

OFFICE OF ENVIRONMENTAL SERVICES

February 9, 2007

Mr. Mark Epstein, Department Head
Resource Protection and Review
Ohio Historic Preservation Office
567 East Hudson Street
Columbus, Ohio 43211

Attn: Nancy Campbell, ODOT Review Manager, History/Architecture

Project: HAM-75-2.30 PID 76257
Phase II History/Architecture Eligibility Coordination

Dear Mr. Epstein;

Enclosed for your information and review is the report *Phase II History/Architecture Survey I-75 Mill Creek Expressway Study (HAM-75-2.30; PID 76257) Cincinnati, St. Bernard and Elmwood Place, Hamilton County, Ohio* prepared by Heberling Associates, Inc. (HAI) of Alexandria, Pennsylvania for TranSystems of Dublin, Ohio in July of 2006.

Project Description

This project is located in the Mill Creek Valley of metropolitan Cincinnati, including Interstate 75 (I-75) between Paddock Road and the Western Hills Viaduct and Interstate 74 (I-74) between its intersection with I-75 and with Montana Avenue. It is part of an overall plan to improve the safety, efficiency, and reliability of transportation networks in the area by studying this corridor, among others, with input from the public and stakeholders.

In letters to the Ohio Historic Preservation Office (OHPO) dated August 3, 2005 and September 23, 2005, ODOT found that

- there are nine entities in the study area that require additional work to determine their eligibility;
- both sections of the Western Hills Viaduct (SFN 3105458) [HAM-7405-23], will require further investigation for National Register of Historic Places (NRHP) eligibility by ODOT when the preferred alternative is developed; and
- the remaining properties in the study area are not eligible for the NRHP.

The OHPO indicated its agreement with those findings in letters dated September 9, 2005 and October 26, 2005.

The nine entities found to require additional work are as follows:

- the B&O Railroad Depot (HAM-5141-45)
- the NA Tower (HAM-7627-45)
- St. John's Cemetery (HAM-5168-45)
- Wesleyan Cemetery (HAM-6343-27)
- the Cincinnati Street Railway Colerain Avenue Substation (HAM-7628-40)
- the locally-designated Rachel-Sidney Historic District
- Mills House (HAM-1696-40)
- the Ahrens-Fox Engine Company Building (HAM-7420-40)
- Mt. Storm Park (HAM-7675-07)

As a result of field observation, ODOT and the OHPO identified **one** additional entity that requires more work, the locally-designated Cincinnati Workhouse District. Examination of the most recently revised preliminary construction plans revealed that only **six** of the nine properties originally identified for further work are located in the preliminary area of potential effect (APE).

Thus, after further analysis, only **seven** properties in the preliminary APE require Phase II investigation to determine their eligibility for the NRHP:

- the B&O Railroad Depot (HAM-5141-45)
- St. John's Cemetery (HAM-5168-45)
- the Cincinnati Street Railway Colerain Avenue Substation (HAM-7628-40)
- the locally-designated Rachel-Sidney Historic District
- Mills House (HAM-1696-40)
- Mt. Storm Park (HAM-7675-07)
- the locally-designated Cincinnati Workhouse District

Phase II History/Architecture Investigation and Results

HAI conducted Phase II investigation of the seven properties on site in mid-2006. HAI prepared a comprehensive historic context that places the seven properties in the evolution of greater Cincinnati's urban system from the first survey by John Cleves Symmes in the late-eighteenth century through construction of the Mill Creek Expressway in the mid-twentieth century. HAI also documented the physical characteristics of each property; compared each property to existing like entities in the vicinity; made assessments of each property's eligibility for the NRHP; and proposed historic boundaries where appropriate.

The Baltimore and Ohio Railroad Depot (HAM-5141-45)

HAI found that the Baltimore and Ohio Railroad Depot is **not eligible** for inclusion in the NRHP as a result of loss of integrity due to missing architectural elements and loss of its outbuildings, platforms, track siding, and routes of ingress.

