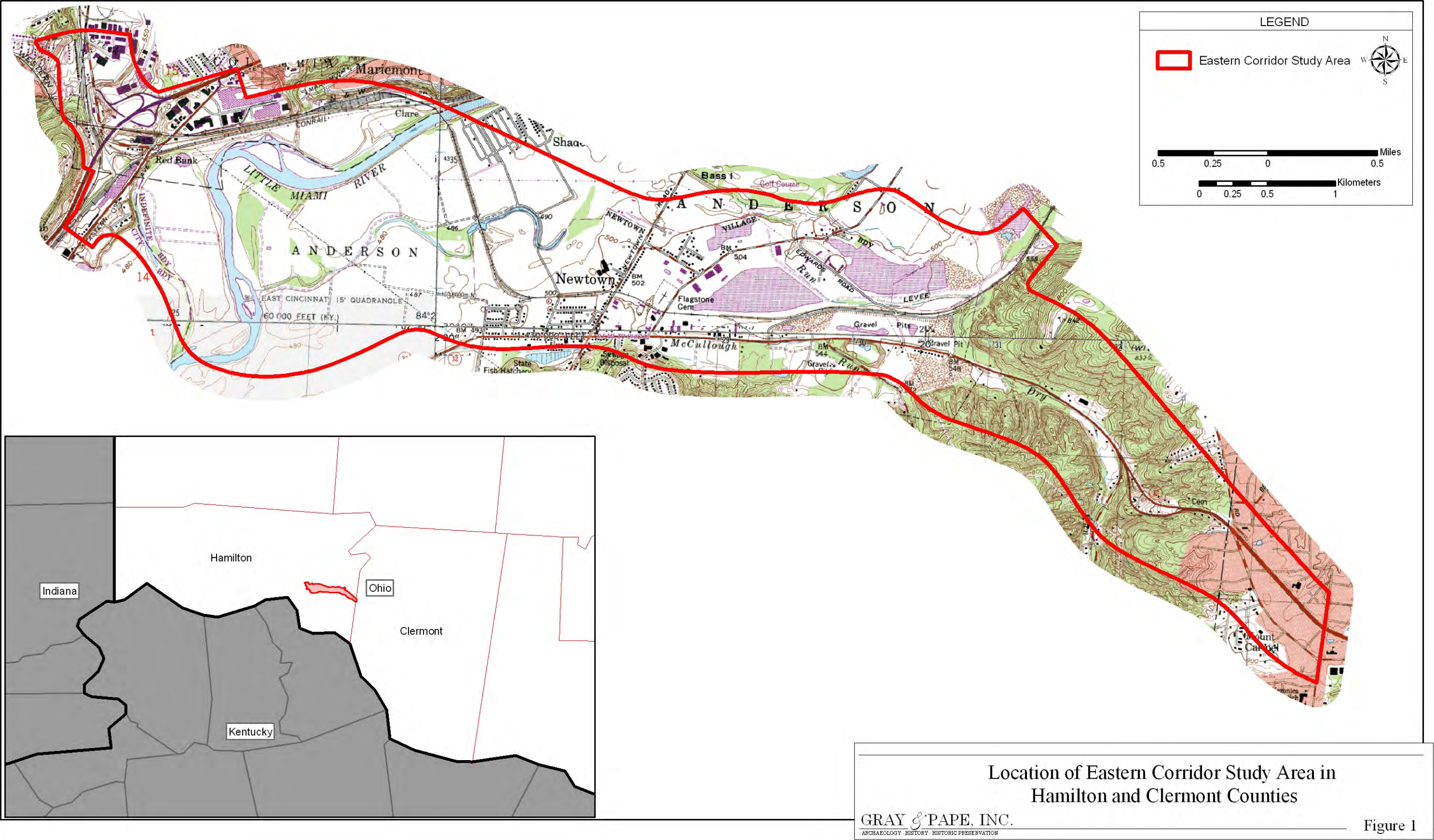
Robert Turpin

- 2008 Personal communication. November 7, 2008. Co-owner of Turpin Farms.

Village of Mariemont

- 2008 Village of Mariemont. www.mariemont.org. Accessed December 15, 2008.

