

BRENT SPENCE BRIDGE PROJECT
Phase I History/Architecture
Re-evaluation Survey
HAM-71/75-0.00/0.22; PID 89068
City of Cincinnati, Hamilton County, Ohio



The environmental review, consultation, and other actions required by applicable federal environmental laws for these projects are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a memorandum of understanding dated December 14, 2020, and executed by FHWA and ODOT.

Submitted to ODOT-D08
July 2022

Prepared by



ABSTRACT

ASC Group, Inc. (ASC) has completed a Phase I history/architecture re-evaluation survey for the Brent Spence Bridge (BSB) Project (HAM-71/75-0.00/0.22; PID 89068) in the City of Cincinnati, Hamilton County, Ohio. ASC is under contract with HNTB Ohio, Inc., which is under contract with the Ohio Department of Transportation (ODOT). The project proposes to improve the Brent Spence Bridge crossing over the Ohio River. Previous activities related to the project were documented in the project's Environmental Assessment (March 2012). On August 9, 2012, the Federal Highway Administration (FHWA) issued a Finding of No Significant Impact (FONSI) identifying Alternative I as the preferred alternative for the BSB project.

Since the approval of the FONSI, additional studies have refined Preferred Alternative I, which have been designated as Concept I-W. Concept I-W follows the Preferred Alternative I design for the I-71/I-75 alignment from the Dixie Highway interchange to 12th Street in Kentucky; north of Freeman Avenue in Ohio; and the local collector-distributor (C-D) roads along both sides of I-75 in Ohio. In addition, a companion bridge will be built just west of the existing BSB with all I-71 and I-75 traffic on the new bridge and all local C-D traffic on the existing BSB. The new bridge will carry five lanes of southbound (SB) I-71 and I-75 on the lower deck and five lanes of northbound (NB) I-71 and I-75 traffic on the upper deck. The existing BSB will be rehabilitated to carry three lanes for NB local traffic on the lower deck and three lanes for SB local traffic on the upper deck.

The Kentucky Transportation Cabinet (KYTC) and ODOT are currently re-evaluating the project's Environmental Assessment to reflect the refined preferred alternative (Concept I-W). The re-evaluation efforts also involve updating resource-specific studies to reflect any changes in conditions that have occurred since they were originally prepared.

ASC based the Phase I history/architecture re-evaluation survey on an Area of Potential Effects (APE) developed in the original Phase I history/architecture survey report and consists of the current right-of-way (ROW) where improvements are confined to the ROW. Where proposed improvements are planned outside of the current ROW, the APE generally follows a 1,500-foot corridor to accommodate all possible design changes within the proposed alternatives. The APE was developed to follow street lines rather than simply cut across the landscape and to fully incorporate any historic districts wholly or partially included within the 1,500-foot corridor. An addendum APE was developed in 2010 to incorporate design improvements to the Western Hills Viaduct Interchange section of the project. The addendum APE is largely defined by W. McMicken Avenue, Central Parkway, Harrison Avenue, and Winchell Avenue. Although several small portions of Concept I-W extend outside of the APE, the construction limits in these areas have not changed since 2012, and the deviation can also be noted on exhibits included in the 2012 Environmental Assessment. When the construction limits expanded beyond the APE, areas adjacent to the construction limits were reviewed to confirm if additional resources were present.

ASC conducted a literature review to determine whether history/architecture or archaeology resources have been recorded in the APE since 2012. No such resources were identified. ASC conducted fieldwork to determine the current physical status of resources listed in or

determined eligible for listing in the National Register of Historic Places (NRHP) at the time of the FONSI in 2012. Two resources, the John Mueller House (NRHP-eligible) and the Ohio National Guard Armory (NRHP-listed), are no longer extant. The remaining NRHP-listed or eligible resources in the APE have not undergone changes to their integrity such as to warrant changing their NRHP status. The only NRHP-listed or eligible property determined to be subject to an adverse effect in Ohio in the FONSI is the NRHP-listed B&O Freight Terminal/Longworth Hall. Concept I-W will not change the project's impact on the building, and the finding of adverse effect and proposed measures to mitigate the adverse effect are recommended to remain unchanged.

The survey identified 23 resources within the APEs that have become 50 years of age or older since 1962. ASC evaluated these resources for their eligibility for listing in the NRHP. None of the 23 resources are recommended to be eligible for listing in the NRHP. No potential historic districts were identified within or adjacent to the APEs.

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INTRODUCTION

ASC Group, Inc. (ASC) has completed a Phase I history/architecture re-evaluation survey for the Brent Spence Bridge (BSB) Project (HAM-71/75-0.00/0.22; PID 89068) in City of Cincinnati, Hamilton County, Ohio (Figure 1). ASC is under contract with HNTB Ohio, Inc., which is under contract with the Ohio Department of Transportation (ODOT). The BSB corridor consists of 7.8 total miles of I-71 and I-75 located within portions of Ohio and Kentucky. This corridor is located within the Greater Cincinnati/Northern Kentucky region and is a major route for local and regional mobility. Locally, it connects to I-74, I-275, and US 50. The BSB provides an interstate connection over the Ohio River and carries both I-71 and I-75 traffic. The bridge also facilitates local travel by providing access to downtown Cincinnati, Hamilton County, Ohio and Covington, Kenton County, Kentucky. This corridor is also one of the busiest trucking routes in the US, connecting Michigan to Florida via I-75.

The BSB opened in 1963 and was originally designed to carry 80,000 vehicles per day (VPD). Current traffic volumes on the BSB are 160,000 VPD. The BSB corridor exhibits congestion and safety-related issues due to inadequate capacity to accommodate current traffic demand which are further exacerbated by design deficiencies along the corridor. The BSB Project will improve the operational characteristics within the BSB corridor for both local and through traffic by improving traffic flow and level of service, improving safety, correcting geometric deficiencies, and maintaining connections to key regional and national transportation corridors.

The Kentucky Transportation Cabinet (KYTC) and ODOT developed a range of alternatives for improving the I-71/I-75 corridor in Kentucky and Ohio through a series of preliminary engineering and planning studies coupled with extensive public and stakeholder involvement. These activities were documented in the project's Environmental Assessment (March 2012). On August 9, 2012, the Federal Highway Administration (FHWA) issued a Finding of No Significant Impact (FONSI) identifying Alternative I as the preferred alternative for the BSB Project.

Since the approval of the FONSI, KYTC and ODOT completed additional studies to update the preferred alternative to reflect current design standards, traffic counts, and traffic operations. KYTC and ODOT also conducted a value engineering analysis of the preferred alternative. These efforts resulted in refinements to Preferred Alternative I, which have been designated as Concept I-W.

Concept I-W follows the Preferred Alternative I design for the I-71/I-75 alignment from the Dixie Highway interchange to 12th Street in Kentucky; north of Freeman Avenue in Ohio; and the local collector-distributor (C-D) roads along both sides of I-75 in Ohio. In addition, a companion bridge will be built just west of the existing BSB with all I-71 and I-75 traffic on the new bridge and all local C-D traffic on the existing BSB. The new bridge will carry five lanes of southbound (SB) I-71 and I-75 on the lower deck and five lanes of northbound (NB) I-71 and I-75 traffic on the upper deck. The existing BSB will be rehabilitated to carry three lanes for NB local traffic on the lower deck and three lanes for SB local traffic on the upper deck.

KYTC and ODOT are currently re-evaluating the project's Environmental Assessment to reflect the refined preferred alternative (Concept I-W). The re-evaluation efforts also involve updating

resource-specific studies to reflect any changes in conditions that have occurred since they were originally prepared. HNTB provided ASC with the current construction limits on June 13, 2022.

ASC based the Phase I history/architecture re-evaluation survey on an Area of Potential Effects (APE) provided by HNTB Ohio, Inc. to ASC on March 4, 2022 (Figure 2). Most of the APE was developed in the original Phase I history/architecture survey report (McCuin and Owen 2007:3) and consists of the current right-of-way (ROW) where improvements are confined to the ROW. Where proposed improvements are planned outside of the current ROW, the APE generally follows a 1,500-foot corridor to accommodate all possible design changes within the proposed alternatives. The APE was developed to follow street lines rather than simply cut across the landscape and to fully incorporate any historic districts wholly or partially included within the 1,500-foot corridor. An addendum APE was developed in 2010 to incorporate design improvements to the Western Hills Viaduct Interchange section of the project (McCuin and Owen 2010:1). The addendum APE is largely defined by W. McMicken Avenue, Central Parkway, Harrison Avenue, and Winchell Avenue (Figure 2).

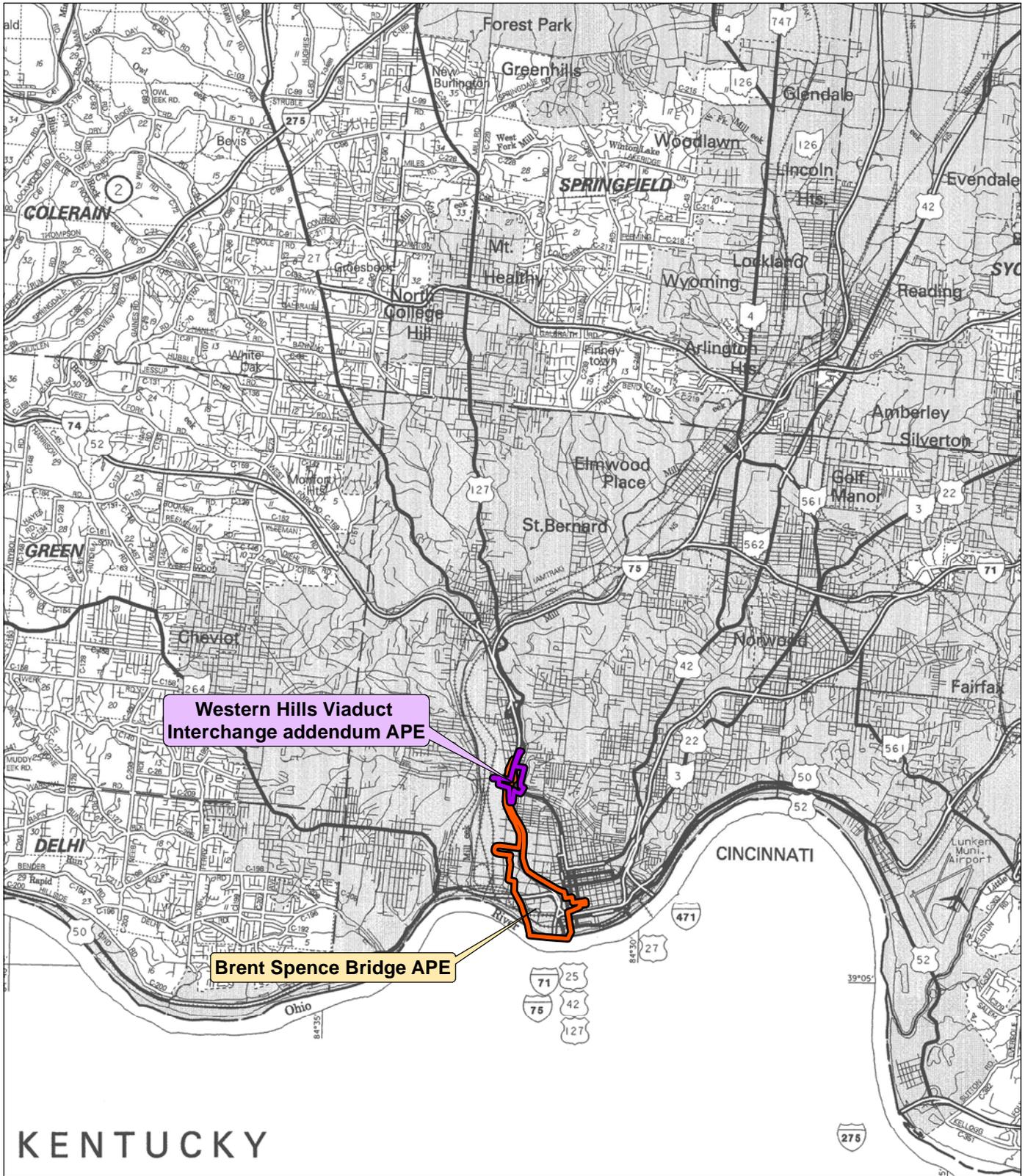
The purpose of the Phase I history/architecture re-evaluation survey is to provide information for compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. The survey was completed in accordance with the *Cultural Resources Manual* (ODOT 2022). The goals of this investigation are to determine whether historic architectural resources that have become 50 years of age since 2012 are present in or adjacent to the APE and, if so, to make a recommendation as to whether they are eligible for listing in the National Register of Historic Places (NRHP). ASC conducted fieldwork for the project on June 3, 2022. Douglas Terpstra, MS, conducted the fieldwork, prepared this report, and served as project manager.

Project Footprint/APE Confirmation

The graphical presentation of the APE in McCuin and Owen (2007:Exhibit 11) is not depicted with a great deal of precision compared to the modern construction limits mapping provided to ASC. Although discrepancies between the two lines are visible on Figures 2, 3, and 4 in this report, the lines should be read as both following the I-75 ROW where in close proximity. There are five locations where the construction limits deviate outside of the APE for short distances:

- I-71 north of Paul Brown Stadium,
- W. Seventh Street east of I-75,
- W. Ninth Street east of I-75,
- Linn Street between I-75 and W. Court Street, and
- north end of the construction limits along I-75 north of Alfred Street.

However, the construction limits in these areas have not changed since 2012, and the deviation can also be noted on exhibits included in the 2012 Environmental Assessment. The southernmost and northernmost of these locations are within interstate highway ROW. The additional locations with construction limits along city streets appear to be limited to the street ROW. When the construction limits expanded beyond the APE, areas adjacent to the construction limits were reviewed to confirm if additional resources were present. One resource more than 50 years of age was identified adjacent to the W. Seventh Street construction limits and is included in the survey results below due to its proximity to the construction limits.



