



Ohio Department of Transportation

District Eight, 505 South S.R. 741, Lebanon, Ohio 45036-9518
(513) 932-3030 or 1-800-831-2142



October 17, 2006

Name
Organization
Address
Cincinnati, OH Zip Code

Dear Consulting Partner:

Thank you for participating in the Consulting Party Process for the I-75 Mill Creek Expressway Project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800. To date, we have twenty-two individuals representing twelve agencies and/or organizations as consulting parties. Again, this is a consultative process, the purpose of which is to allow you a chance to comment on the historic properties that may be affected by the proposed project.

At our meeting on August 3, 2006 ODOT distributed the Area of Potential Effects (APE) for the project and the Phase I History/Architecture report of investigations. During the 30-day comment period, ODOT received several comments related to the Area of Potential Effects and the Phase I History/Architecture report of investigations. These comments and their disposition are summarized in the table below.

Comment	Result
Support for the recommendation for further study on the Colerain Avenue Cincinnati Street Railway Power Substation.	Comment noted.
Subway tunnels and portals are worth protecting.	The City of Cincinnati Historic Inventory Updates (2002 and 2004) do list the Hopple Street Subway Tunnel Portals as eligible for the NRHP. The effects to this resource will be considered during Section 106 and Section 4(f).
Four properties eligible for listing in the NRHP were not addressed in the Phase I History/Architecture report. These are: The Camp Washington Neighborhood Center, Hausenfulck House, W. McMicken Avenue Historic District and Hopple Street Subway Tunnel Portals.	The Camp Washington Neighborhood Center, Hausenfluck House, and W. McMicken Avenue Historic District are outside the project APE. The Hopple Street Subway Tunnel Portals are within the APE and effects to the resource will be considered during Section 106 and Section 4(f).
The Cincinnati Workhouse and Hospital was demolished in 1990 but was never formally delisted from the NRHP.	Comment noted.
The Phase I History/Architecture report identified the Rachel-Sidney Historic District as eligible for NRHP while the City of Cincinnati Historic Inventory Updates (2002 and 2004) identified the district as not eligible, but that residences at 1218-1220 Bates Avenue and 2936, 2938, 2940 and	ODOT will defer to the City of Cincinnati's finding on the Rachel-Sidney Historic District as not being eligible for the NRHP. Further study of the Rachel-Sidney neighborhood is included within the Phase II Architectural Evaluation for the project.



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2956-2958 Sidney Avenue warranted further research.	
Further consideration should be given to Central Parkway as a historic resource, especially as a component of the Cincinnati Park System.	Comment Noted.

Also included within this letter is an electronic version of the report of investigations for the Phase II architectural evaluation of those properties within the APE recommended for additional work. Please review this document and provide comments by November 17, 2006 to Stefan Spinosa by U.S. mail (Stefan Spinosa, ODOT District 8, 505 St. Rt. 741, Lebanon, Ohio 45036).

Again, I thank you for participating in the Section 106 consultation process for the Mill Creek Expressway Project (WAR-75-2.30) and I look forward to your input.

Respectfully,

Stefan C. Spinosa
Technical Services Engineer

SCS:scs

enclosure

c: Clark, file

CO-Andrew Schneider

From: Stefan Spinosa [Stefan.Spinosa@dot.state.oh.us]
Sent: Monday, October 02, 2006 11:57 AM
To: Paul Graham; Joan Randall; Susan Gasbarro; Mark Clark; Hans Jindal; CO-Susan Swartz; mark.vonderembse@fhwa.dot.gov; CO-Andrew Schneider; Larry Hoffman; Noel Alcala; ncampbell@ohiohistory.org
Subject: Fw: I-75: Section 106 Consultation

All,

Here is the response from the Cincinnati Preservation Section on the Central Parkway issue.

Please let me know how we should handle the comment from Mr. Schuckman in our response to comments.

Thanks.

Stefan C. Spinosa, P.E., Technical Services Engineer
Ohio Department of Transportation, District 8
505 South SR 741, Lebanon, OH 45036
Phone: 513-933-6639 FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

----- Forwarded by Stefan Spinosa/Contracts/D08/ODOT on 10/02/2006 11:54 AM -----

"Forwood, Skip" <Skip.Forwood@cincinnati-oh.gov>

To "Stefan Spinosa" <Stefan.Spinosa@dot.state.oh.us>

cc

09/29/2006 04:30 PM

Subject RE: I-75: Section 106 Consultation

Stefan,

We have, but for the purposes of the I75 Section 106 review, our position is as we discussed it earlier. We think there is merit in considering a National Register listing for the City's park system including a transportation component. Central Parkway should certainly be considered as part of George E. Kessler's master plan, *A Park System for the City of Cincinnati* (1907). Our concern is that the section of Central Parkway along I75 may not retain sufficient integrity to qualify for individual listing. Additional research/evaluation might resolve this or discover another basis for listing, but based on its 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.