FIGURES



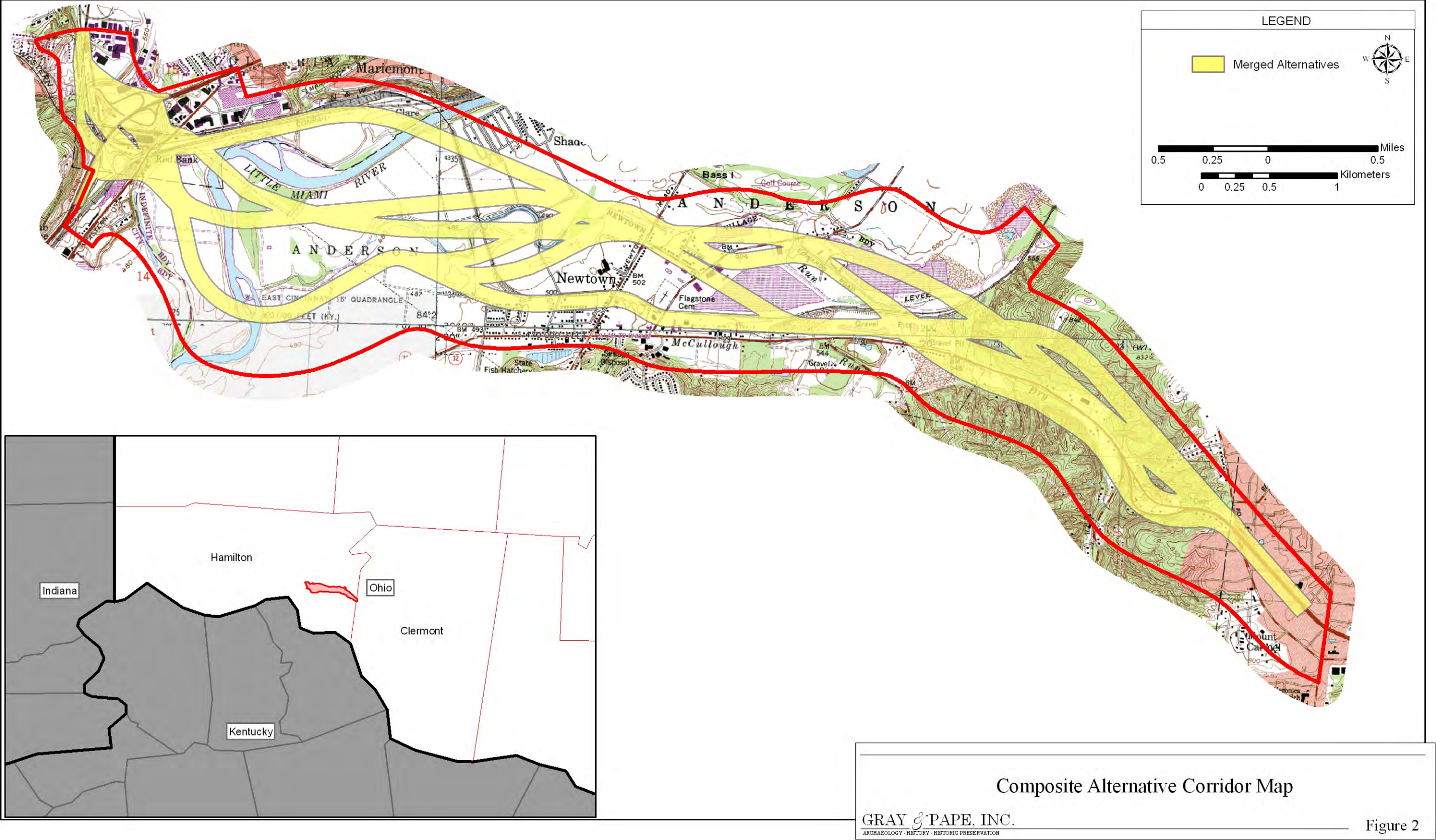