ODOT agrees with that finding.

St. John's Cemetery (HAM-5168-45)

HAI found St. John's Cemetery **eligible** for inclusion in the NRHP under Criterion A for its association with German Catholic ethnic heritage and its reflection of the historic geography of the Mill Creek Valley and under Criterion C as an outstanding example of rural cemetery design and for its collection of funerary art.

ODOT agrees with HAI's finding under Criterion A, but disagrees that St. John's Cemetery is eligible under Criterion C. It has lost the cemetery house, stable, bell tower, and station chapels and exhibits no features that make it a distinctive example of a rural cemetery. The funerary art exhibited by its monuments is no more distinctive than that in many other cemeteries of the period.

Historic Boundary Proposal for St. John's Cemetery (HAM-5168-45)

We propose that the historic boundary for St. John's Cemetery be the current legally defined 27.2-acre lot upon which it resides, Hamilton County parcel 582-0007-0003-90.



Hamilton County Parcel 582-0007-0003-90, St. John's Cemetery (HAM-5168-45), from the Hamilton County Auditor's On-line Database¹

The Cincinnati Street Railway Colerain Avenue Substation (HAM-7628-40)

HAI found the Cincinnati Street Railway Colerain Avenue Substation (HAM-7628-40) **eligible** for the NRHP under

- Criterion A for its association with the reconstitution of the street railways system during the reform era in Cincinnati and
- Criterion C as an early and intact example of the application of Art Deco design principles to a well-engineered and highly functional component of an integrated electrical system.

ODOT agrees with those findings.

Historic Boundary Proposal for the Cincinnati Street Railway Colerain Avenue Substation (HAM-7628-40)

We propose that the historic boundary for the Cincinnati Street Railway Colerain Avenue Substation be the lot upon which it currently resides, Hamilton County parcel 190-0026-007-90, excluding public right-of-way.



Hamilton County Parcel 190-0026-0007-90, the Cincinnati Street Railway Colerain Avenue Substation (HAN-7628-40), from the Hamilton County Auditor's On-Line Database

The Rachel-Sidney District

HAI found that:

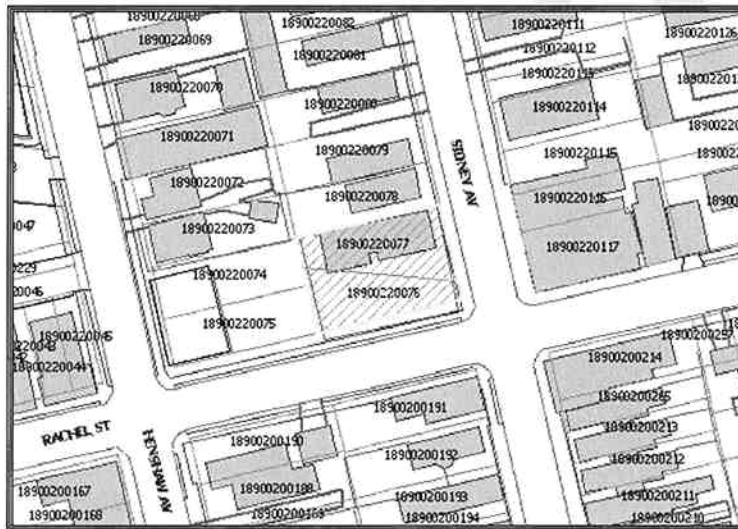
¹ <http://www.hamiltoncountyauditor.org/realestate/>

- the Rachel-Sidney District is **not eligible** for inclusion in the NRHP due to loss of integrity from demolitions and incompatible alterations and
- the Camp Washington Community Center Building (HAM-1702-40) is **eligible** for the NRHP under Criterion C as a good and representative example of an Italianate style residence in the Camp Washington neighborhood.

ODOT agrees with those findings.