Skip

-----Original Message-----

From: Stefan Spinosa [mailto:Stefan.Spinosa@dot.state.oh.us]
Sent: Friday, September 29, 2006 8:05 AM
To: skip.forwood@cincinnati-oh.gov
Subject: Fw: I-75: Section 106 Consultation

10/5/2006

Skip,

Has your office been able to look over this information concerning Central Parkway?

Thanks.

Stefan C. Spinosa, P.E., Technical Services Engineer
Ohio Department of Transportation, District 8
505 South SR 741, Lebanon, OH 45036
Phone: 513-933-6639 FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

----- Forwarded by Stefan Spinosa/Contracts/D08/ODOT on 09/29/2006 08:04 AM -----

**Stefan
Spinosa/Contracts/D08/ODOT**

To skip.forwood@cincinnati-oh.gov

09/21/2006 11:08 AM

cc Paul Graham/Environmental/CEN/ODOT@ODOT, Joan
Randall/Environmental/CEN/ODOT@ODOT, Susan Gasbarro/Environmental/CEN/ODOT, Mark
Clark/Planning/D08/ODOT@ODOT, Hans Jindal/Planning/D08/ODOT@ODOT, "Susan Swartz"
<scswartz@transystems.com>, mark.vonderembse@fhwa.dot.gov,
amschneider@transystems.com, Larry Hoffman/Environmental/CEN/ODOT@ODOT, Noel
Alcala/Environmental/CEN/ODOT@ODOT, ncampbell@ohiohistory.org

Subject Fw: I-75: Section 106 Consultation

Skip,

As we discussed on the phone, ODOT received the following comment from Steve Schuckman, and we are interested in your Office's opinion.

If you concur that Central Parkway may need to be considered further, we would also welcome any suggestions you may have on how we can address it as part of the Millcreek Expressway Project.

If you could get back to me by September 28, 2006, it would be greatly appreciated.

Thanks.

Stefan C. Spinosa, P.E., Technical Services Engineer
Ohio Department of Transportation, District 8
505 South SR 741, Lebanon, OH 45036
Phone: 513-933-6639 FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

----- Forwarded by Stefan Spinosa/Contracts/D08/ODOT on 08/04/2006 08:15 AM -----

"Schuckman, Steven" <Steven.Schuckman@cincinnati-oh.gov>

08/03/2006 01:44 PM

To "stefan.spinosa@dot.state.oh.us"
<stefan.spinosa@dot.state.oh.us>

cc

Subject I-75: Section 106 Consultation

10/5/2006

As part of the identification of historic/cultural resources within the APE for the Mill Creek Expressway, I think that further work needs to be done with regard to Central Parkway. The entire length of the Parkway from Ludlow Ave, its northern terminus, to Sycamore Street downtown at its southern terminus has historic significance, and a large section of the Parkway is within or adjacent to the APE. The Parkway is significant for a number of reasons including its link to the Miami-Erie Canal and its later development as a parkway, and as part of the unfinished subway system. Perhaps its greatest significance may be its origin as part of the landmark comprehensive park plan for the City of Cincinnati authored by George Kessler in 1906. Kessler is recognized nationally as an important figure in the design of parks and parkways and his work is evidenced widely across the country. His park and parkway system in Indianapolis was recently placed on the National Register of Historic Places.

Kessler planned Central Parkway as just one in a network of parkways linking proposed new parks and public spaces. His plan formed the foundation for the City's present park system and his plan is being updated in 2006-07 as part of the Cincinnati Park Board's new Master Plan. Though the Parkways in Kessler's plan were not constructed until the 1920s and 1930s, they are clearly the result of the 1906 plan. We have been in discussions with the Ohio State Historic Preservation Office about having a multiple-resource National Register listing for much of the Cincinnati Park system - and this will likely include historic landscapes, historic architecture and the parkways. It will take more research and phase 2 level documentation, I think, to adequately determine the significance of the parkway, particularly in the context of the entire Cincinnati Park System. I can provide you or your consultant with some of this research which I have already started (see attached document I wrote last year).