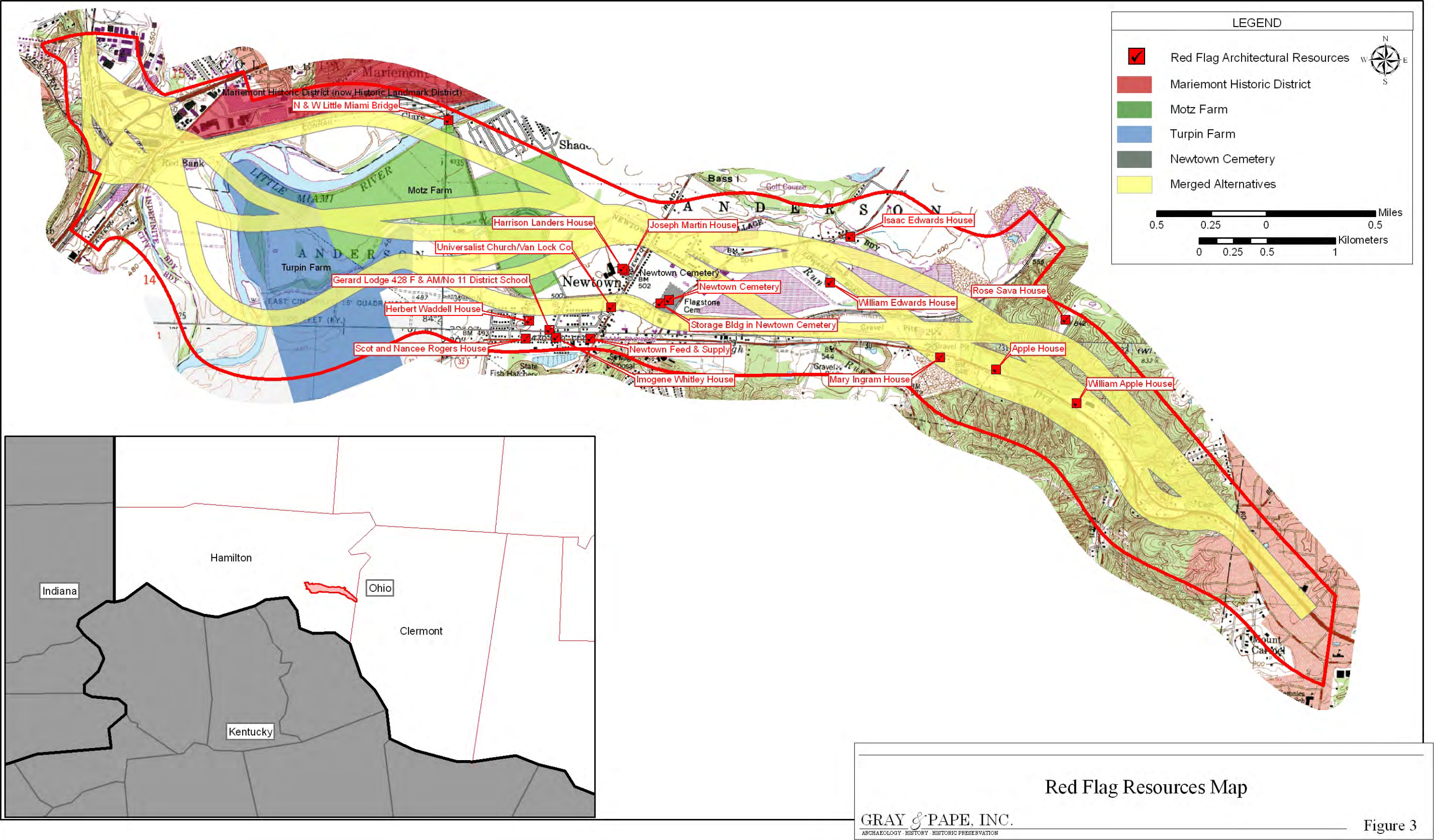