KENTUCKY

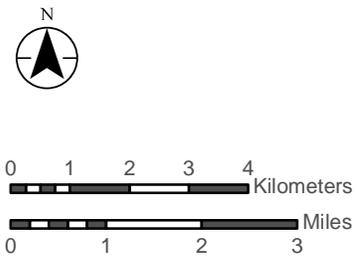
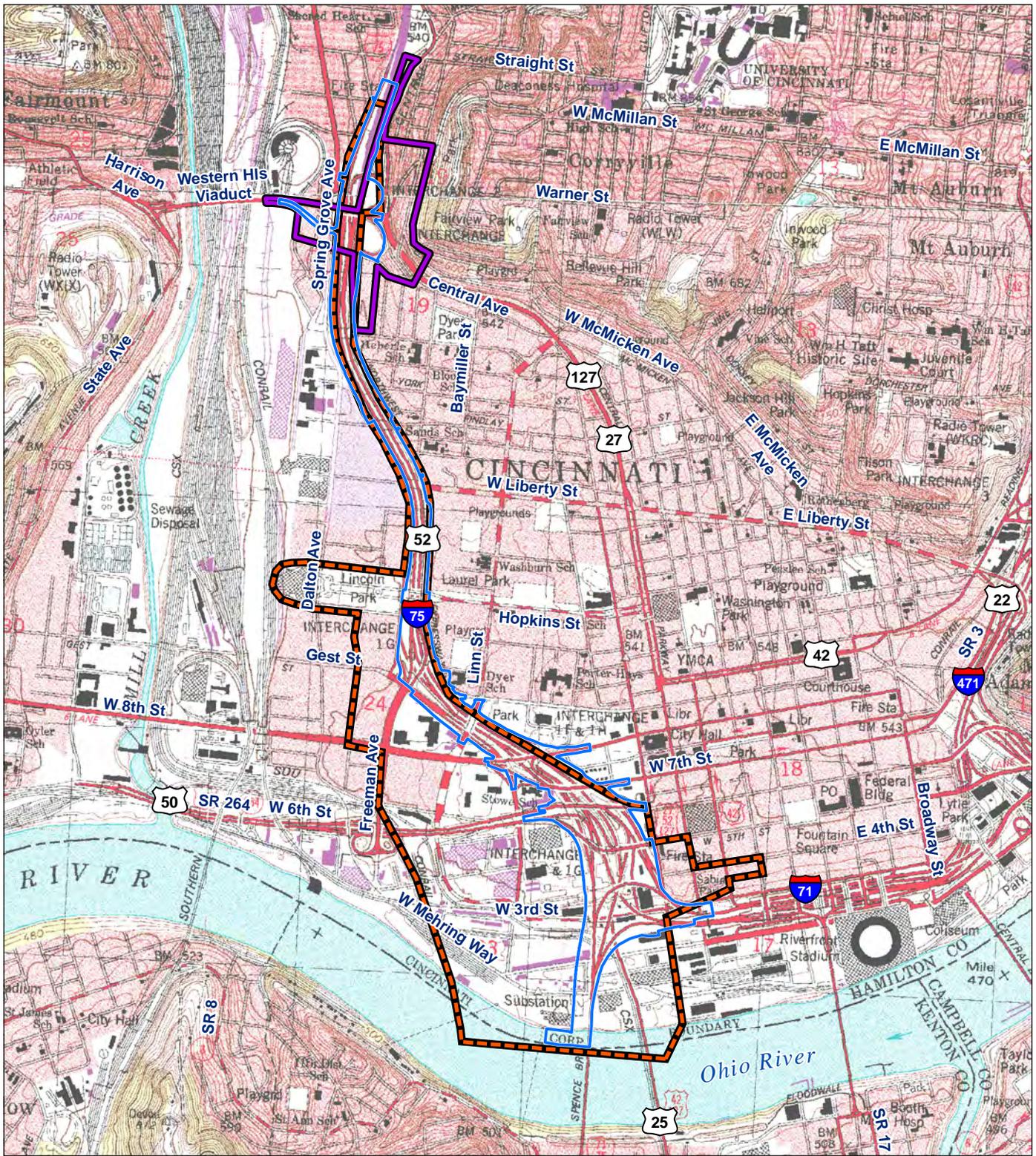


Figure 1
 Portion of the ODOT Hamilton County Highway map showing the vicinity of the APEs for the Brent Spence Bridge Project (HAM-71/75-0.00/0.22; PID 89068).



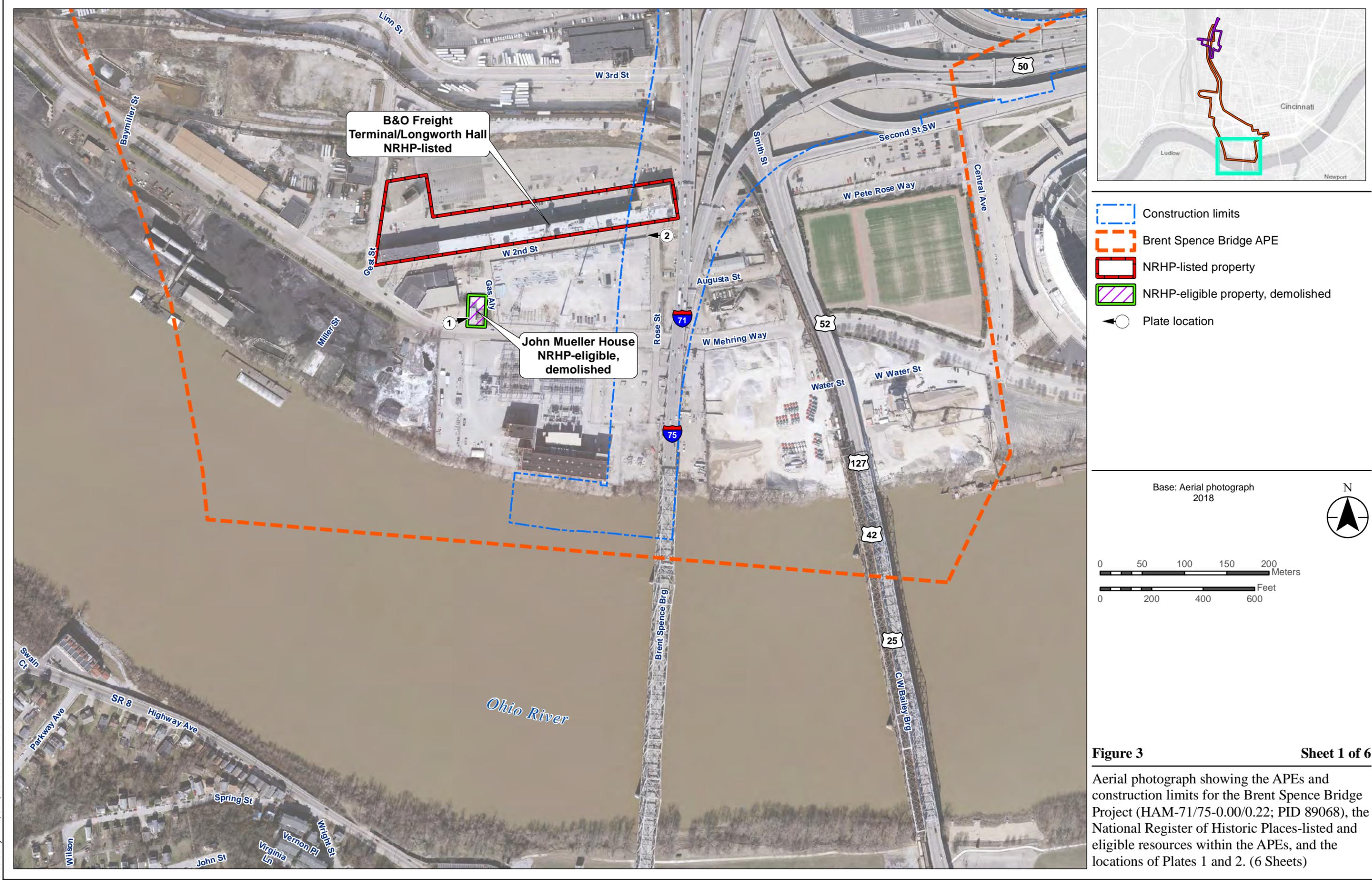
-  Construction limits
-  Brent Spence Bridge APE
-  Western Hills Viaduct Interchange addendum APE

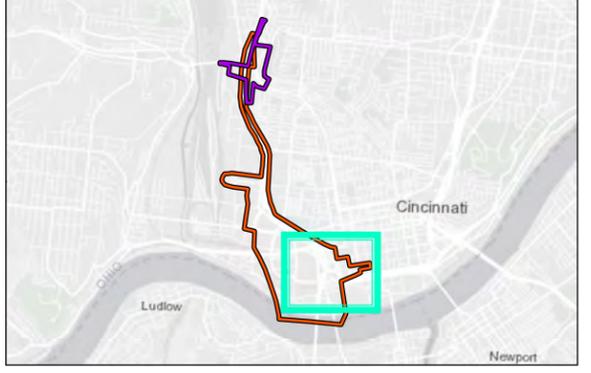
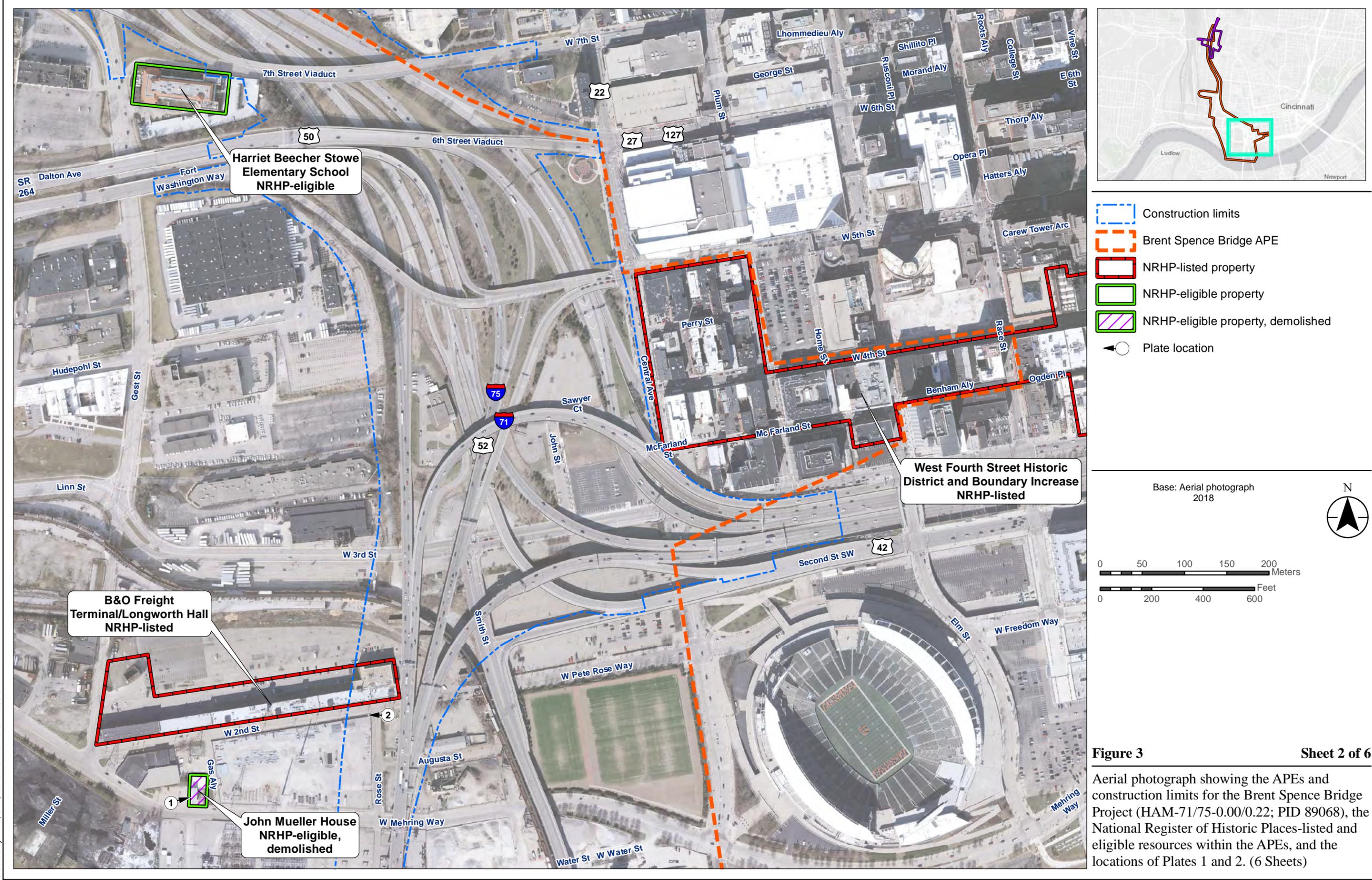


Figure 2

Portions of the 1961 (photorevised 1981) Cincinnati West, OH and 1981 (photorevised 1987) Covington, KY-OH quadrangles (USGS 7.5' topographic maps) showing the APEs and construction limits for the Brent Spence Bridge Project (HAM-71/75-0.00/0.22; PID 89068).