Historic Boundary Proposal for the Camp Washington Community Center Building (HAM-1702-40)

We propose that the historic boundary for the Washington Community Center Building be the lot upon which it currently resides, Hamilton County parcels 189-0022-0076-00 and 189-0022-0076-00, excluding public right-of-way.



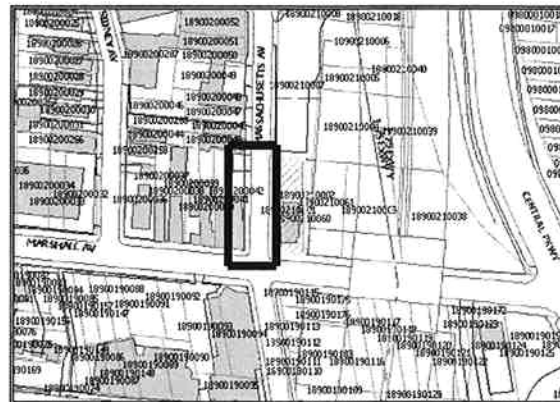
Hamilton County Parcels 189-0022-0076-00 and 189-0022-0076-00, the Camp Washington Community Center Building (HAM-1702-40), from the Hamilton County Auditor's On-Line Database

Mills House (HAM-1696-40)

HAI found that the Mills house is **eligible** for inclusion in the NRHP under Criterion A for its association with the industrial development of Camp Washington from ca. 1880 to the present. ODOT agrees with that finding.

Historic Boundary Proposal for Mills House (HAM-1696-40)

We propose that the historic boundary for the Mills House be the lot upon which it currently resides, Hamilton County parcel 189-0021-0001-00, excluding public right-of-way.



Hamilton County Parcel 189-0021-0001-00, the Mills House (HAM-1696-40),
from the Hamilton County Auditor's On-Line Database

Mt. Storm Park (HAM-7675-7)

HAI found that Mt. Storm Park is **not eligible** for inclusion in the NRHP due to its loss of the main residence, gatehouse, and most of its Adolph Strauch-designed landscape features.

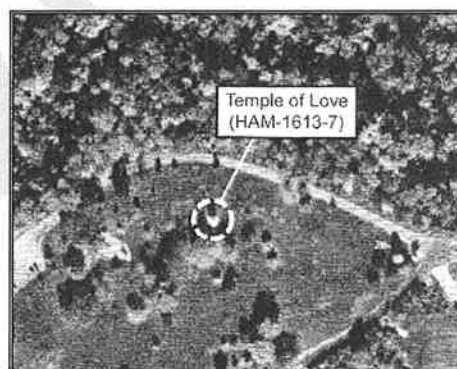
HAI found that the Temple of Love (HAM-1613-7), located within Mt. Storm Park and designed by Adolph Strauch, is **individually eligible** under Criterion A for its association with Mt. Storm Park and under Criterion C as the work of a master.

HAI also found that the Mt. Storm Park Shelter (HAM-7539-7) is **individually eligible** under criteria A and C as reflecting the federally funded enhancement of the park system during the Great Depression and as a good example of the Depression Modern architecture of the firm Samuel Hannaford & Sons.

ODOT agrees with those findings.

Historic Boundary Proposal for the Temple of Love (HAM-1613-7)

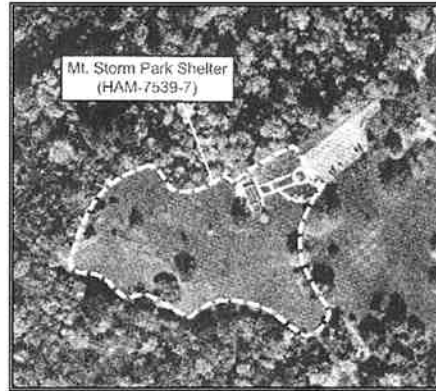
We propose that the historic boundary for the Temple of Love comprise an area within a 100-foot radius from the center of the temple, including the temple and its immediate setting which may include subterranean features of the reservoir.