Figure 2

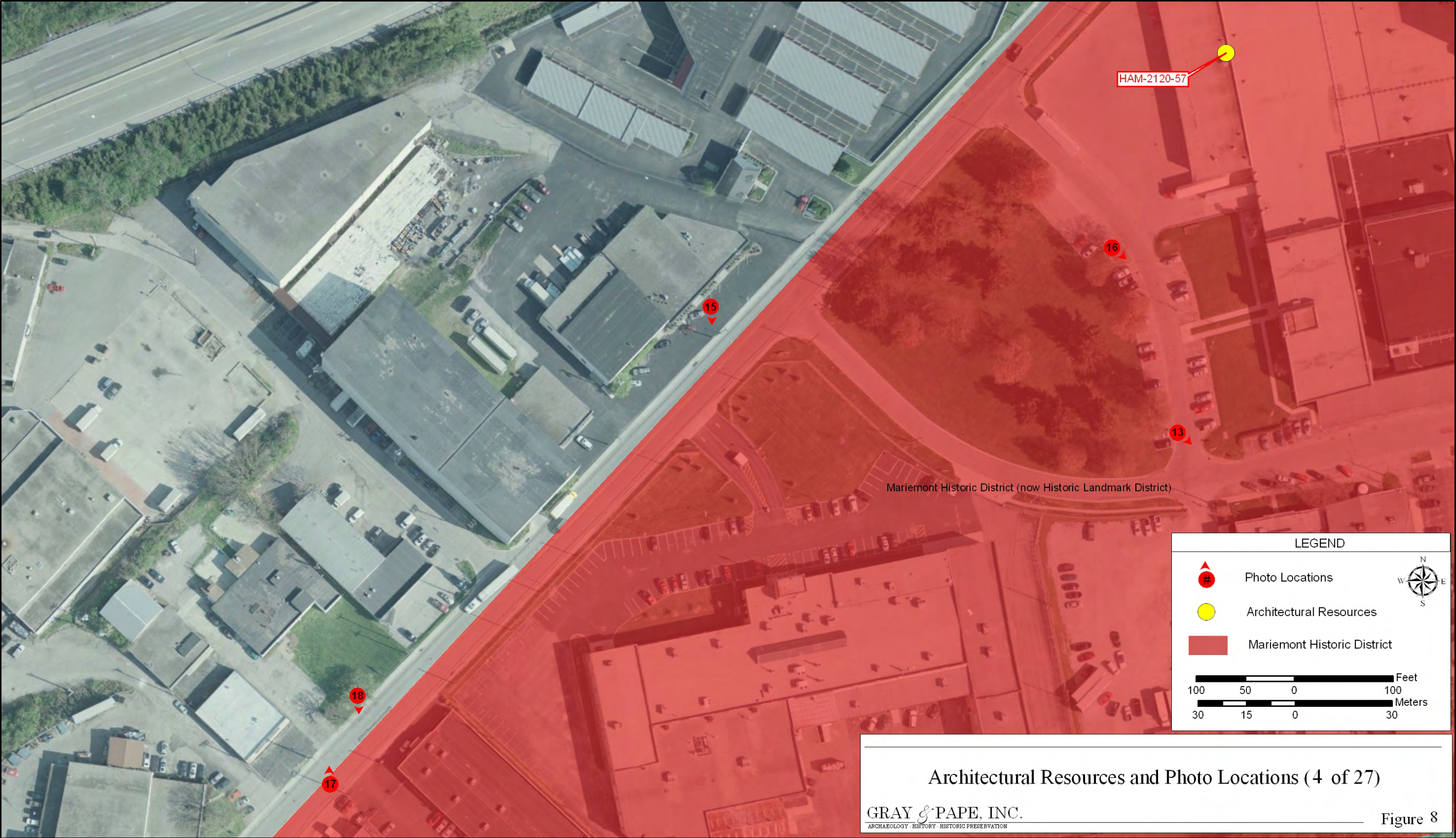


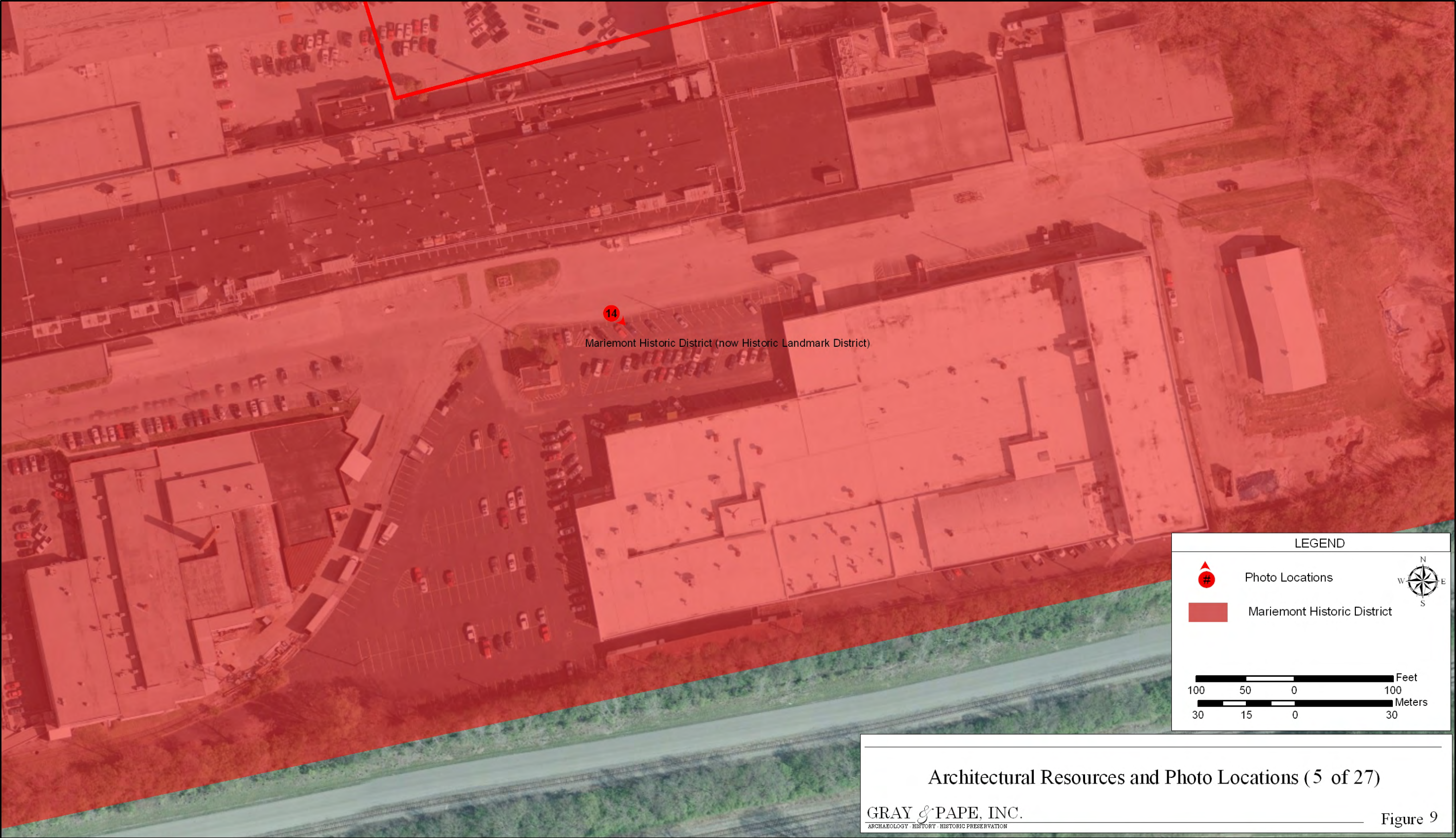


