Base: USGS Cincinnati West, OH, and Covington, KY-OH, 7.5' series quadrangles





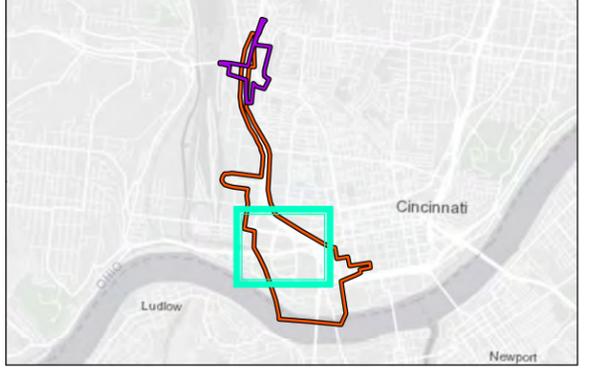
- Construction limits
- Brent Spence Bridge APE
- NRHP-listed property
- NRHP-eligible property
- NRHP-eligible property, demolished
- Plate location

Base: Aerial photograph 2018



Figure 3 **Sheet 2 of 6**

Aerial photograph showing the APEs and construction limits for the Brent Spence Bridge Project (HAM-71/75-0.00/0.22; PID 89068), the National Register of Historic Places-listed and eligible resources within the APEs, and the locations of Plates 1 and 2. (6 Sheets)



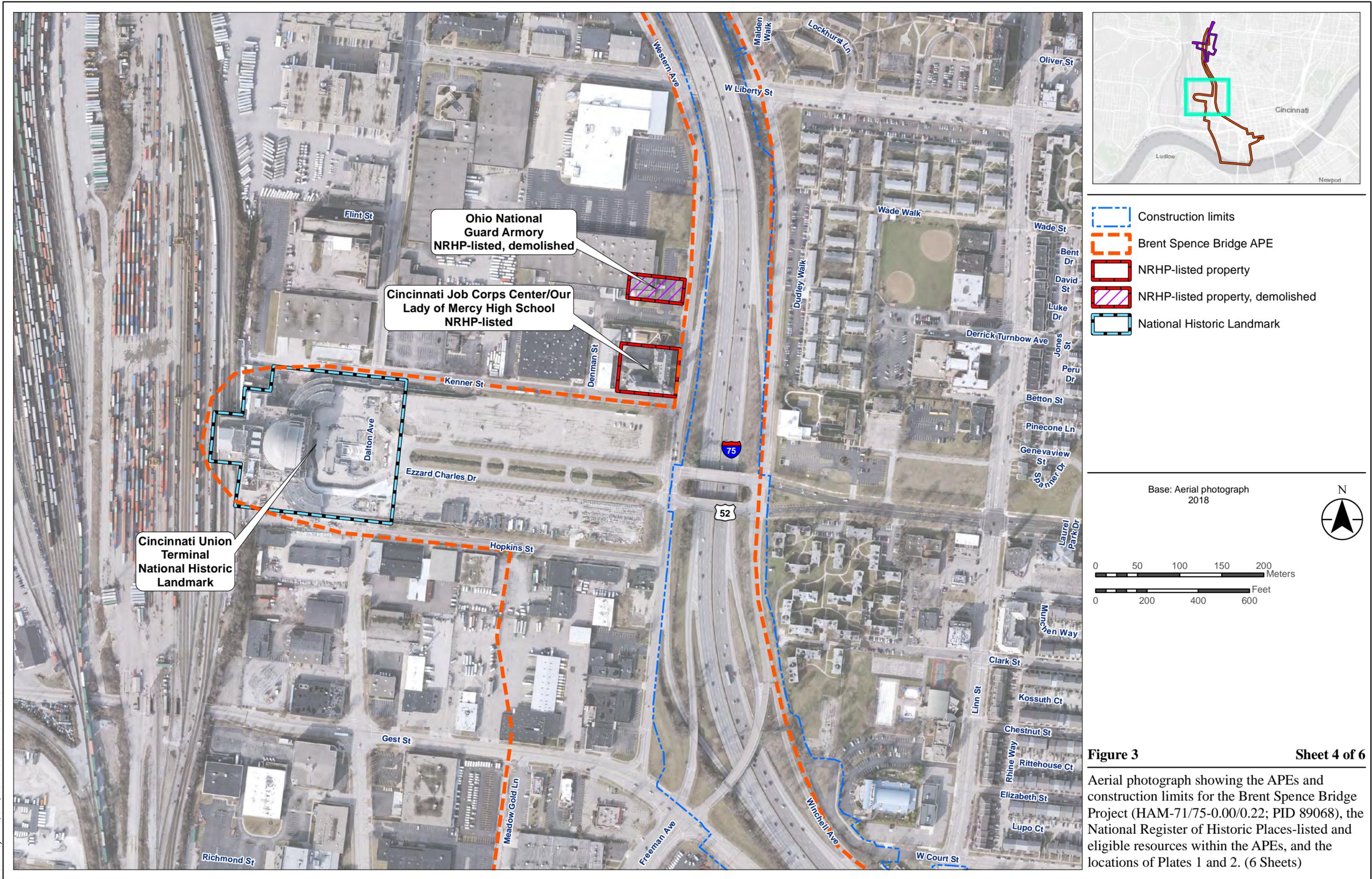
- Construction limits
- Brent Spence Bridge APE
- NRHP-eligible property

Base: Aerial photograph
2018



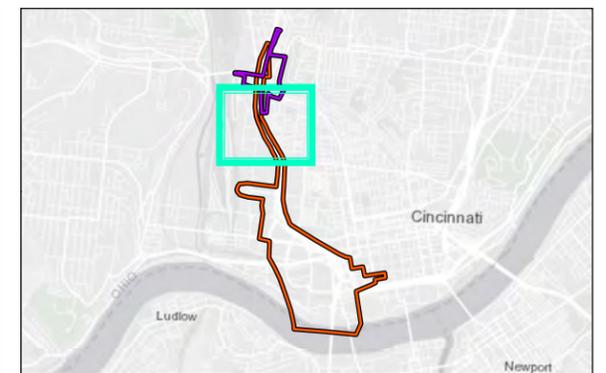
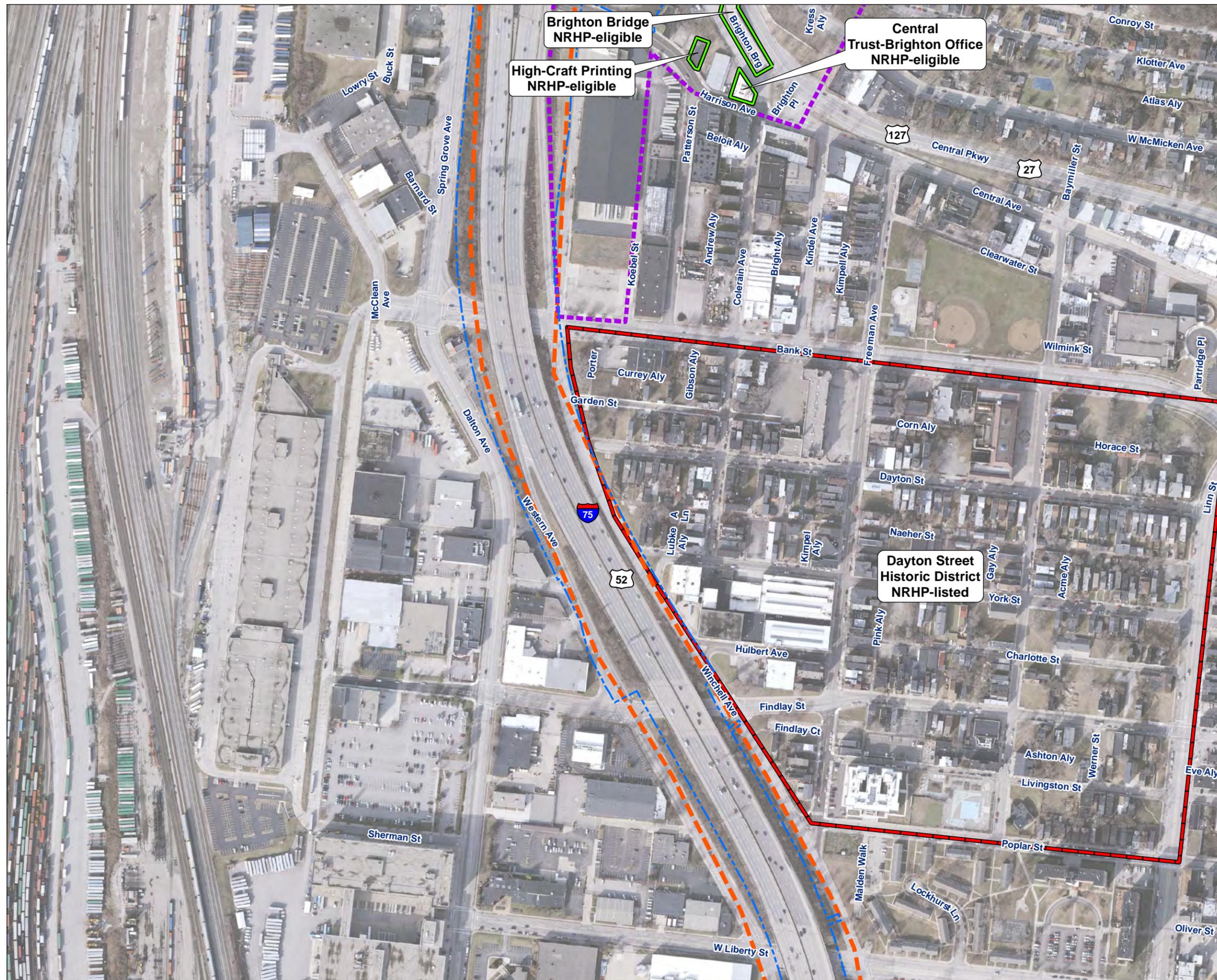
Figure 3 **Sheet 3 of 6**

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Figure 3 **Sheet 4 of 6**
 Aerial photograph showing the APEs and construction limits for the Brent Spence Bridge Project (HAM-71/75-0.00/0.22; PID 89068), the National Register of Historic Places-listed and eligible resources within the APEs, and the locations of Plates 1 and 2. (6 Sheets)



- Construction limits
- Brent Spence Bridge APE
- Western Hills Viaduct Interchange addendum APE
- NRHP-listed property
- NRHP-eligible property

Base: Aerial photograph 2018

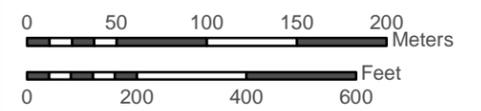
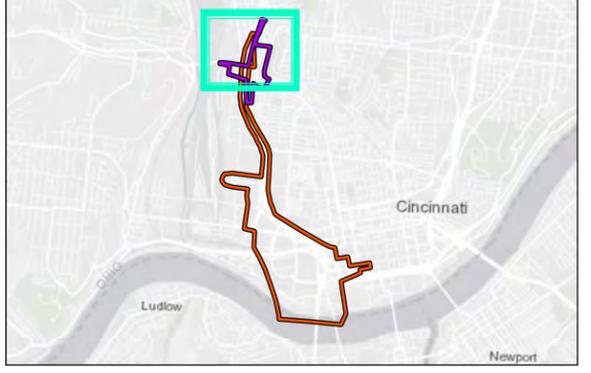
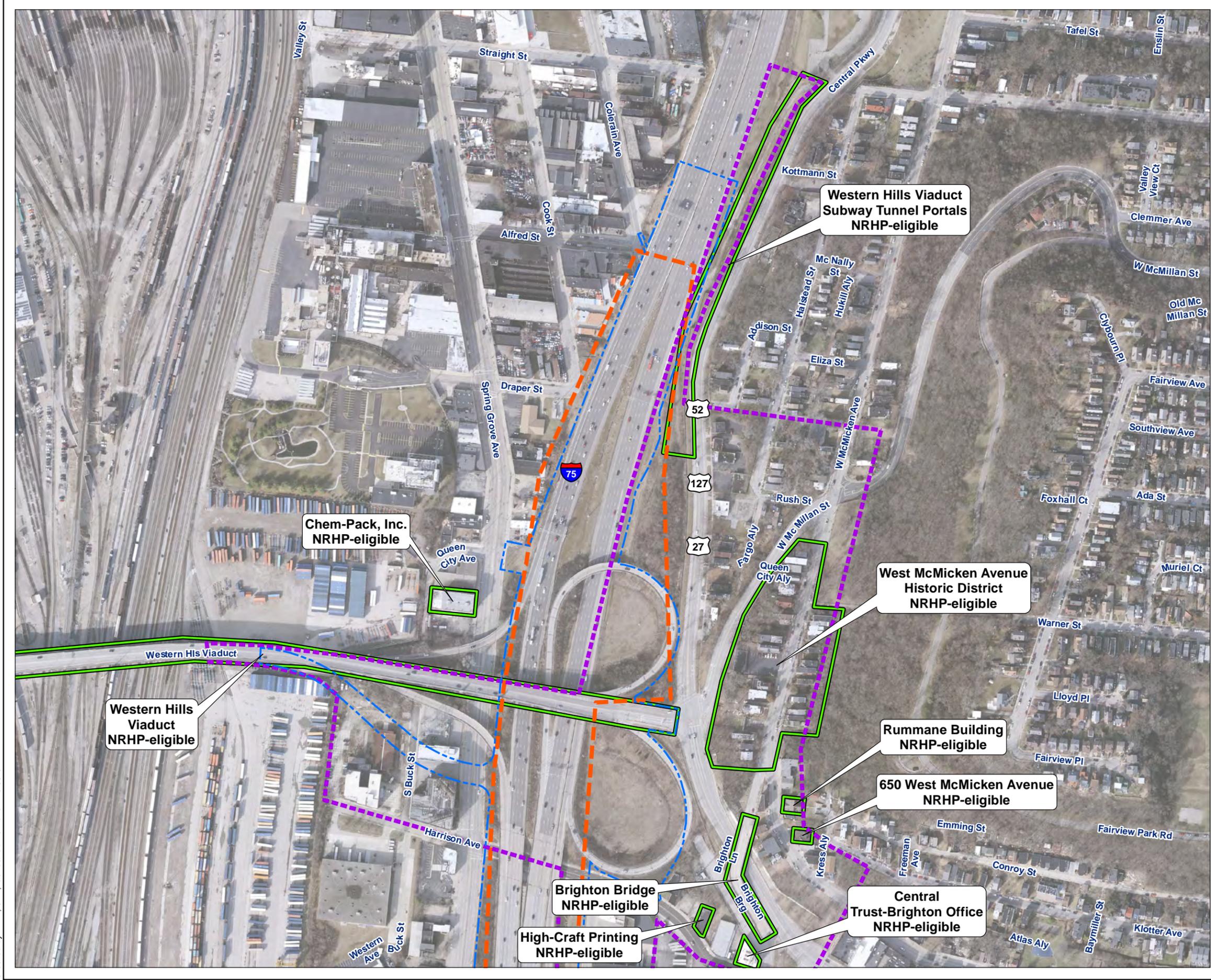


Figure 3 **Sheet 5 of 6**

Aerial photograph showing the APEs and construction limits for the Brent Spence Bridge Project (HAM-71/75-0.00/0.22; PID 89068), the National Register of Historic Places-listed and eligible resources within the APEs, and the locations of Plates 1 and 2. (6 Sheets)



- Construction limits
- Brent Spence Bridge APE
- Western Hills Viaduct Interchange addendum APE
- NRHP-eligible property