<< Cincinnati Parks Design History & Historic Themes >>

----- Message from "Schuckman, Steven" <Steven.Schuckman@cincinnati-oh.gov> on Thu, 3 Aug 2006 13:42:53 -0400 -----

To: "Schuckman, Steven" <Steven.Schuckman@cincinnati-oh.gov>
Subject: Cincinnati Parks Design History & Historic Themes

CO-Andrew Schneider

From: Stefan Spinosa [Stefan.Spinosa@dot.state.oh.us]
Sent: Friday, August 04, 2006 8:16 AM
To: Mark Clark
Cc: CO-Susan Swartz; CO-Andrew Schneider; Hans Jindal
Subject: Fw: I-75: Section 106 Consultation
Follow Up Flag: Follow up
Flag Status: Red
Attachments: CINCINNATI PARKS documentary & historic themes.doc

Mark,

Here are some comments as a result of yesterday's meetings.

Thanks.

Stefan C. Spinosa, P.E., Technical Services Engineer
Ohio Department of Transportation, District 8
505 South SR 741, Lebanon, OH 45036
Phone: 513-933-6639 FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

----- Forwarded by Stefan Spinosa/Contracts/D08/ODOT on 08/04/2006 08:15 AM -----

"Schuckman, Steven"
<Steven.Schuckman@cincinnati-oh.gov>

To "stefan.spinosa@dot.state.oh.us" <stefan.spinosa@dot.state.oh.us>

cc

Subject I-75: Section 106 Consultation

08/03/2006 01:44 PM

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10/5/2006

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<< Cincinnati Parks Design History & Historic Themes>>

----- Message from "Schuckman, Steven" <Steven.Schuckman@cincinnati-oh.gov> on Thu, 3 Aug 2006 13:42:53 -0400 -----

To: "Schuckman, Steven" <Steven.Schuckman@cincinnati-oh.gov>
Subject: Cincinnati Parks Design History & Historic Themes

CINCINNATI PARKS - A CENTURY OF SHAPING THE CITY

The Cincinnati park system dates back to the middle of the 19th century. Several parks were carved out of what was then one of the country's fastest growing cities in the years immediately preceding and following the Civil War. It is particularly in the last 100 years, however, that the park and parkway system we know today came into being. The year 1906 saw the legislation created which established an independent Board of Park Commissioners, and is also the year that one of America's foremost landscape architects and park planners, George Kessler, was hired to create a visionary new park plan for Cincinnati.

The story of the last century of Cincinnati Parks is not just the story of the making of a park system, but is the story of how the park system in many ways shaped the city. It is also the story of how our parks contribute to our image of Cincinnati and how parks are a part of how we see ourselves. It is a story written by park planners and architects, by park commissioners and park staff, by contractors, workers and volunteers, and ultimately a story of the many individuals, donors, civic leaders and park users who created the system we so value today.

It has been said that Cincinnati is not a city of parks so much as it is a city within a park. This sense of enveloping green and nature is easy to understand. The 5,000-acre park system represents approximately 10% of the land area of the city. There are parks spread throughout the city's neighborhoods. There are green hillsides along the rivers and valleys of the city. There are large hilltop parks like Mt. Airy Forest and Ault Park at prominent locations. There is a parkway and boulevard system which weaves many of these sites together. There are 70 neighborhood parks and 34 nature preserves. There are thousands of street trees along the city's 1,000 miles of streets. From the air the overwhelming sense of Cincinnati and its many trees and wooded hillsides is that it is one big park. As blessed as Cincinnati is with its rolling topography and its location along the Ohio and Little Miami Rivers, this park-like character did not happen by accident.

The park system plan authored by George Kessler (1862-1923) and adopted by the Park Board and the city in 1907, was a plan of large scope and vision. Though many of its recommendations were not implemented until much later, it established a concept of linked, hilltop parks and preserves, and a parkway system to move people around the city, tying together parks and public spaces in a scenic way. It would take decades of civic leadership, public funding and private land donations to make much of the plan happen. And it would take the federal construction programs of the WPA era to create much of the infrastructure of parks, from the trails and walls and bridges to the beautiful stone park buildings found throughout the system. Each subsequent era added to this inventory of public spaces and public facilities culminating at the turn of the 21st Century with the design and construction of new downtown riverfront parks, the creation of a greenway system, and the development of a new park master plan.