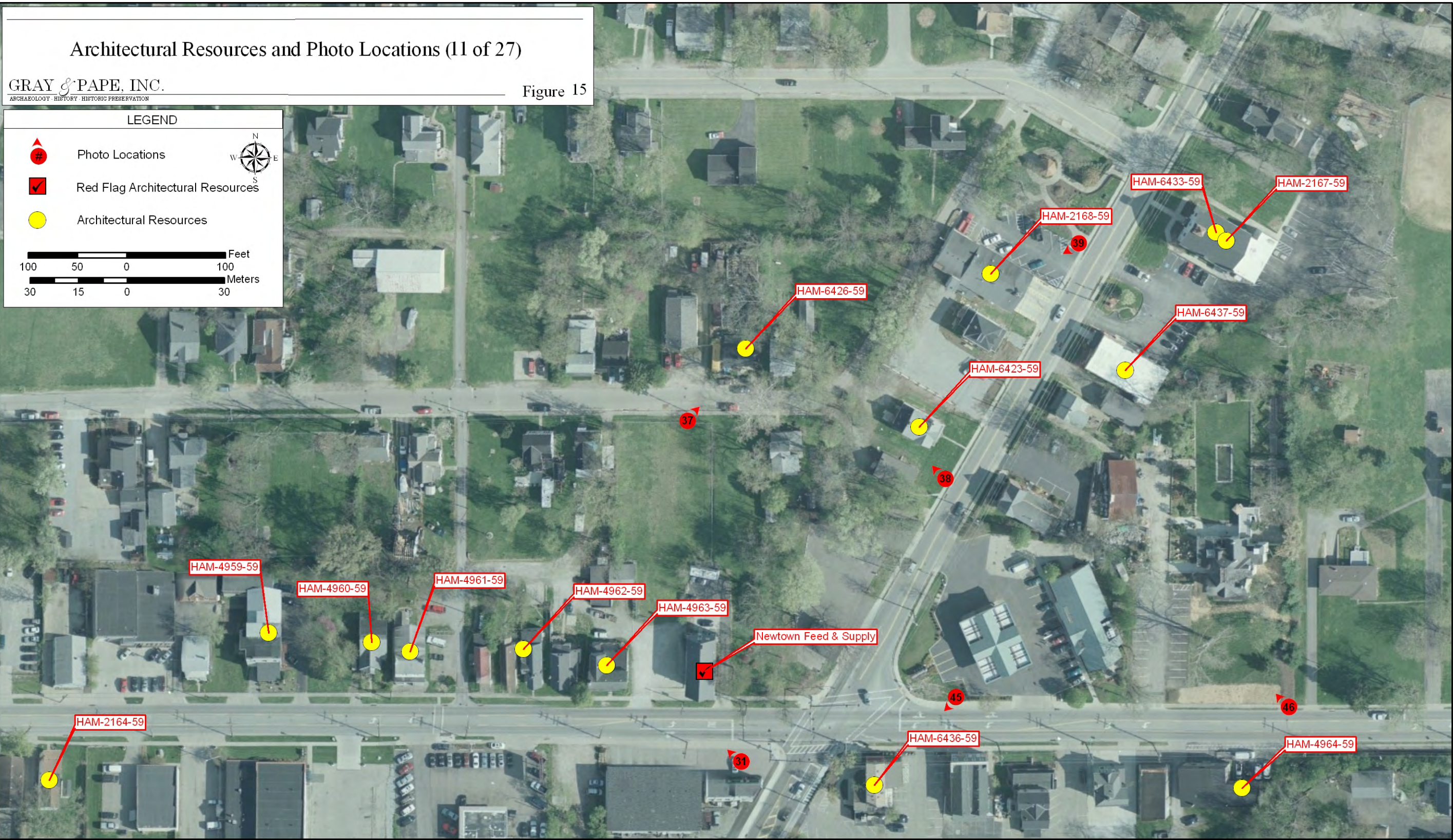
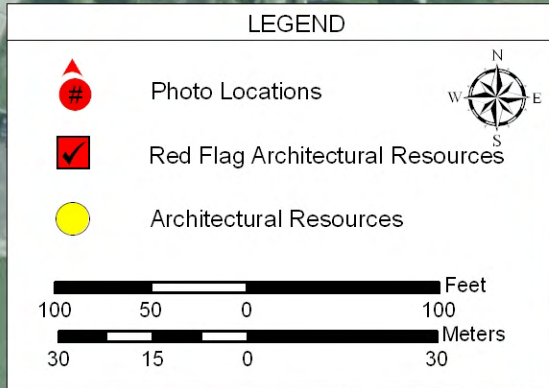