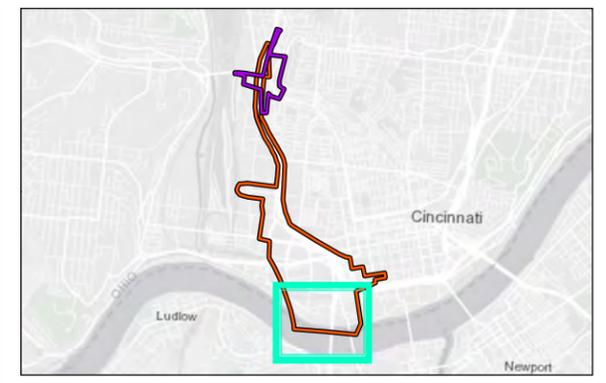
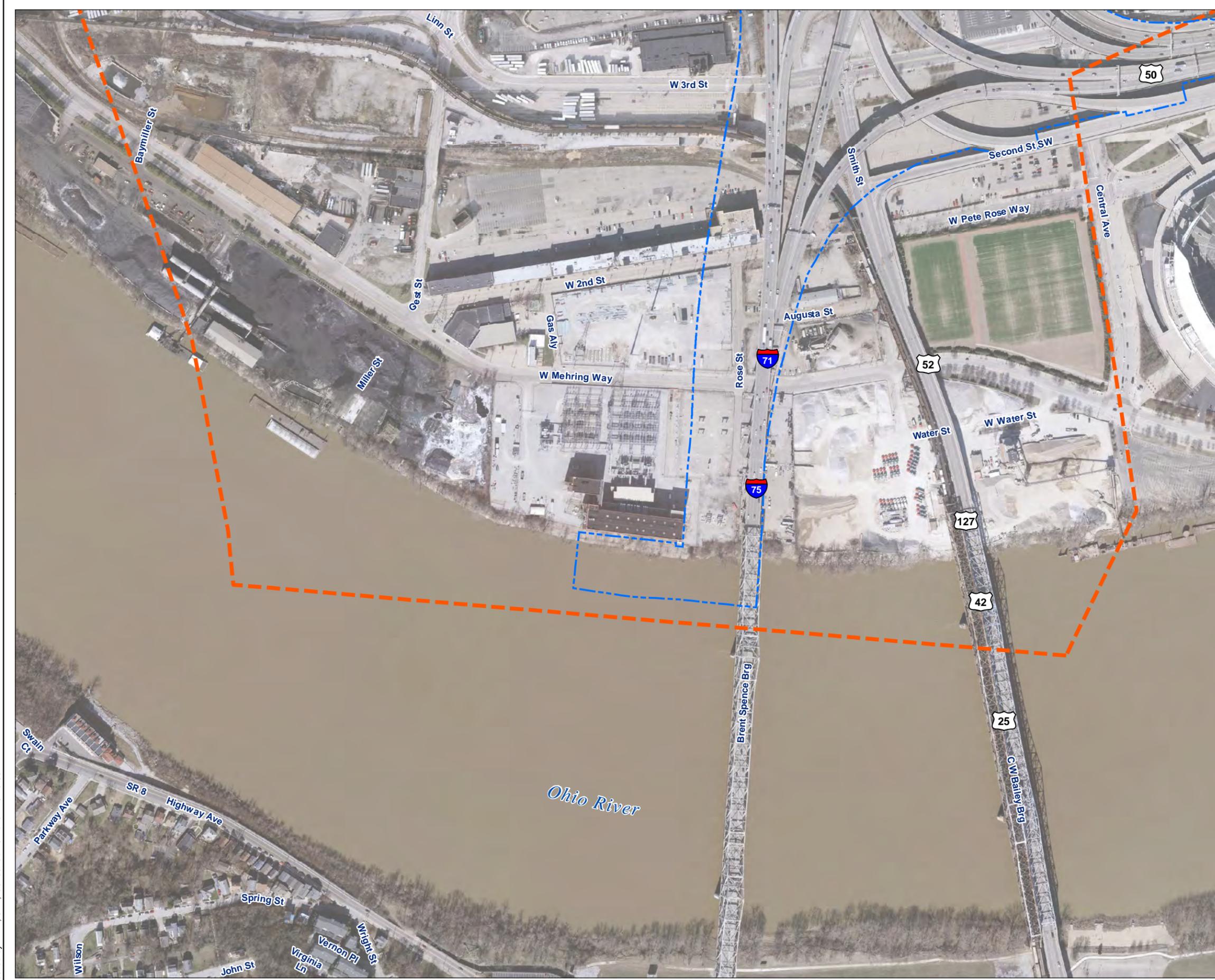
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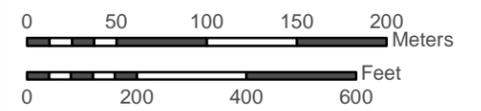
Figure 3 **Sheet 6 of 6**

Aerial photograph showing the APEs and construction limits for the Brent Spence Bridge Project (HAM-71/75-0.00/0.22; PID 89068), the National Register of Historic Places-listed and eligible resources within the APEs, and the locations of Plates 1 and 2. (6 Sheets)



- Construction limits
- Brent Spence Bridge APE

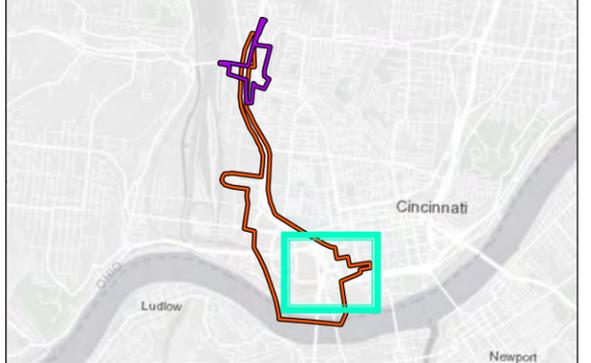
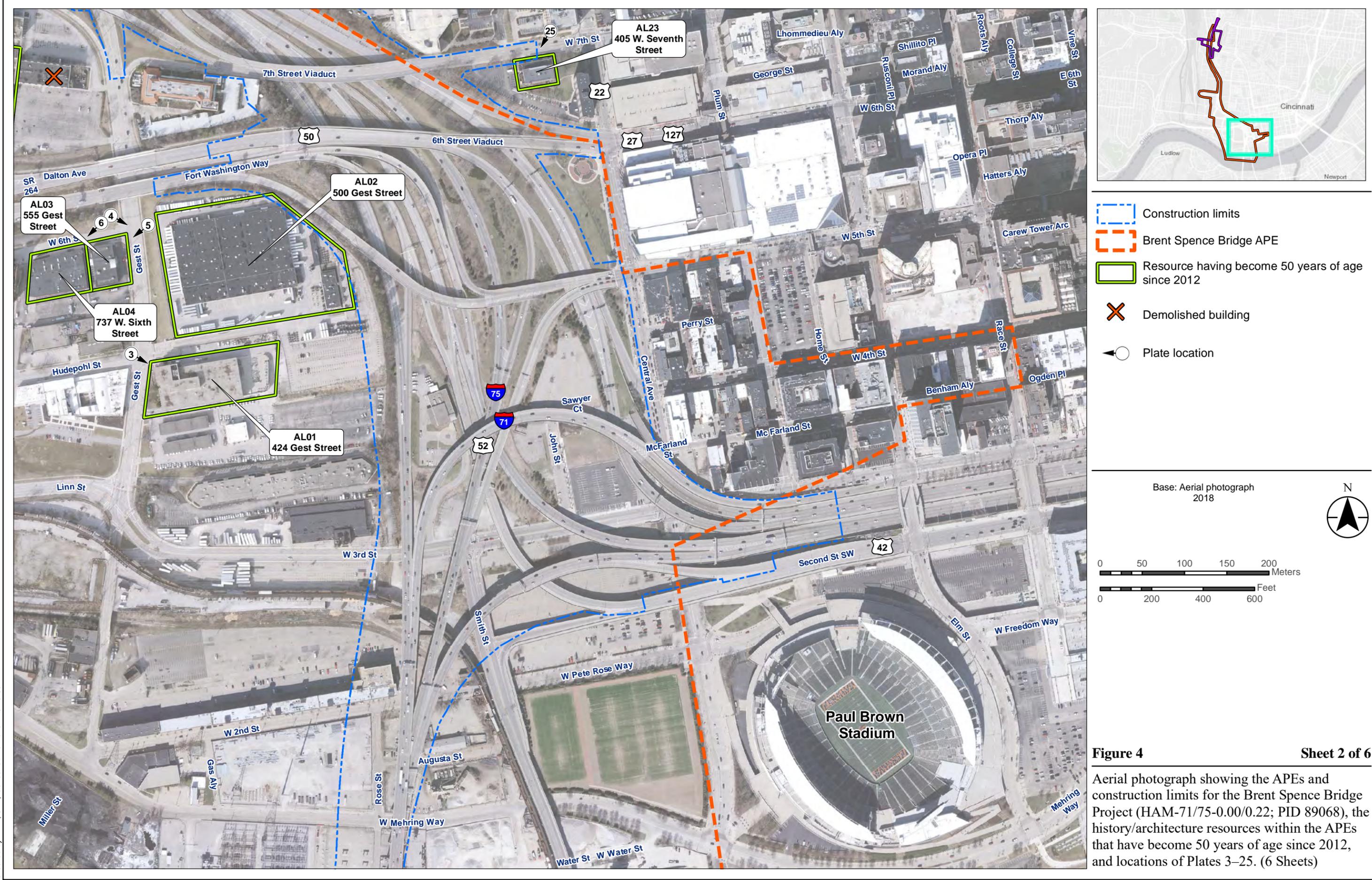
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Figure 4 **Sheet 1 of 6**

Aerial photograph showing the APEs and construction limits for the Brent Spence Bridge Project (HAM-71/75-0.00/0.22; PID 89068), the history/architecture resources within the APEs that have become 50 years of age since 2012, and locations of Plates 3–25. (6 Sheets)



- Construction limits
- Brent Spence Bridge APE
- Resource having become 50 years of age since 2012
- ✕ Demolished building
- Plate location

Base: Aerial photograph
2018

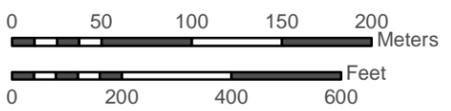
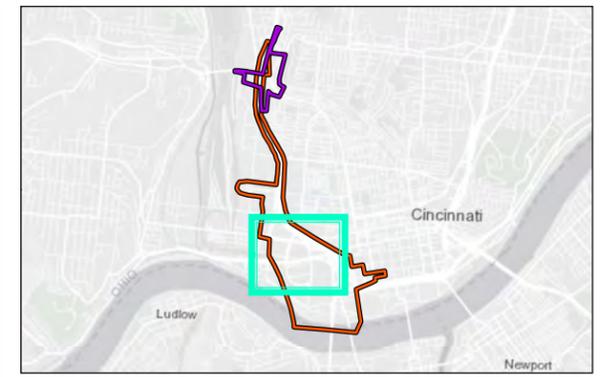
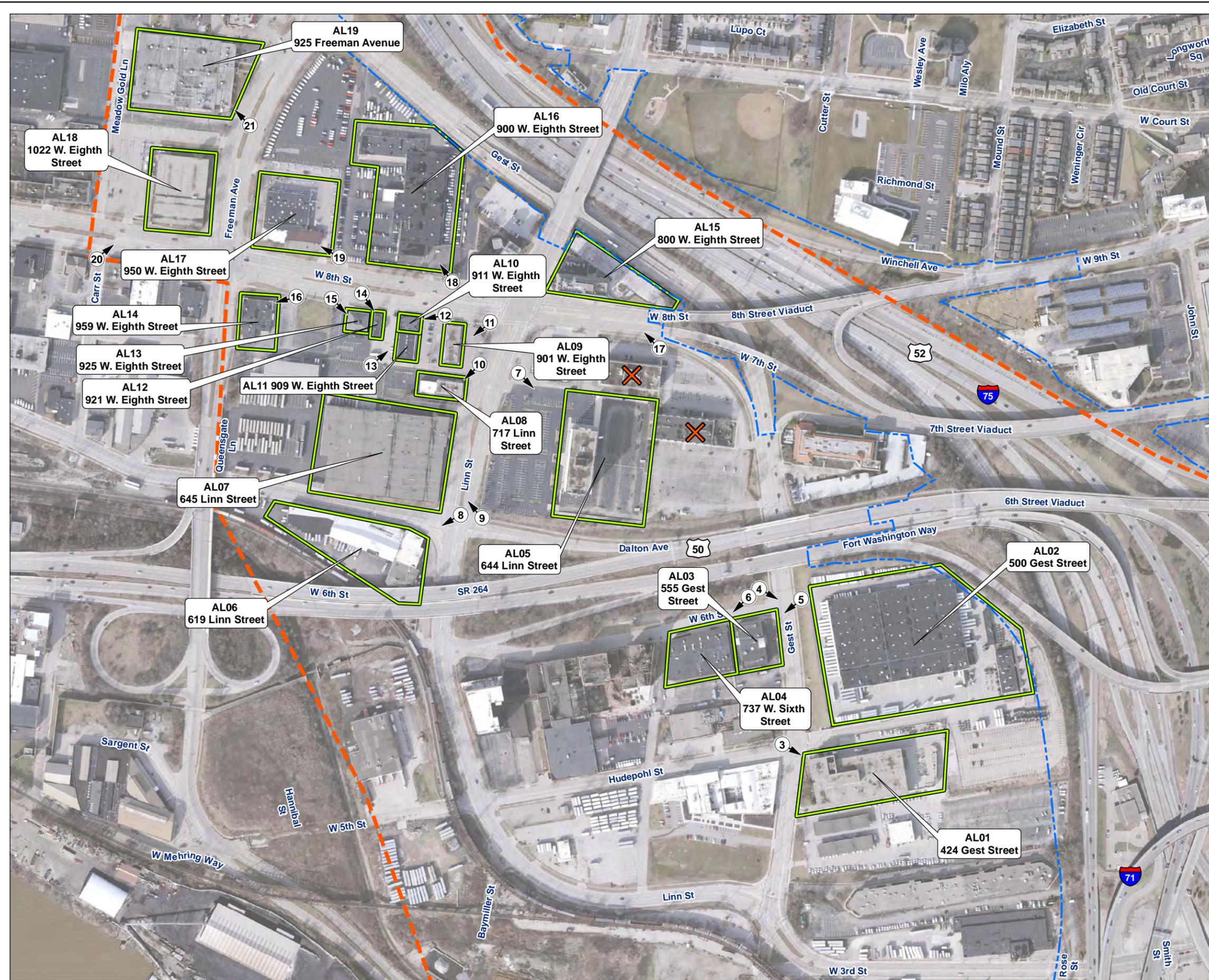


Figure 4 **Sheet 2 of 6**

Aerial photograph showing the APEs and construction limits for the Brent Spence Bridge Project (HAM-71/75-0.00/0.22; PID 89068), the history/architecture resources within the APEs that have become 50 years of age since 2012, and locations of Plates 3–25. (6 Sheets)



- Construction limits
- Brent Spence Bridge APE
- Resource having become 50 years of age since 2012
- X Demolished building
- Plate location