Portion of Figure 4-30 from Subject Report

Historic Boundary Proposal for the Mt. Storm Park Shelter (HAM-7539-7)

We propose that the historic boundary for the Mt. Storm Park Shelter include the stone canopy, its platform, and a portion of the surrounding setting, including the area of the lawn located south and west of the shelter, bounded by the tree line, the relict access road to the former caretaker's residence and a line conforming to the southern boundary of the modern area.



Portion of Figure 4-30 from Subject Report

Cincinnati Workhouse District

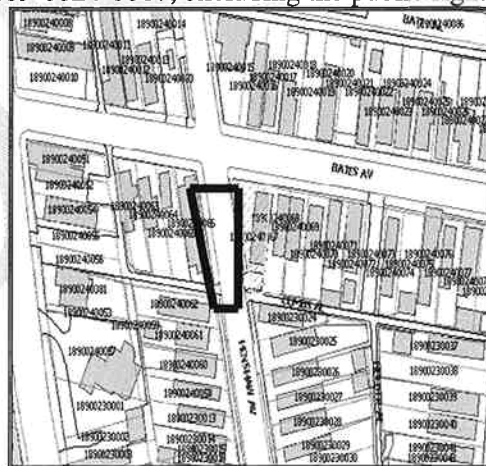
HAI found that:

- the Cincinnati Workhouse District is **not eligible** for inclusion in the NRHP due to loss of integrity from demolitions and incompatible alterations but
- the Hausenfluck House (HAM-1672-40), located at 1245 Bates Avenue within the Cincinnati Workhouse District, is **eligible** for the NRHP under Criterion C as a good example of a Queen Anne style residence in the Cincinnati Workhouse District.

ODOT agrees with both of those findings.

Historic Boundary Proposal for the Hausenfluck House (HAM-1672-40)

We propose that the historic boundary for the Hausenfluck House be the same as the lot upon which it is situated, Hamilton County Parcel 189-0024-0067, excluding the public right-of-way.



Hamilton County Parcel 189-0024-0067, the Hausenfluck House (HAM-1672-40), from the Hamilton County Auditor's On-Line Database

Response from Consulting Parties

ODOT identified consulting parties and invited them to comment on the Phase I and Phase II investigations for this project in accordance with 36 CFR Section 800.2(c)1-5. The comments were resolved except for those regarding the eligibility of Central Parkway and recognition of the NRHP eligibility of the Hopple Street Subway Tunnel Portals (HAM-7415-40), both of which required further investigation.

Central Parkway

Both Steven Schuckman of the City of Cincinnati Parks and local streetcar historian Jeffrey Jacucyk requested that Central Parkway be given further consideration. In an e-mail dated September 29, 2006, Skip Forwood of the Certified Local Government (CLG) in Cincinnati stated "we think that there is merit in considering a National Register listing ... including Central Parkway...[but] Our concern is that the section of Central Parkway along I75 may not retain sufficient integrity to qualify for individual listing...[and] based on physical condition, our consultants did not include the Parkway north of Over-the-Rhine in its update of the Cincinnati Historic Inventory, nor did the OHPO suggest adding it." The 1992 Ohio Historic Inventory form prepared by the City of Cincinnati Planning Department to document Central Parkway (HAM-7571-4) notes that Central Parkway does not have National Register potential.

Mr. Schuckman stated that discussions had been undertaken with the OHPO regarding a proposed NRHP Multiple Resource Area (MRA) for the Cincinnati park system that would likely include Central Parkway. In an e-mail dated October 11, 2006 Barbara Powers, Inventory and Registration Department Head for the OHPO, indicated that no application for this was on file at the OHPO.

Thus:

- Central Parkway is not part of an NRHP MRA and
- an authority for determining eligibility in Cincinnati, the CLG, does not find the part of Central Parkway that is adjacent to the project area eligible for inclusion in the NRHP.