George Kessler's rise to fame as a park planner started with his 1893 plan for Kansas City's Parks and Boulevards. This was followed by his landscape plan for the 1904 St. Louis World's Fair and later by park plans for such cities as Dallas, Fort Worth, Denver, Indianapolis, Syracuse, Memphis, St. Louis, South Bend, Miami University and cities in China. The impetus to hire Kessler and to create a plan for Cincinnati's parks came out of the civic-mindedness of citizens who made up the Greater Park League and a Park Commission on which prominent citizens sat. Their work led to new State legislation in 1907, which established Boards of Park Commissioners, and in 1908 the Mayor of Cincinnati appointed the first three Park Commissioners. The resulting park plan, now commonly known as the "Kessler Plan", laid out a vision of neighborhood parks, outlying regional preserves, parkways and grand boulevards.

Much of the imagery of this plan and its overarching purpose came out of the tenets of the "City Beautiful" movement - a body of work aimed at beautifying cities and creating a visual sense of large scale order, often through the use of new boulevards, wide avenues and new public parks and squares. The Chicago World's Columbian Exposition of 1893 embodied many of the movement's principles including the use of classical architecture. Given the fact that 5% to 10% of the country's population visited the fair (21 million people), plus the popularization of its imagery, the fair and its landscape plan by Frederick Law Olmsted triggered the imagination of many. It is not surprising therefore, that Cincinnati's new park plan would be one of large scope and scale, reshaping the city, and borrowing imagery from older European cities. Parkways were planned along the old Miami and Erie Canal bed and along the Ohio River, promenades, boulevards and linear parks were proposed to connect major parks, public squares and public buildings, new parks with sweeping hilltop views were proposed, as well as new neighborhood parks and recreation sites for the city's dense neighborhoods. This was all in stark contrast with the character of the city at that time.

At the turn of the 20th century, Cincinnati had only half a dozen parks comprising fewer than 400 acres. This was in a growing industrial city of 326,000. At the beginning of World War I, the system had grown to 34 parks comprising 2,400 acres, which is almost one half of the size of today's system. In many ways, the park system grew up as the city did, spreading up the hillsides, annexing nearby communities, and reaching out with the growth of public transportation lines - from inclines to the street railroad system. At the eve of World War II, the system had grown to 61 parks and 4,300 acres, and several of the parkways first proposed in the Kessler Plan were finally constructed. The post war period saw continued park growth, particularly with the preservation of hillsides and the acquisition of park preserves. This was also the era in which the City established an urban forestry program to reforest and manage the city's street trees - an inventory of approximately 80,000 trees by the year 2000.

Kessler was not the only prominent designer to work in Cincinnati's parks. Prior to Kessler was the legacy left by Adolph Strauch who designed Eden Park and Burnet Woods and the grounds of what is now Mt. Storm Park, and went on to design and

then become superintendent of Spring Grove Cemetery. In the 1920s and 30s the prominent Cleveland-based landscape architect A. D. Taylor designed several Cincinnati Parks. The local architect Carl Freund designed over 30 park buildings in the 1930s, 40s and 50s, which play a prominent role in defining the architectural character of the park system. And this tradition continued into the end of the 20th century with park designs by EDAW, Hargreaves Assoc., and Sasaki Assoc., all internationally acclaimed designers.

The Cincinnati Park Master Plan of 1992, "Planting the Future", extended the vision of the 1907 Kessler Plan and envisioned a continuous greenway system linking parks and preserves with ribbons of green. It also launched an era of renovating and restoring parks, seeing parks as the lifeblood of the city and the revitalization of its neighborhoods. The new master plan being developed in 2006 updates this vision and is being established to create a sound basis for the continued conservation and growth of the park system.

HISTORIC THEMES

Transportation

How the transportation system of the canal, river, roads, rails and street railroad, cable cars and inclines shaped city development. How they were transformed with the development of parkways and boulevards. How the city was later shaped by the construction of the interstate highways. (Central Parkway was the old canal bed. Subway construction under Central Parkway. Lytle Park rebuilt as air-rights over I - 71)

Estates and Property Acquisition

The donation and acquisition over the years of what is now Alms, Ault, Mt Storm, Eden, and French Parks as examples of large and prominent sites which were removed from potential private development and made into major public parks. The cultural institutions of Eden Park. The formal gardens of Ault Park. The hilltop site of Mt. Storm. The country estate of French Park.