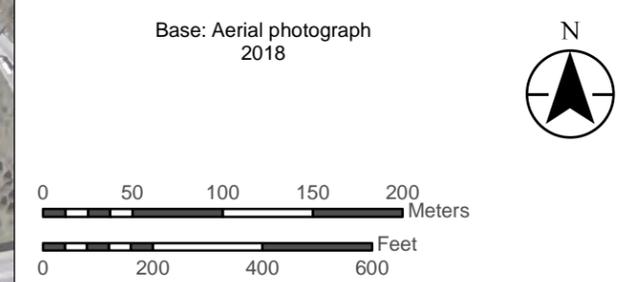
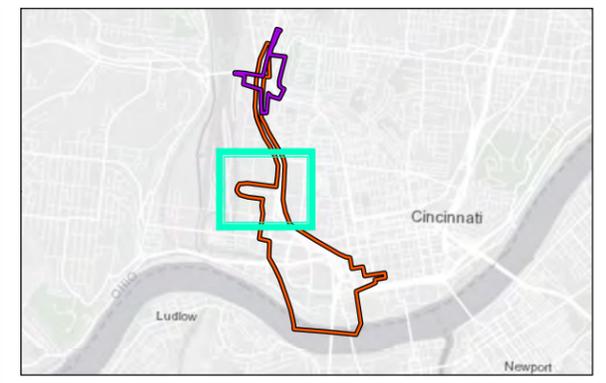
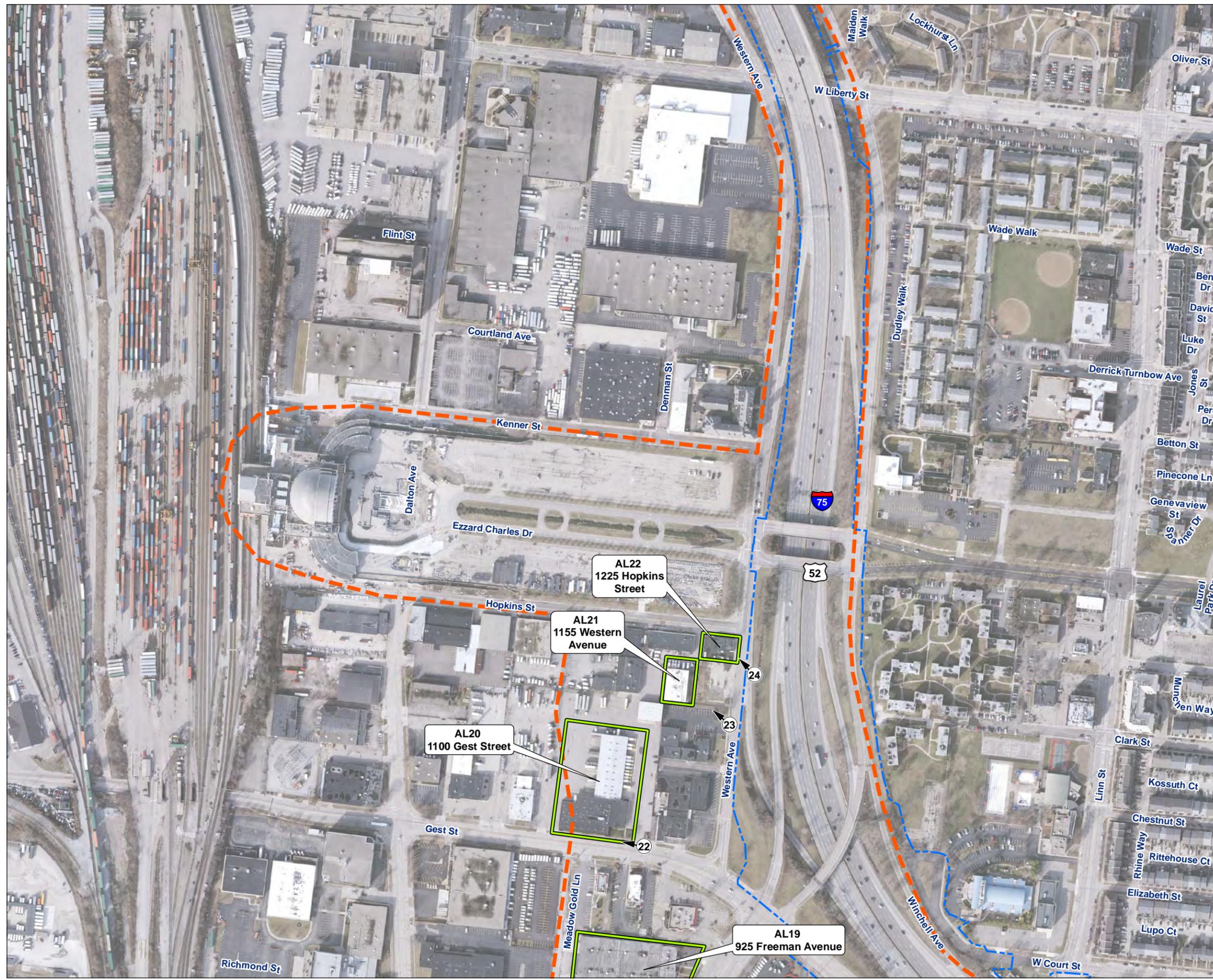


Figure 4 **Sheet 3 of 6**

Aerial photograph showing the APEs and construction limits for the Brent Spence Bridge Project (HAM-71/75-0.00/0.22; PID 89068), the history/architecture resources within the APEs that have become 50 years of age since 2012, and locations of Plates 3–25. (6 Sheets)



- Construction limits
- Brent Spence Bridge APE
- Resource having become 50 years of age since 2012
- Plate location

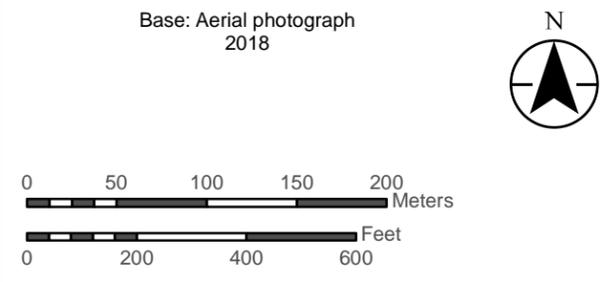
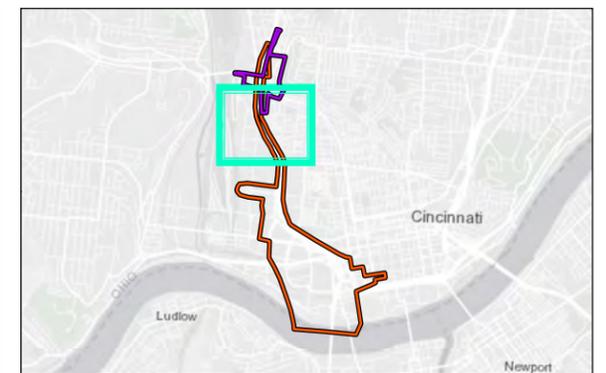
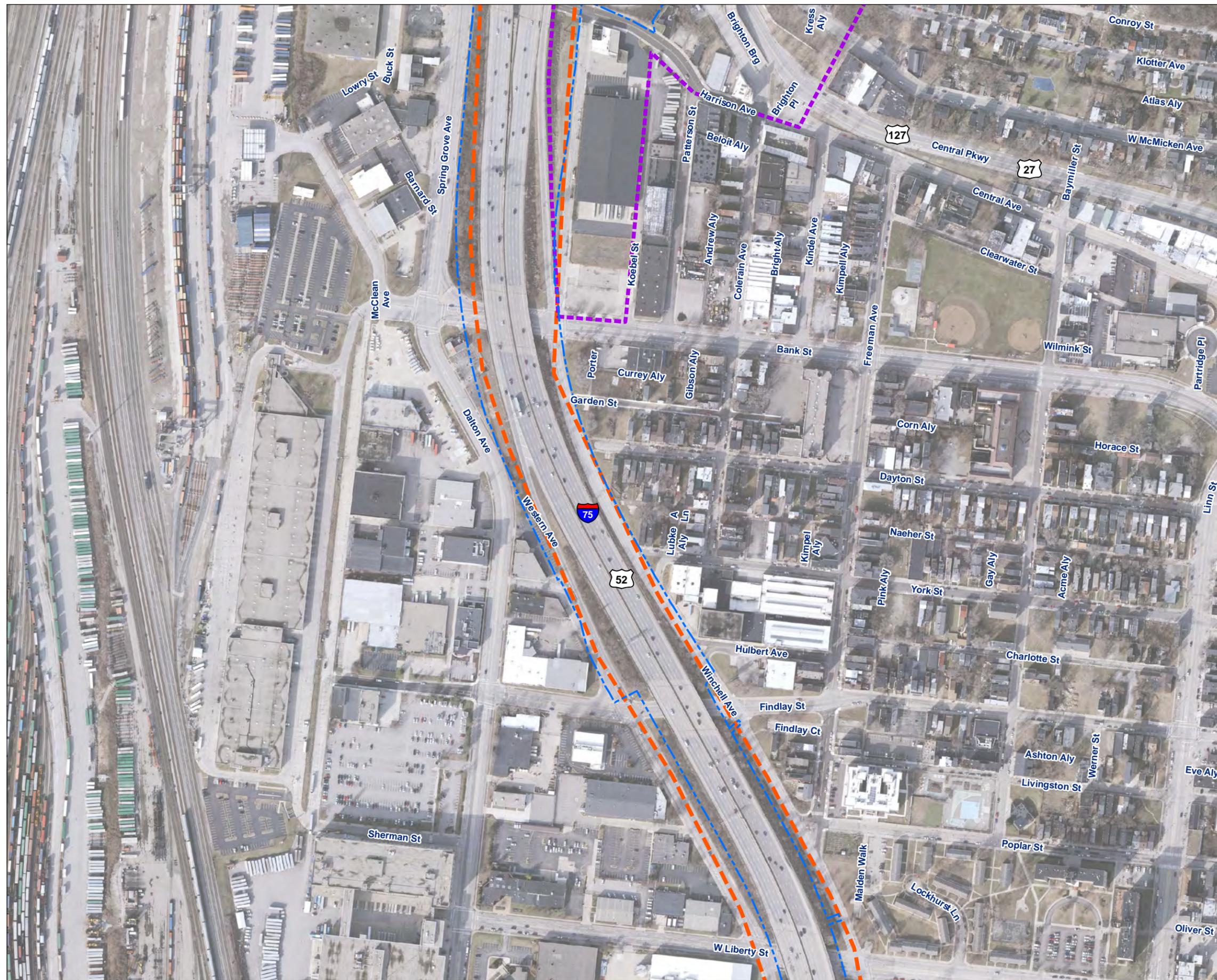


Figure 4 **Sheet 4 of 6**

Aerial photograph showing the APEs and construction limits for the Brent Spence Bridge Project (HAM-71/75-0.00/0.22; PID 89068), the history/architecture resources within the APEs that have become 50 years of age since 2012, and locations of Plates 3–25. (6 Sheets)



- Construction limits
- Brent Spence Bridge APE
- Western Hills Viaduct Interchange addendum APE

Base: Aerial photograph
2018

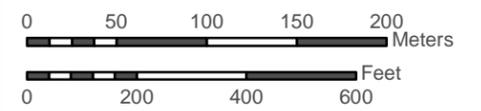
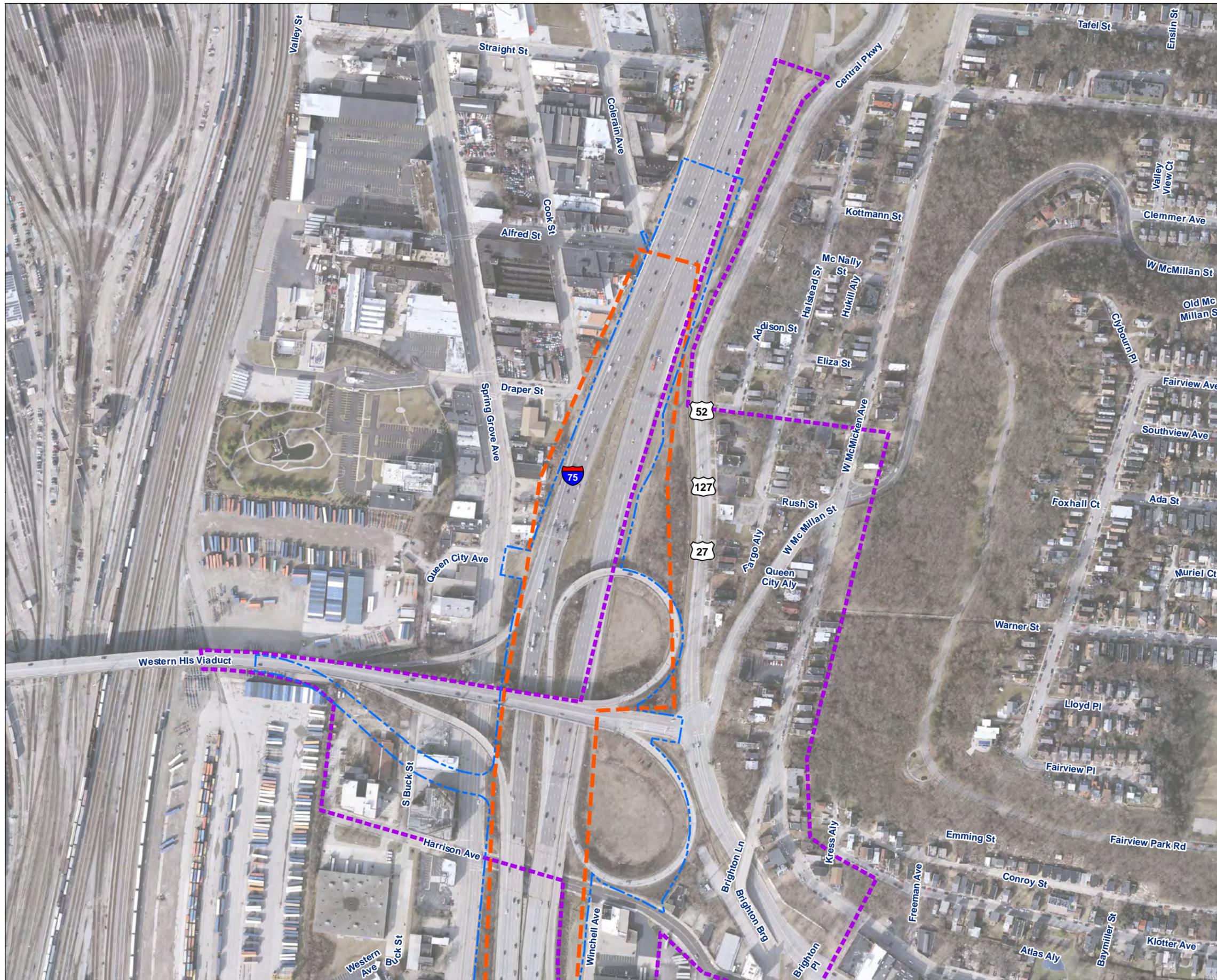


Figure 4 **Sheet 5 of 6**

Aerial photograph showing the APEs and construction limits for the Brent Spence Bridge Project (HAM-71/75-0.00/0.22; PID 89068), the history/architecture resources within the APEs that have become 50 years of age since 2012, and locations of Plates 3–25. (6 Sheets)



- Construction limits
- Brent Spence Bridge APE
- Western Hills Viaduct Interchange addendum APE

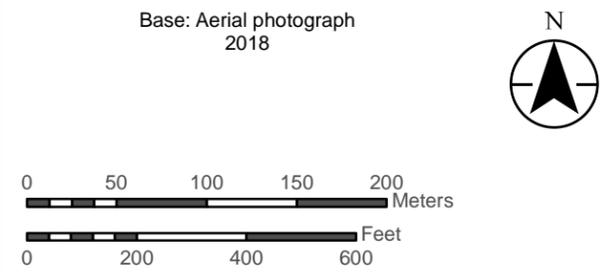


Figure 4 **Sheet 6 of 6**

Aerial photograph showing the APEs and construction limits for the Brent Spence Bridge Project (HAM-71/75-0.00/0.22; PID 89068), the history/architecture resources within the APEs that have become 50 years of age since 2012, and locations of Plates 3–25. (6 Sheets)

BACKGROUND RESEARCH

Literature Review

The literature review collected information from Ohio's State Historic Preservation Office's (SHPO's) Online Mapping System (SHPO 2022).