Architectural Resources and Photo Locations (11 of 27)

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

Figure 15





Universalist Church/Van Lock Co

40



HAM-6420-59

42

HAM-6421-59

HAM-6286-59

41

Storage Bldg in Newtown Cemetery



Newtown Cemetery

47



48



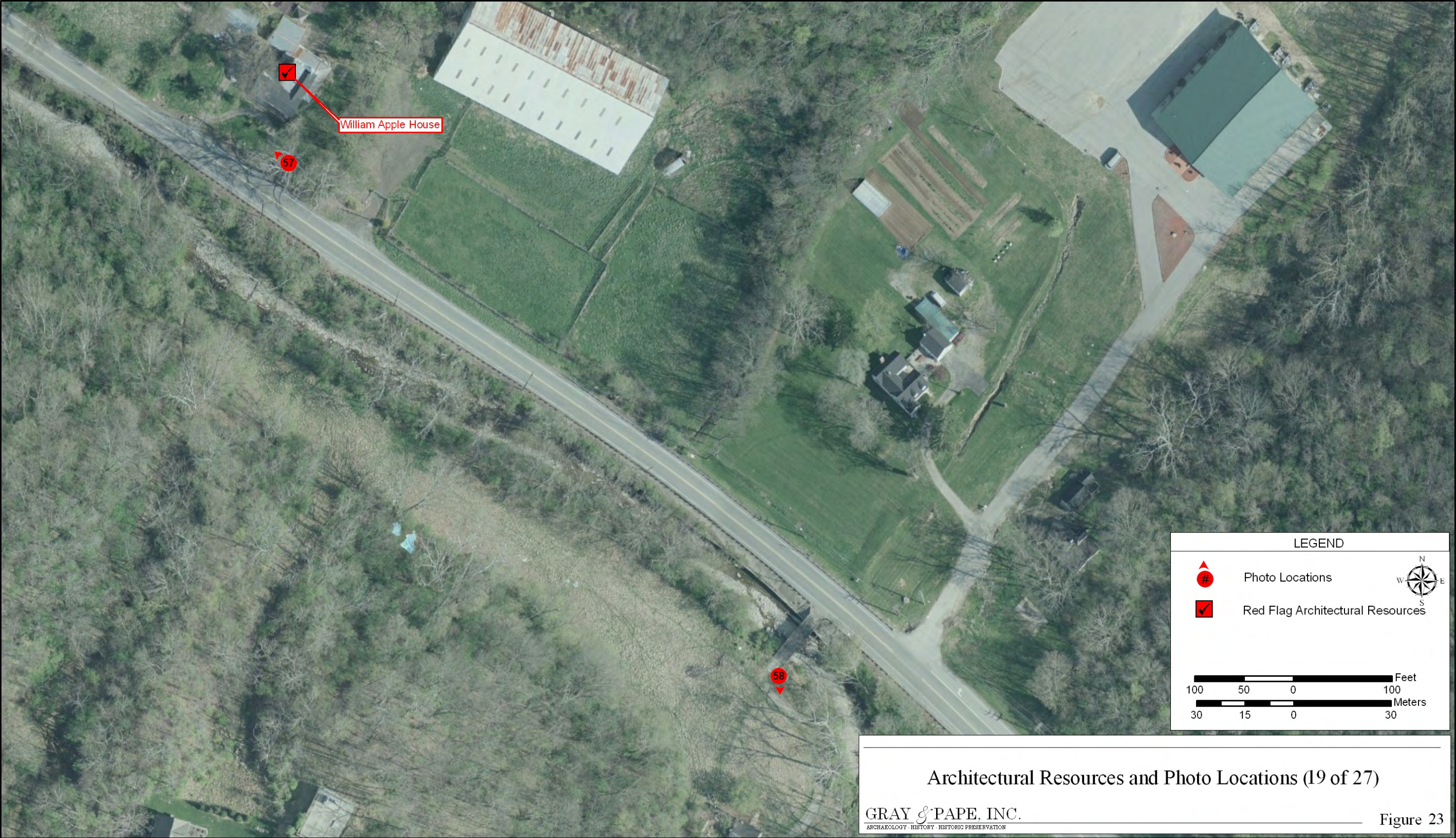
















Architectural Resources and Photo Locations (22 of 27)

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

Figure 26

LEGEND



Photo Locations





Architectural Resources and Photo Locations (24 of 27)

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

Figure 28









PLATES



Plate 1. Caraustar Paperboard Company at 5500 Wooster Pike, facing north.



Plate 2. 5391 Wooster Pike, facing northeast.



Plate 3. 5391 Wooster Pike, facing northeast.



Plate 4. 5330 Wooster Pike, facing southwest.



Plate 5. 5340 Wooster Pike, facing northwest.



Plate 6. 5403-5405 Wooster Pike, facing northeast.



Plate 7. 3623 Old Red Bank Road, facing west.