Hopple Street Subway Tunnel Portals (HAM-7415-40)

Jeffrey Jacucyk also requested further consideration for the Hopple Street Subway Tunnel Portals (HAM-7415-40), a property that is located in the APE. After the Phase I and Phase II reports had been reviewed, it was discovered that the Hopple Street Subway Tunnel Portals (HAM-7415-40) had been found eligible for inclusion in the NRHP by the CLG, an authority for determining eligibility in Cincinnati, as part of the 2002 and 2004 Cincinnati Historical Inventory Update.

Historic Boundary Proposal for the Hopple Street Subway Tunnel Portals (HAM-7415-40)

History/Architecture Findings and Request for Concurrence

As a result of the Phase II investigation and analysis, and in accordance with 36 CFR Part 800.4(c)(2), ODOT has found that:

- the B&O Railroad Depot (HAM-5141-45) is **not eligible** for inclusion in the NRHP;
- St. John's Cemetery (HAM-5168-45) is **eligible** for inclusion in the NRHP;
- the Cincinnati Street Railway Colerain Avenue Substation (HAM-7628-40) is **eligible** for inclusion in the NRHP;
- the Rachel-Sidney Historic District is **not eligible** for inclusion in the NRHP;
- the Camp Washington Community Center Building (HAM-1702-40) is **eligible** for inclusion in the NRHP;

- the Mills House (HAM-1696-40) is **eligible** for inclusion in the NRHP;
- Mt. Storm Park (HAM-7675-07) is **not eligible** for inclusion in the NRHP;
- the Cincinnati Workhouse District is **not eligible** for inclusion in the NRHP;
- the Temple of Love (HAM-1613-7) is **eligible** for inclusion in the NRHP;
- the Mt. Storm Pavilion (HAM-7539-7) is **eligible** for inclusion in the NRHP;
- the Hasenfluck House (HAM-1672-40) is **eligible** for inclusion in the NRHP; and
- the historic boundaries proposed in this letter for those above properties that were found eligible are appropriate.

As a result of the opinion of the Cincinnati CLG, ODOT has found that:

- the part of Central Parkway in the APE is **not eligible** for inclusion in the NRHP.

As a result of research, field observation, and analysis, ODOT has found that:

- the historic boundary proposed for the Hopple Street Subway Tunnel Portals (HAM-7415-40) is appropriate.

We would appreciate the return of this letter, signed to indicate that you do not object to our history/architecture findings. If no objection is received within 30 days, in accordance with the Advisory Council on Historic Preservation's current regulations under 36 CFR Part 800.3(c)(4), we will proceed to the next step in this process based on those findings.

Review of NRHP Properties in the APE

If you agree with the above eligibility recommendations, there are five properties located in the APE that are listed or eligible for listing in the NRHP (see attached map):

- St. John's Cemetery (HAM-5168-45);
- the Cincinnati Street Railway Colerain Avenue Substation (HAM-7628-40);
- the Camp Washington Community Center Building (HAM-1702-40);
- the Mills House (HAM-1696-40); and
- the Hopple Street Subway Tunnel Portals (HAM-7415-40).

The eastern portion of the **Western Hills Viaduct Bridge (SFN 3105458) [HAM-7405-23]**, a Reserve Pool bridge in ODOT's Historic Bridge Inventory, is also located in the APE. If further refinement of the proposed construction plans for this project reveals that there will be an effect to the Western Hills Viaduct Bridge, ODOT will conduct an investigation to determine if it is eligible for inclusion in the NRHP.

Conclusion

If you have any questions or comments regarding history/architecture they may be directed to Joan Randall, Staff Historian, at 614-752-2171, or via e-mail at joan.randall@dot.state.oh.us.

Respectfully,

Timothy M. Hill
Administrator
Office of Environmental Services

TMH:jr; attachment

STATE HISTORIC PRESERVATION OFFICE

(Date)

c: Hans R. Jindal, District 8 DEC; File, W/att.; Reading File

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