SHPO's Online Mapping System includes the locations of National Historic Landmarks (NHL); historic properties listed in, determined eligible for listing in, and delisted from the NRHP; properties that have received federal and/or state historic rehabilitation tax credits; archaeological sites and architectural history resources inventoried in the Ohio Archaeological Inventory (OAI) and Ohio Historic Inventory (OHI), respectively; dams; cemeteries recorded by the Ohio Genealogical Society (Troutman 2003); and areas previously surveyed for cultural resources pursuant to Section 106 of the National Historic Preservation Act, state law, and other cultural resources management activities.

SHPO's (2022) Online Mapping System does not show any properties newly listed in or determined eligible for listing in the NRHP within or adjacent to the APEs. The West Fourth Street Historic District was extended eastward along W. Fourth Street to Vine Street in 2007 and amended in 2015 to include one additional building along Vine Street; all of this area is outside of the original APE and not adjacent to the construction limits. No additional archaeological sites have been identified in the APEs since 2012. No additional OHI forms have been recorded in the APEs since 2012.

Confirmation of Previously Identified Resources

Between McCuin and Owen (2007:13-14) and McCuin and Owen (2010:9), 17 resources were identified as listed in the NRHP or determined to be eligible for the NRHP (Figure 3, Sheets 1-6; Table 1). The Ohio National Guard Armory on Western Avenue had already been demolished and delisted from the NRHP prior to the 2007 survey (Figure 3, Sheet 4). Since 2012, the John Mueller House at 724 Mehring Way has been demolished (Figure 3, Sheets 1 and 2; Plate 1). Chem-Pack, Inc. (HAM-1709-40), located at 2261 Spring Grove Avenue, is scheduled to be demolished in 2022 as part of preparation for the replacement of the Western Hills Viaduct (Figure 3, Sheet 6). The Western Hills Viaduct (SFN 3105458) will be removed and replaced with a new structure within the next few years (Figure 3, Sheet 6). The remaining NRHP-listed or eligible properties have not significantly been altered so as to affect their eligibility for the NRHP since 2012.

In Ohio, the only cultural resource anticipated to receive adverse effects from the undertaking is the NRHP-listed B&O Freight Terminal/Longworth Hall, located at 700 Pete Rose Way (Figure 3, Sheets 1 and 2; Plate 2). The building is located immediately west of the existing I-71/I-75. The preferred alternative Concept I-W will pass through 204 feet of the building's northern and eastern end. The building consists of six adjacent blocks and a 1961 addition at the building's northeast corner. The project will necessitate the removal of the easternmost block, approximately half of the next adjacent block, and the addition. A new east wall will be constructed to close off the exposed end of the building. This planned adverse effect remains unchanged from 2012.

Table 1. NRHP-Listed and Determined Eligible Properties Within the APE.

| OHI No./ Bridge Structure File No. | Property Name | Property Address | Date(s) of Construction | Style & Type of Building/Structure | Current Condition of Property | NRHP Eligibility Status/ NRHP Listing Date/NR Status Not Determined |
|---|--|---|----------------------------|---|-------------------------------------|--|
| | John Mueller House | 724 Mehring Way | 1877 | Greek Revival house | Demolished | Determined eligible (2007) |
| HAM-1656-43 | B&O Freight Terminal/ Longworth Hall | 700 Pete Rose Way | 1904 | Romanesque railroad freight storage building | Extant | Listed (1986) |
| | West Fourth Street Historic District and Boundary Increase | W. Fifth and Perry streets between Central Avenue and Plum Street, Fourth Street between Central Avenue and Race Street | 1856-1930 | Mostly commercial, various styles | Extant | Listed (1976), Boundary Increased (1979, 2007, 2015) |
| HAM-1342-43 | Harriet Beecher Stowe Elementary School | 635 W. Seventh Street | 1923 | Italian Renaissance school | Extant | Determined eligible (2009) |
| HAM-1295-43 | Cincinnati Union Terminal | 1301 Western Avenue | 1933 | Art Deco railroad station | Extant | Listed (1972), National Historic Landmark (1977) |
| HAM-1804-43 | Cincinnati Job Corps Center/Our Lady of Mercy High School | 1409 Western Avenue | 1897 | Renaissance elements school | Extant | Listed (1980) |
| | Ohio National Guard Armory | 1437-1439 Western Avenue | 1886-1889 | Gothic and Romanesque revivals armory | Demolished | Listed (1980), Demolished (1985) |
| | Dayton Street Historic District | Roughly bounded by Bank, Linn, and Poplar streets and Winchell Avenue | 1860-1880 | Mostly residential, various styles | Extant | Listed (1973) |
| HAM-6332-40 | Central Trust-Brighton Office | 1100 Harrison Avenue | 1903 | Second Renaissance Revival bank | Extant | Determined eligible (2011) |
| HAM-7366-40 | High-Craft Printing | 1120 Harrison Avenue | 1915-1932 | Neo-Classical Revival post office | Extant | Determined eligible (2011) |

Table 1. NRHP-Listed and Determined Eligible Properties Within the APE.

| OHI No./ Bridge Structure File No. | Property Name | Property Address | Date(s) of Construction | Style & Type of Building/Structure | Current Condition of Property | NRHP Eligibility Status/ NRHP Listing Date/NR Status Not Determined |
|---|--|--|----------------------------|---------------------------------------|---|--|
| SFN 3101533 | Brighton Bridge | Colerain Viaduct (Brighton Street) over US 27 (Central Parkway) | 1925 | Reinforced concrete T-beam bridge | Extant | Determined eligible (2011) |
| SFN 3105458 | Western Hills Viaduct | Central Parkway to Harrison Avenue | 1931-1932 | Art Deco bridge | Extant | Determined eligible (2011) |
| HAM-484-6 | | 650 W. McMicken Avenue | 1878 | Italianate house | Extant | Determined eligible (2011) |
| HAM-1462-6 | Rummane Building | 658 W. McMicken Avenue/ 635 Kress Alley | ca. 1860 | Italianate house | Extant | Determined eligible (2011) |
| | West McMicken Avenue Historic District | Roughly 2321-2411 W. McMicken Avenue | ca. 1870-1910 | Mostly residential, various styles | Extant | Determined eligible (2011) |
| HAM-1709-40 | Chem-Pack, Inc. | 2261 Spring Grove Avenue | 1899 | Industrial/Manufacturing | Extant, but will be demolished in near future | Determined eligible (2007) |
| | Western Hills Viaduct Subway Tunnel Portals | Central Parkway near Addison Street | ca. 1926 | No style tunnel portal | Extant | Determined eligible (2007) |



Plate 1. Former location of the John Mueller House, 724 Mehring Way, looking northeast.



Plate 2. B&O Freight Terminal/Longworth Hall, 700 Pete Rose Way, looking west.

The FHWA, ODOT, and the Ohio SHPO concluded a Memorandum of Agreement (MOA) in 2012. The MOA contains a stipulation to mitigate the adverse effects to the B&O Freight Terminal/Longworth Hall through one or more of the following treatments:

- Installation of exterior storm windows,
- Restoration of the east wall to an approximation of its original appearance using salvaged materials,
- Masonry repairs, including repair or replacement of bricks as warranted, tuck-pointing, and brick cleaning,
- Plaque/Interpretive signage will be constructed,
- The original lettering across the top of the building will be refurbished,
- All materials removed will be returned to the building owner, and
- ODOT will have follow up discussions with the owner regarding contracting methods.

The MOA discusses these treatments in greater depth. As the preferred alternative Concept I-W will not change the nature or degree of the adverse effect to the building, the proposed mitigation measures remain appropriate.

Historic Context

Queensgate Urban Renewal Project

Cincinnati's West End developed in the first half of the nineteenth century as an ethnically diverse neighborhood of mixed residential, commercial, and industrial use. The second half of the century saw increased industrialization and population density. As the upper and middle classes moved out to new suburbs near the turn of the twentieth century, absentee landlords took over much of the housing stock. As conditions and rents declined in the early twentieth century, large numbers of immigrants and Southern African-American migrants moved into the West End, which city leaders soon declared to be a slum (Giglierno et al. 1988:102-103).

Cincinnati's Union Terminal was constructed on part of the West End in 1929-1933, as were a new U.S. Post Office annex (1933) and two public housing developments, Laurel Homes (1938) and Lincoln Court (1942). However, the city's 1948 Metropolitan Master Plan considered the most appropriate use for the neighborhood to be industrial development. By the early 1950s, city officials began planning to replace old factories and tenements with industrial superblocks and a limited amount of new housing (Giglierno et al. 1988:104, 116).

In the late 1950s, redevelopment efforts focused on the Kenyon-Barr district, from Clark Street and Lincoln Park Drive in the north to Fourth Street in the south. The dense housing and industry in this area had previously been seen as too expensive to clear. However, the passage of the Highway Act in 1956 allowed the city to acquire land for the Mill Creek Expressway (later I-75), which created a clear divide between the proposed new industrial and residential sections of the new West End, and voters approved a \$9 million urban redevelopment bond issue after which clearance of the West End began in earnest (Giglierno et al. 1988:116). Nearly 3,700 buildings on 450 acres were demolished, with approximately 27,000 residents displaced with no provision for replacement housing (Giglierno et al. 1988:105).

Planners envisioned 13 superblocks containing industrial complexes dedicated to light industry, warehousing, and service businesses. By 1960, only a few buildings compatible with the vision of industrial redevelopment remained in the area. The city hired an advertising agency to remake Kenyon-Barr into Queensgate I, the gateway to the Queen City. Only one superblock, located near Gest Street and the Sixth Street Expressway was sold to local interests; the remainder were sold to outside interests without design guidelines to provide the area with a common aesthetic (Giglierno et al. 1988:116).

The city sold the first block to Kemmons Wilson, chairman of the board of Holiday Inns Inc., in October 1962 to build a high rise Holiday Inn hotel. Other purchasers included Sydney A. Warm (1963), Key GMC (1964), Charles Squieri (1964), Hudepohl Brewing Company (1965), Doppes Lumber Company (1965), Provident Bank (1965), Ford Motor Company (1965), Chrysler Corporation (1965), Graybar Electric Company (1966), Budig Trucking Company (1966), and United Parcel Service (1966) (*Cincinnati Enquirer* Queensgate I Day supplement, 23 September 1971:8). The first building completed was 555 Gest Street, which housed Central Service, Inc., a household appliance servicer (*Cincinnati Enquirer* Queensgate I Day supplement, 23 September 1971:3). The city declared Queensgate I complete on September 24, 1971 with the

day declared to be Queensgate I Day. The land was 95 percent sold, with the rest under active negotiation (*Cincinnati Enquirer* Queensgate I Day supplement, 23 September 1971:9).

Queensgate II consisted of a mix of new construction, both residential and non-residential, and rehabilitation of older houses, mostly outside and east of the APE. The Queensgate II Town Center was to be a \$20 million project constructing business, educational, cultural, and residential buildings in a two-block area bounded by Central Parkway, Ezzard Charles Drive, Twelfth Street, and John Street. However, other than the Crosley Telecommunications Center, which houses the city's public television and radio stations, the rest of the proposed facilities never materialized, although some buildings in the surrounding blocks were rehabilitated (Giglierno et al. 1988:111).

Rather than public housing, in Queensgate II, the city planned for private developers to construct low to moderate-income housing. Park Town, construction of which began in 1960, was built in part with federal funds, but by a private developer. The 323-unit complex opened in 1962 as a cooperative, with a goal of all units being owner occupied. Richmond Villages was another privately developed apartment complex constructed at about the same time as Park Town, but was intended for low- to moderate-income renters. The Cincinnati Metropolitan Housing Agency built the Stanley Rowe Towers in 1964 for elderly and handicapped residents (Giglierno et al. 1988:117-118).

Another goal of Queensgate II was to rehabilitate older buildings, especially houses, that had not yet been demolished. In 1964, the city declared three blocks of nineteenth century houses along Dayton Street to be protected as a local historic district. The Miami Purchase Association bought a number of these houses, rehabilitating some and selling others to those with rehabilitation plans. The city hoped to promote the rehabilitation of houses in the Betts-Longworth Historic District in the 1970s by buying up houses, moving the residents out, and selling the houses to rehabilitators, but rehabilitation efforts slowed and, in 1988, the city sold the surviving houses to a Chicago developer to complete the redevelopment. Unlike Queensgate I which proved to be economically successful as a commercial and industrial park, Queensgate II struggled to fulfill its goal of producing and rehabilitating housing. Between 1960 and 1980, the area's population declined from 42,000 to 12,000 (Giglierno et al. 1988:106, 111, 117).