Plate 8. 3643 Old Red Bank Road, facing west.



Plate 9. Streetscape of Old Red Bank Road, facing north.



Plate 10. 3339 Old Red Bank Road, facing west.



Plate 11. 3399 Old Red Bank Road, facing west.



Plate 12. Norfolk & Western Railroad viaduct over Red Bank Road.



Plate 13. 8121 Wooster Pike, Mariemont Historic District, facing southeast.



Plate 14. 5801 Mariemont Avenue, Mariemont Historic District, facing southeast.



Plate 15. 5657 Wooster Pike, Mariemont Historic District, facing south.



Plate 16. Kellogg's Snacks plant at 1 Trade Street, Mariemont Historic District, facing southeast.



Plate 17. 5614 Wooster Pike, facing north.



Plate 18. 5599 Wooster Pike, facing southwest.



Plate 19. 6700 Miami Bluff Drive, Mariemont Historic District, facing northeast.



Plate 20. 6509 Mariemont Avenue, Mariemont Historic District, facing southeast.

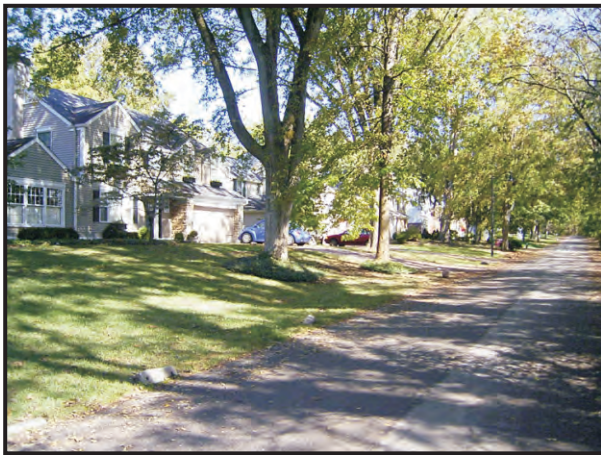


Plate 21. Streetscape of Miami Bluff Drive, Mariemont Historic District, facing east.



Plate 22. Norfolk & Western Railroad Bridge (HAM-2321-57) over Little Miami River, facing northwest.



Plate 23. 3909 Fort Lee, facing northeast.



Plate 24. Landscape view of Motz and Turpin sod fields, facing west.



Plate 25. 6708 Main Street (HAM-6428-59), facing northeast.



Plate 26. Scot and Nancee Rogers House, 6730 Main Street (HAM-6429-59), facing northwest.



Plate 27. 6763 Main Street (HAM-2024-59), facing southwest.



Plate 28. 6767 Main Street (HAM-4957-59), facing southwest.



Plate 29. 6774 Main Street, facing northwest.



Plate 30. Imogene Whitley House 6810 Main Street, facing northwest.



Plate 31. Newtown Feed and Supply, 6876 Main Street (HAM-6432-59), facing northwest.



Plate 32. 3525 Leonard Street, facing northwest.



Plate 33. 6619 Crull Street, facing southwest.



Plate 34. Herbert Waddell House, 3520 Crawford Street, facing northeast.



Plate 35. Guard F&AM Lodge/No. 11 District School, 3511 Debolt Street (HAM-4938-59), facing southwest.



Plate 36. 3517 Debolt Street, facing northwest.



Plate 37. 6834 East Plum (HAM-6426-59), facing northeast.



Plate 38. 3525 Church Street (HAM-6423-59), facing northeast.



Plate 39. 3537 Church (HAM-2168-59), facing southwest.



Plate 40. Universalist Church/Van Lock Building, 3607 Church Street (HAM-1970-59), facing west.



Plate 41. 3633 Church Street (HAM-6421-59), facing west.



Plate 42. 3637 Church Street (HAM-6420-59), facing northwest.



Plate 43. Joseph Martin House, 6836 School Street (HAM-6416-59), facing northeast.



Plate 44. Harrison Landers House, 6838 School Street (HAM-6417-59), facing northeast.



Plate 45. 6903 Main Street (HAM-6436-59), facing southwest.



Plate 46. 6938 Main Street, facing north.

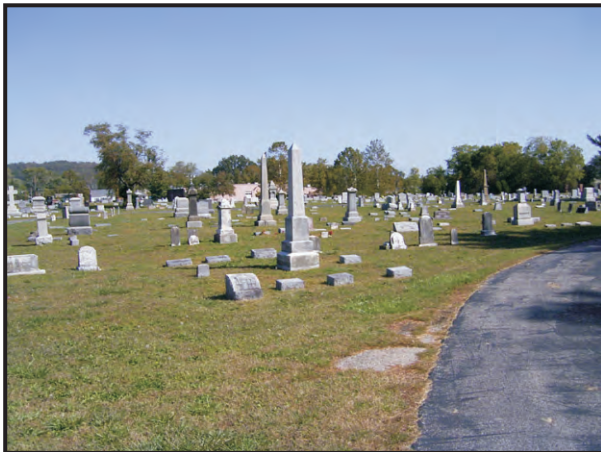


Plate 47. Newtown (formerly Flag Spring) Cemetery on Round Bottom Road (HAM-2165-59), facing west.