Inner City Parks and Park Architecture

A century of construction of neighborhood parks throughout the city. The city squares of Piatt, Oakley/Geier and Hyde Park Square. The overlooks. The grand park buildings of C. 1930 (Ault Pavilion, Mt. Echo, Alms, Krohn)

Reforestation

The reforestation of city neighborhoods and streets and the creation of a large and early urban reforestation effort with the acquisition and planting of Mt. Airy Forest. The creation of the city's street tree program in 1980.

Nature in the City

The protection and acquisition of over 30 preserves and hillsides. The efforts of the 1970s and 1980s to protect and acquire natural resources like the basin hillsides, and the site of Little Miami River Park.

The Park Board and Park Commissioners

Notable commissioners, directors and staff over the years including Fleischmann, Ault, Hauck, Krohn, Johnson, Lindberg. People who provided leadership and guided legislation, who fostered donations and funding, who helped shaped today's system

Programs and Services

How we touch the public with gateway beautification, floral displays, Krohn Conservatory, nature education programs, volunteering and partnerships, maintaining and planting the urban forest, managing neighborhood and regional parks, providing shelters and lodges, hosting events and programs

The Designers and Planners

Notable shapers of the environment such as Kessler, A.D.Taylor, Carl Freund. Late 20th Century designers like EDAW, Hargreaves, Sasaki. The precursors like Strauch.

The Builders

WPA-era construction, Civilian Conservation Corps. stationed at Mt. Airy

New Directions

Planning for new parks and new initiatives including Central Riverfront Park, Greenways and trails, new park plan, new partnerships

Notable People

Individuals, civic leaders, citizens, volunteers and politicians who shaped parks and the city.

Public Art

The sculptures and monuments found in parks. The decorative fountains at Piatt, Burnet Woods, Eden, Kilgour (Hyde Park Square). The new sculptures at TBIFP. Parks is the steward of most of the city's outdoor public art.

CO-Andrew Schneider

From: Stefan Spinosa [Stefan.Spinosa@dot.state.oh.us]
Sent: Wednesday, August 30, 2006 8:57 AM
To: Paul Graham; Joan Randall; Susan Gasbarro; Mark Clark; Hans Jindal; CO-Susan Swartz; mark.vonderembse@fhwa.dot.gov; CO-Andrew Schneider
Subject: Fw: Comments on I-75 and Historic Properties

All,

The Consulting Party Comment Period on the Phase I report ends on September 5, 2006 for HAM-75-2.30, PID 76257. The following is a comment I received yesterday. I will be forwarding the comments on to everyone as I receive them.

I would like to set up a conference call/video conference the week of September 18th to discuss the comments and any issues with the Phase II report prior to sending it out to the Parties for comment. Please let me know your availability for the days that week (AM and PM). Once I receive everyone's responses, I'll finalize the date and time.

Thanks for your help.

Stefan C. Spinosa, P.E., Technical Services Engineer
Ohio Department of Transportation, District 8
505 South SR 741, Lebanon, OH 45036
Phone: 513-933-6639 FAX: 513-933-8252
stefan.spinosa@dot.state.oh.us

----- Forwarded by Stefan Spinosa/Contracts/D08/ODOT on 08/30/2006 08:49 AM -----

Jeffrey Jakucyk <jjakucyk@mac.com>

To stefan.spinosa@dot.state.oh.us

cc Jeffrey Jakucyk <jjakucyk@mac.com>

08/29/2006 10:09 AM

Subject Comments on I-75 and Historic Properties

Stefan,

I am submitting my comments as follows on the I-75 Mill Creek Expressway Project as the local "streetcar historian". I was contacted in this regard specifically to comment on the preservation of the Cincinnati Street Railway power substation at Colerain Avenue and Arlington Street in Camp Washington (HAM-7628-40/AL109). I support the recommendation for further study of the property, and hopefully eventual listing on the National Register of Historic Places (NRHP). Aside from the historical associations with expansion of the street railway system that have already been mentioned in the report, this substation is the most architecturally significant substation that remains (or perhaps was ever in existence in the city). Most other substations were simple brick boxes with little detailing, the only notable exception is the one on Township Avenue in Elmwood Place, see: http://homepage.mac.com/jjakucyk/Transit1/carbarns/pages/page_1.html Even that substation, which is outside the study area for I-75, does not share the same level of "high style" detailing as the one on Colerain Avenue. The study building also retains remarkable integrity, the only significant alteration

10/5/2006