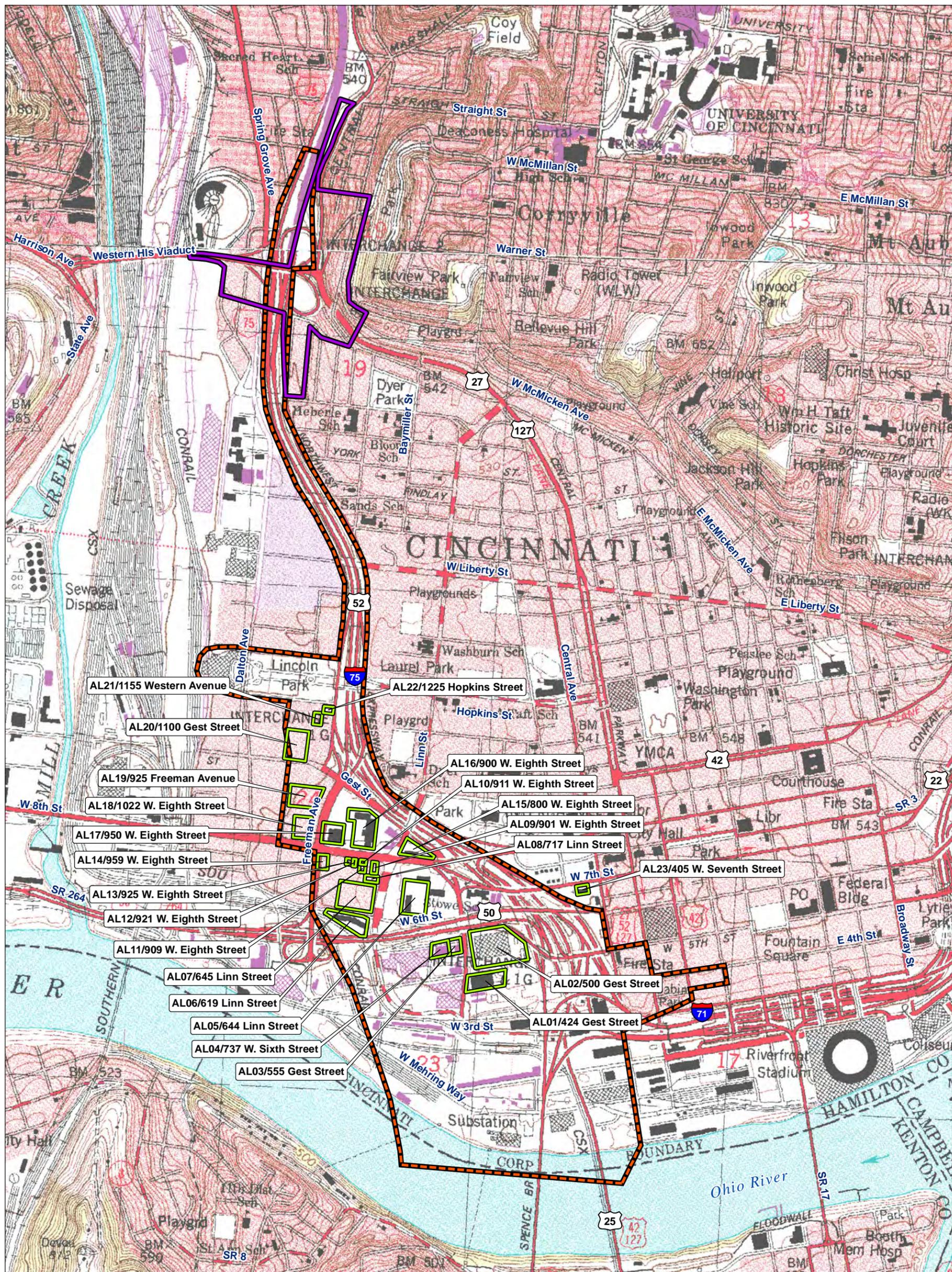
METHODS

Before commencement of the fieldwork, the Hamilton County Geographic Information System (GIS) website (<https://cagis.hamilton-co.org/cagisonline/>) was consulted to identify those properties within the APE that have become 50 years of age or older since 2012 and to record street addresses for those properties. As such buildings are from a relatively recent time period, the construction date information obtained online was assumed to be accurate.

During fieldwork, each resource identified as becoming 50 years of age or older since 2012 was visited to take photographs, to record field notes, and to record the location on maps. Each was assigned an Architectural Location (AL00) number in order to more easily cross-reference resources between tables, maps, and the report. Photographic documentation of each building or structure included, when feasible, at least two views of the resource. Visual inspection identified the materials, design, alterations, and uses of each building or structure. This data, in turn, was compared with published analyses, field guides of architecture or engineering, and observations from past surveys to determine the architectural style (or lack thereof), the house or building type, or other classification. This comparison aided in the determination of each resource's integrity, yielding additional data by which the eligibility of a resource for the NRHP could be evaluated. The Hamilton County GIS website and field review also were used to determine the current status of resources within the APE previously listed or determined eligible for listing in the NRHP. The NRHP Criteria for Evaluation were used to evaluate the eligibility of resources (Andrus 1997).

NRHP ELIGIBILITY EVALUATIONS AND RECOMMENDATIONS

Twenty-three resources that have become 50 years of age or older since 2012 were identified within the APE and are described and evaluated below for NRHP eligibility (Figure 4, Sheets 1-6; Figure 5; Table 2). No potential historic districts were newly identified within or adjacent to the APE.

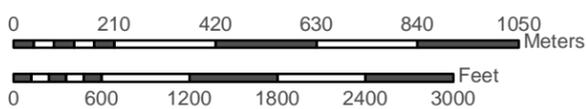


- Brent Spence Bridge APE
- Western Hills Viaduct Interchange addendum APE
- Resource having become 50 years of age since 2012



Figure 5

Portions of the 1961 (photorevised 1981) Cincinnati West, OH and 1981 (photorevised 1987) Covington, KY-OH quadrangles (USGS 7.5' topographic maps) showing the APEs for the Brent Spence Bridge Project (HAM-71/75-0.00/0.22; PID 89068) and the



Base: USGS Cincinnati West, OH, and Covington, KY-OH, 7.5' series quadrangles

Table 2. Phase I History/Architecture Resources that have attained 50 years of age between 2012 and 2022.

| Plate No. | Architectural Location No. | OHI No./ Bridge Structure File No. | Date Inventoried | Address/ Street Name | Common Name (if known) | Date(s) of Construction/ Alteration | Style & Type of Building/ Structure | Material (exterior, foundation, etc.) | NRHP Eligibility | Applicable NRHP Criteria | Applicable Aspects of Integrity | Recommendation |
|-----------|----------------------------|------------------------------------|------------------|----------------------|--------------------------------|-------------------------------------|---|---------------------------------------|------------------|--------------------------|---------------------------------|---|
| 3 | 01 | | | 424 Gest Street | Duke Energy | 1971 | No style, office building | Brick, concrete, glass | No | | | Not Eligible: lacks significance, subsidiary building for local utility company |
| 4 | 02 | | | 500 Gest Street | UPS | 1969 | No style, warehouse | Brick, metal | No | | | Not Eligible: lacks significance, one of several UPS facilities in the city |
| 5 | 03 | | | 555 Gest Street | K4Places | 1963 | No style, office building | Concrete block, metal | No | | | Not Eligible: significant as credited as first building in Queensgate I, but lacks integrity due to extensive remodeling |
| 6 | 04 | | | 737 W. Sixth Street | Cincinnati Storage | 1970 | No style, warehouse | Concrete, concrete block, metal | No | | | Not Eligible: lacks significance and integrity, unremarkable warehouse with alterations |
| 7 | 05 | | | 644 Linn Street | Gateway West Office Park Tower | 1970 | Miesian style elements, office building | Concrete, brick, glass | No | | | Not Eligible: lacks significance, associated buildings not extant, not an important example of Miesian style |
| 8 | 06 | | | 619 Linn Street | Chefs Warehouse | 1971 | No style, warehouse | Concrete, concrete block, metal | No | | | Not Eligible: lacks significance and integrity, unremarkable warehouse with alterations |

Table 2. Phase I History/Architecture Resources that have attained 50 years of age between 2012 and 2022.

| Plate No. | Architectural Location No. | OHI No./ Bridge Structure File No. | Date Inventoried | Address/ Street Name | Common Name (if known) | Date(s) of Construction/ Alteration | Style & Type of Building/ Structure | Material (exterior, foundation, etc.) | NRHP Eligibility | Applicable NRHP Criteria | Applicable Aspects of Integrity | Recommendation |
|-----------|----------------------------|------------------------------------|------------------|----------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|------------------|--------------------------|---------------------------------|---|
| 9 | 07 | | | 645 Linn Street | George Fern Company | 1967 | No style, warehouse | Concrete | No | | | Not Eligible: lacks significance, unremarkable example of warehouse |
| 10 | 08 | | | 717 Linn Street | Seemless Printing | 1965 | No style, commercial building | Brick, glass, concrete, concrete block | No | | | Not Eligible: lacks significance and integrity, unremarkable example of bank branch with addition |
| 11 | 09 | | | 901 W. Eighth Street | GoCo Shell/ Dunkins/ Subway | 1965 | No style, commercial building | Concrete block | No | | | Not Eligible: lacks significance and integrity, extensively remodeled, unremarkable gas station/retail |
| 12 | 10 | | | 911 W. Eighth Street | Bloc Ministries | ca. 1969 | No style, warehouse | Brick, concrete | No | | | Not Eligible: lacks significance, unremarkable example of small professional office |
| 13 | 11 | | | 909 W. Eighth Street | Accent on Cincinnati Event Planning | ca. 1969 | No style, warehouse | Brick, concrete, stucco | No | | | Not Eligible: lacks significance, unremarkable example of small professional office |
| 14 | 12 | | | 921 W. Eighth Street | | 1967 | No style, commercial building | Brick, concrete | No | | | Not Eligible: lacks significance and integrity, unremarkable example of small professional office with alterations |

Table 2. Phase I History/Architecture Resources that have attained 50 years of age between 2012 and 2022.

| Plate No. | Architectural Location No. | OHI No./ Bridge Structure File No. | Date Inventoried | Address/ Street Name | Common Name (if known) | Date(s) of Construction/ Alteration | Style & Type of Building/ Structure | Material (exterior, foundation, etc.) | NRHP Eligibility | Applicable NRHP Criteria | Applicable Aspects of Integrity | Recommendation |
|-----------|----------------------------|------------------------------------|------------------|-----------------------|---|-------------------------------------|-------------------------------------|---------------------------------------|------------------|--------------------------|---------------------------------|---|
| 15 | 13 | | | 925 W. Eighth Street | US Bank | 1972 | Colonial Revival, bank | Brick, asphalt shingles | No | | | Not Eligible: lacks significance, unremarkable example of bank branch |
| 16 | 14 | | | 959 W. Eighth Street | Cincinnati Ohio Police Federal Credit Union | 1968 | No style, bank | Brick | No | | | Not Eligible: lacks significance and integrity, unremarkable example of small retail building with extensive alterations |
| 17 | 15 | | | 800 W. Eighth Street | Quality Inn & Suites | 1964 | No style, hotel | Concrete, glass | No | | | Not Eligible: lacks significance, not an early example of high-rise hotel, lacks architectural significance for design |
| 18 | 16 | | | 900 W. Eighth Street | Fuller Ford | 1966 | No style, auto dealership | Concrete, glass, concrete block | No | | | Not Eligible: lacks significance and integrity, common example of auto dealer, showroom altered |
| 19 | 17 | | | 950 W. Eighth Street | United Building Materials | 1965 | No style, warehouse | Concrete block, glass | No | | | Not Eligible: lacks significance, common example of auto dealer |
| 20 | 18 | | | 1022 W. Eighth Street | Graybar | 1968 | No style, warehouse | Brick | No | | | Not Eligible: lacks significance, unremarkable example of warehouse |

Table 2. Phase I History/Architecture Resources that have attained 50 years of age between 2012 and 2022.

| Plate No. | Architectural Location No. | OHI No./ Bridge Structure File No. | Date Inventoried | Address/ Street Name | Common Name (if known) | Date(s) of Construction/ Alteration | Style & Type of Building/ Structure | Material (exterior, foundation, etc.) | NRHP Eligibility | Applicable NRHP Criteria | Applicable Aspects of Integrity | Recommendation |
|-----------|----------------------------|------------------------------------|------------------|-----------------------|------------------------|-------------------------------------|-------------------------------------|---------------------------------------|------------------|--------------------------|---------------------------------|---|
| 21 | 19 | | | 925 Freeman Avenue | JBM Packaging | 1966 | No style, warehouse | Brick, concrete block | No | | | Not Eligible: lacks significance, unremarkable example of warehouse |
| 22 | 20 | | | 1100 Gest Street | | 1966 | No style, warehouse | Brick, glass | No | | | Not Eligible: lacks significance, unremarkable example of warehouse |
| 23 | 21 | | | 1155 Western Avenue | | 1968 | No style, warehouse | Concrete block | No | | | Not Eligible: lacks significance, small warehouse with no important historical associations |
| 24 | 22 | | | 1225 Hopkins Street | 1-800-declutter | 1964 | No style, warehouse | Brick, concrete block, metal | No | | | Not Eligible: lacks significance and integrity, façade altered, small warehouse with no important historical associations |
| 25 | 23 | | | 405 W. Seventh Street | Union Baptist Church | 1970-1971 | No style, church | Brick, concrete | No | | | Not Eligible: lacks significance, congregation historically important but prior to current building, building not good example of Modernist church |

AL01, 424 Gest Street, Duke Energy

AL01 is a three-story office building constructed in 1971 (Figure 1, Sheets 2 and 3; Table 2; Plate 3). The northwest corner of the building is taller than the rest and has walls consisting of vertical plate glass bays alternating with concrete columns. Concrete steps lead up to a concrete patio at an entrance in this section's north wall. The southern section of the building has brick veneer walls on the lower two floors and an overhanging concrete floor at the third floor. The third floor on the north, west, and south contains projecting bays of narrow plate glass windows that provide a rhythmic texture to the top of the building. The south wall has irregular window bays at the second floor and garage bays at the first floor. Due to a change in grade along the north side of the building, the northern section of the building is only expressed as two floors. The first floor of the north wall has open recessed bays under the concrete top floor for Duke Energy trucks. Additional open canopy structures south of the building provide additional shelter for company trucks.

The building was constructed as the Queensgate Service Building of the Cincinnati Gas & Electric Company. The architect was George F. Roth & Partners, Inc. The vehicle shelters south of the building are original to its construction (*Cincinnati Enquirer* 10 June 1973:2-E).

Under Criterion A, AL01 does not have associations with events or trends important in history. The building is not one of the earliest constructed in Queensgate I. Cincinnati Gas & Electric historically had their main offices in a tower in downtown Cincinnati. The Queensgate building is a subsidiary location for dispatching vehicles for the maintenance and servicing of the city's electrical infrastructure.

Under Criterion B, AL01 is not associated with a person or people important in history.

Under Criterion C, AL01 does not embody the distinctive characteristics of a type, period, or method of construction. Although the building has a high level of integrity, the building does not have the primary characteristics of a particular stylistic expression of Mid-Century Modern architecture. AL01 retains its integrity of location, design, setting, materials, workmanship, feeling, and association. AL01 lacks historical and architectural significance and is recommended as not eligible for listing in the NRHP.