Plate 48. IOOF Storage building at Newtown Cemetery on Round Bottom Road (HAM-2160-59), facing southwest.



Plate 49. 3807 Round Bottom (HAM-6413-59), facing northwest.



Plate 50. Isaac Edwards House, 3872 Round Bottom (HAM-6412-59), facing east.



Plate 51. William Edwards Farmhouse, 3851 Edwards Road (HAM-6411-59), facing southeast.



Plate 52. 7849 Main Street (Burger Farm and Garden Center), facing southwest.



Plate 53. Mary Ingram House, 7913 Cincinnati-Batavia Road, facing southeast.



Plate 54. Rose Sava House, 8016 Cincinnati-Batavia Road, facing northwest.



Plate 55. Rose Sava Barn, 8016 Cincinnati-Batavia Road, facing northeast.



Plate 56. Apple House, 8002 Cincinnati-Batavia Road (HAM-3260-59), facing southeast.



Plate 57. William C. Apple House, 8210 Cincinnati-Batavia Road (HAM-3261-59), facing northwest.



Plate 58. Central passage house on Cincinnati-Batavia Road, facing southeast.



Plate 59. 3139 Whiting Way, facing southwest.



Plate 60. 3149 Whiting Way, facing southwest.



Plate 61. 8495 Cincinnati-Batavia Road, facing northwest.

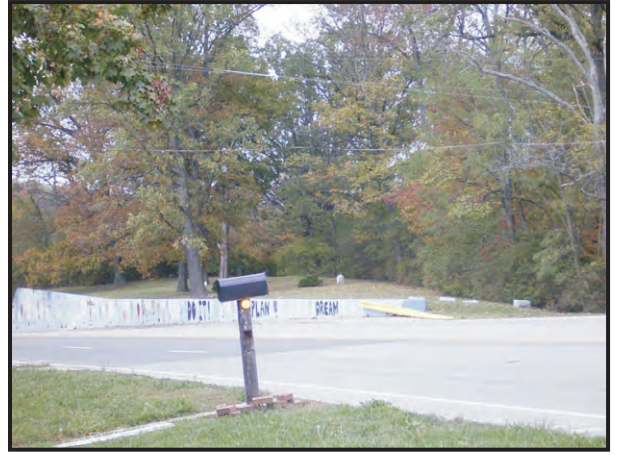


Plate 62. John Hill/Rose Hill Cemetery (HAM-3263-59) on Cincinnati-Batavia Road.



Plate 63. 8600 Susanview Lane, facing west.



Plate 64. 8632 Susanview Lane, facing northwest.



Plate 65. 8657 Susanview Lane, facing southeast.



Plate 66. Streetscape of Susanview Lane, facing southwest.



Plate 67. Streetscape of Susanview Lane, facing northeast.



Plate 68. 3290 Mount Carmel Road, facing east.



Plate 69. 3266 Mount Carmel Road, facing southeast.



Plate 70. 444 Craig Road, facing northeast.



Plate 71. 455 Craig Road, facing southeast.



Plate 72. 470 Little Turtle Lane, facing northwest.



Plate 73. 491 Little Turtle Lane, facing southeast.



Plate 74. 505 Roney Lane, facing southwest.



Plate 75. 489 Roney Lane, facing southwest.



Plate 76. 432 Van Vista Drive, facing northwest.



Plate 77. 452 Hilltop Drive, facing east.



Plate 78. 439 Hilltop Drive, facing southwest.



Plate 79. Streetscape of Hill Top Drive, facing southwest.



Plate 80. Streetscape of Hill Top Drive, facing northwest.



Plate 81. 8690 Pastoral Lane, facing northeast.



Plate 82. 8648 Pastoral Lane, facing northwest.



Plate 83. Streetscape of Pastoral Lane, facing southwest.



Plate 84. Streetscape of Pastoral Lane, facing northeast.



Plate 85. Streetscape of Old SR 74 from Dameron Lane, facing southeast.



Plate 86. Streetscape of Old SR 74 from Dameron Lane, facing northwest.



Plate 87. 486 Old SR 74 (CLE-0532-06), facing southeast.



Plate 88. 506 Old SR 74 (CLE-0533-06), facing east.



Plate 89. 4526 Weiner Lane, facing southeast.



Plate 90. Streetscape of Old SR 74 from Weiner Lane, facing southeast.



Plate 91. Streetscape of Old SR 74 from Weiner Lane, facing northwest.



Plate 92. 530 Old SR 74, facing northeast.



Plate 93. 531 Old SR 74, facing south.



Plate 94. 4533 Yates Lane, facing north.



Plate 95. 4545 Yates Lane, facing north.