Plate 3. AL01, 424 Gest Street, Duke Energy, looking southeast.

AL02, 500 Gest Street, UPS

AL02 is a one-story warehouse building constructed in 1969 (Figure 4, Sheets 2 and 3; Table 2; Plate 4). The building has a flat roof with a metal pent roof above the brick veneer walls. The exterior walls are mostly lined with loading docks and garage bays. The building has been a terminal for the United Parcel Service (UPS) since it opened (Styles 1968:18).

Under Criterion A, AL02 does not have associations with events or trends important in history. The building is not one of the earliest constructed in Queensgate I and is one of many warehouse type buildings constructed in the neighborhood. UPS has multiple facilities in Cincinnati, and this building does not have important historic associations with the company's operation in the city.

Under Criterion B, AL02 is not associated with a person or people important in history.

Under Criterion C, AL02 does not embody the distinctive characteristics of a type, period, or method of construction. The building is an unremarkable example of a warehouse and distribution facility. The building retains its integrity of location, design, setting, materials, workmanship, feeling, and association. AL02 lacks historical and architectural significance and is recommended as not eligible for listing in the NRHP.



Plate 4. AL02, 500 Gest Street, UPS, looking southeast.

AL03, 555 Gest Street, K4Places

AL03 is three-story office building constructed in 1963 (Figure 4, Sheets 2 and 3; Table 2; Plate 5). The building has a flat roof with a metal pent roof at the top of the north, south, and east walls. Due to a change of grade, only the front (east) and south sides of the building express the full three stories. The first two floors are concrete block, with blocks molded in a diamond shape on their face. The lower part of the west (rear) wall is concrete. The third floor consists of window bays alternating with metal panels. The window bays consist of strips of two, three, or four windows, depending on their location. The main entrance in the center of the east wall projects slightly forward from the rest of the wall and is constructed of brick, with a metal-clad penthouse. A loading dock is located at the south wall.

AL03 was the first newly constructed building in Queensgate I. The building housed Central Service, Inc., a household appliance service company (*Cincinnati Enquirer* Queensgate I Day supplement, 23 September 1971:3). A period photograph of the building shows that it has been extensively remodeled since its original construction (*Cincinnati Enquirer* Queensgate I Day supplement, 23 September 1971:7) [Photo 1]. The third floor pent roof and window bands are an alteration, the main entrance has been at least partially rebuilt and the penthouse added, the beltcourse between the first and second floors is an alteration, and a canopy has been added to the loading dock.

Under Criterion A, AL03 is significant as the first new building constructed in the Queensgate I urban renewal area and represents the transition away from nineteenth century residential and industrial land use to commercial and logistics operations in mid-twentieth century building design and materials. However, the building has been extensively altered and no longer retains its original appearance and character and can no longer convey this significance due to the loss of integrity.

Under Criterion B, AL03 is not associated with a person or people important in history.

Under Criterion C, AL03 does not embody the distinctive characteristics of a type, period, or method of construction. Apart from the use of textured concrete block for its exterior walls, the original building was a nondescript warehouse with little fenestration. The building has lost its integrity of design, materials, and workmanship due to alterations and is recommended as not eligible for listing in the NRHP due to this loss of integrity.



Plate 5. AL03, 555 Gest Street, K4Places, looking southwest.



Photo 1. AL03, 555 Gest Street, from *Cincinnati Enquirer* Queensgate I Day supplement 23 September 1971:7.

AL04, 737 W. Sixth Street, Cincinnati Storage

AL04 is a one-story warehouse building constructed in 1970 (Figure 4, Sheets 2 and 3; Table 2; Plate 6). The building has a flat roof and a concrete foundation. The north (front) wall of the building constructed of square concrete blocks; the rest of the building has metal panels covering the walls. Plate glass windows and a recessed entrance with glass doors are located in the north wall. Garage bays with metal doors are found in the north and west walls. Two former garage bays in the north wall have been replaced with plate glass windows. Several bays of plate glass windows also are found in the south wall. Research was unable to identify the original occupant of this building, but, by the late 1980s, Cincinnati Belting and Transmission Co. was using the building (*Cincinnati Enquirer* 30 December 1988:B-9).

Under Criterion A, AL04 does not have associations with events or trends important in history. The building is not one of the earliest constructed in Queensgate I and is one of many warehouse type buildings constructed in the neighborhood. Research was unable to identify its original occupant, and its known occupants are not important in local history.

Under Criterion B, AL04 is not associated with a person or people important in history.

Under Criterion C, AL04 does not embody the distinctive characteristics of a type, period, or method of construction. The building is an unremarkable example of a warehouse-type structure. In addition, fenestration changes in the north (front) wall and the addition of rows of storage containers to the interior of the building have removed the building's integrity of design and feeling. AL04 lacks significance and integrity and is recommended as not eligible for listing in the NRHP.



Plate 6. AL04, 737 W. Sixth Street, Cincinnati Storage, looking southwest.

AL05, 644 Linn Street, Gateway West Office Park Tower

AL05 is a 12-story office building with Miesian-style elements that was constructed in 1970 (Figure 4, Sheet 3; Table 2; Plate 7). The long walls on the east and west consist of a concrete grid frame. All floors but the first contains three-part windows. The ground floor is recessed slightly from the main wall plane with the concrete columns of the upper floors continuing down to ground level in front of the first floor windows and doors. The end walls on the north and south have elevator shafts in the center of the wall flanked by blind bays that continue the concrete grid frame of the long walls. The elevator shafts and blind bays are clad in brick veneer. A parking garage abuts the building to the east. Two additional buildings, formerly part of this complex and visible in aerial photographs, were demolished in 2018.

AL05 was originally the Holiday Park Tower and was part of a grouping of three buildings called the Holiday Park Office Complex (*Cincinnati Enquirer* Queensgate I Day supplement, 23 September 1971:1, 7, 11) [Photos 2 and 3]. The complex was renamed the Gateway West Office Park in 2013 (Andrews 2013:B1). At that time, the complex still retained the 12-story tower and two five-story buildings, which Google Earth aerial photographs show were demolished in 2018. A 1971 profile stated that the office complex housed nearly one-half of the companies that then called Queensgate their home. The profile touted a beautifully landscaped plaza complete with water fountain as the focal point of the complex, year-round air conditioning, free parking, and a postal station (*Cincinnati Enquirer* Queensgate I Day supplement, 23 September 1971:11). The plaza was located on the west side of AL05 and is now part of the west parking lot.

Under Criterion A, AL05 does not have associations with events or trends important in history. AL05 is not a particularly early building in Queensgate I, but is one of the tallest, tied with AL15 in the number of floors. The Holiday Park Office Complex also was the largest multi-tenant office complex in Queensgate I. However, the integrity of the property has been diminished with the demolition of the two five-story buildings and the replacement of the plaza with additional parking. The office building complex has been altered sufficiently that it can no longer convey the full scope and layout of the original property.

Under Criterion B, AL05 is not associated with a person or people important in history.

Under Criterion C, AL05 does not embody the distinctive characteristics of a type, period, or method of construction. The building has some characteristics of the Miesian style, such as its concrete frame being expressed in a modular pattern, rectangular form with overall symmetry, and the ground story being set back behind outer piers. However, the building lacks a glass curtain wall, which is one of the most characteristic features of the style. Also, while the ground floor is set back, it is done so relatively shallowly and lacks the floating effect intended to be generated by the set back. AL05 is not an important example of the style. The loss of the two five-story buildings and plaza also prevents the property from having significance in the area of urban planning of office park complexes.

AL05 as an individual building retains its integrity of location, design, materials, workmanship, feeling, and association; the loss of the other components of the complex removes its integrity of setting. As a complex, the property lacks integrity of design, materials, workmanship, and

feeling. AL05 lacks historical and architectural significance and is recommended as not eligible for listing in the NRHP.



Plate 7. AL05, 644 Linn Street, Gateway West Office Park Tower, looking southeast.

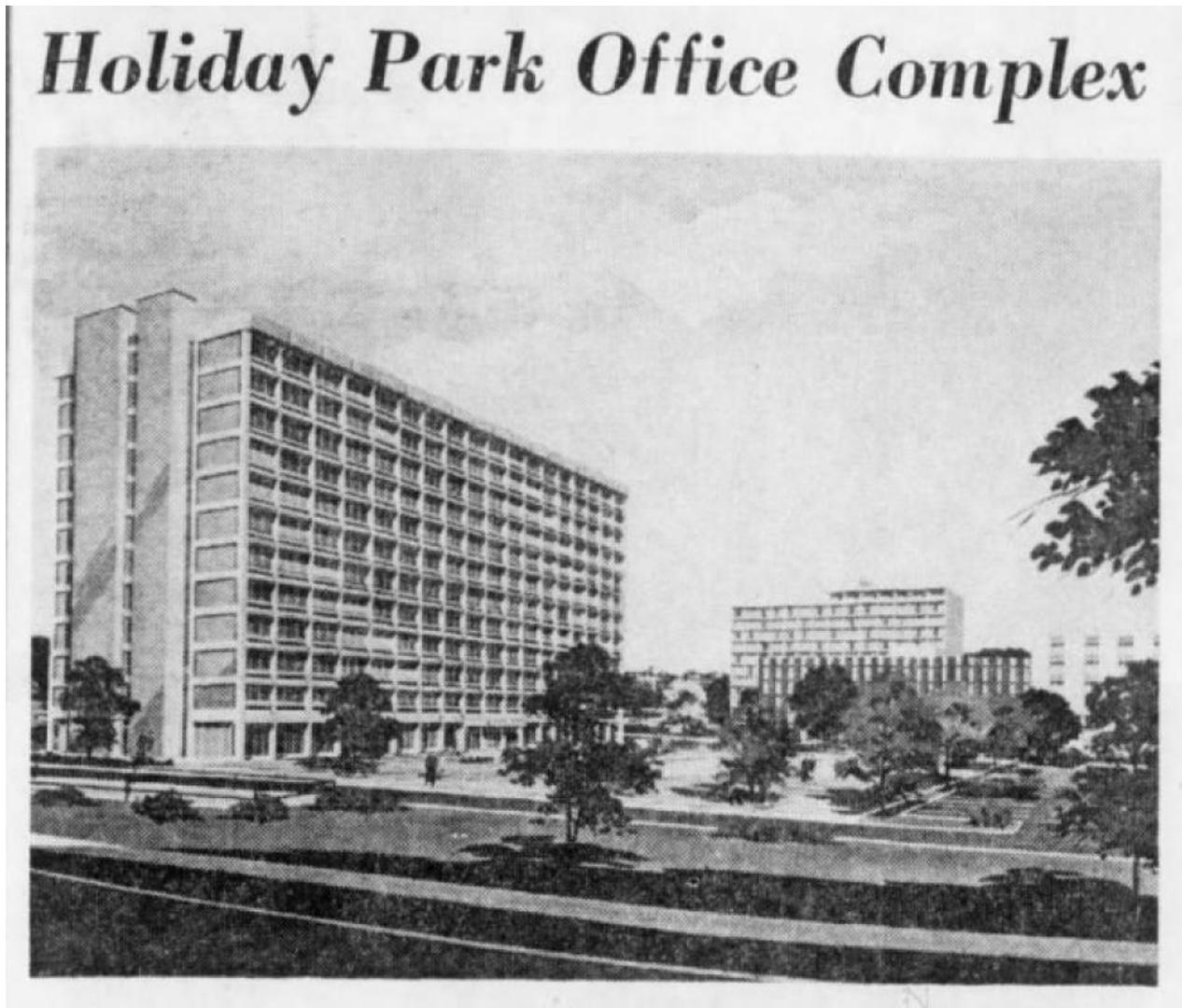


Photo 2. AL05, 644 Linn Street, from *Cincinnati Enquirer* Queensgate I Day supplement 23 September 1971:11.



Photo 3. AL05, 644 Linn Street, from *Cincinnati Enquirer* Queensgate I Day supplement 23 September 1971:1.

AL06, 619 Linn Street, Chefs Warehouse

AL06 is a one-story warehouse building constructed in 1971 (Figure 4, Sheet 3; Table 2; Plate 8). The building has a rough L-plan with the short leg on the east. Most of the building has a flat roof, but the southern half of the center section has a shallow-pitched gable roof. The building has a concrete foundation. Concrete block walls are visible on the west and south sides, but the north and east walls are covered with metal panels. The south wall mostly consists of loading docks.

The C. A. Squeri Company purchased a former B&O Railroad warehouse at Linn and Dalton streets in 1971 and rebuilt the facility into a new concrete block warehouse and distribution center, keeping only the foundation of the former freight warehouse. The new facility gave the company 30,000 square feet, 14 loading doors, and a three-car railroad siding (*Cincinnati Post* 21 June 1971:19). The C. A. Squeri Company, later Squeri Foods, Inc., was a food wholesaler providing fresh and frozen food to restaurants and institutions (such as hospitals). The Squeri family started in the fruit and vegetable trade in 1924. The building was expanded in 1987 (Paschal 1987:4-A).

Under Criterion A, AL06 does not have associations with events or trends important in history. The C. A. Squeri Company rebuilt on an existing building at this site rather than purchasing a Queensgate I parcel from the City of Cincinnati. Other than some of the foundations, the present building has no association with railroad history. The successive Squeri family companies are not known to have played a significant role in the city's business or economic history.

Under Criterion B, AL06 does not have associations with a person or people important in history.

Under Criterion C, AL06 does not embody the distinctive characteristics of a type, period, or method of construction. The building is an unremarkable example of a warehouse with alterations and expansions. The building lacks integrity of design due to non-historic additions and integrity of materials due to much of the concrete block building being resided with metal paneling. AL06 lacks significance and integrity and is recommended as not eligible for listing in the NRHP.



Plate 8. AL06, 619 Linn Street, Chefs Warehouse, looking southwest.

AL07, 645 Linn Street, George Fern Company

AL07 is a one-story warehouse building constructed in 1967 (Figure 4, Sheet 3; Table 2; Plate 9). The north, south, and west walls mostly consist of recessed concrete panels divided by a concrete frame of posts and lintels. The southern half of the east (front) wall consists of concrete panels with no framing. The northern half of the east (front) wall has recessed bays containing plate glass windows. The main entrance is located at the north end of the east wall with stairs and a wheelchair ramp leading up to a glass door under an awning. Loading docks are located at the west end of the north wall and the south end of the west wall.

AL07 was originally a warehouse for McAlpin's department stores (*Cincinnati Enquirer* 7 January 1968:1-B). Later, the building was owned by Cincinnati Terminal Warehouse, Inc. (*Cincinnati Post* 13 November 1979:21). The latter company had a contract to warehouse all liquor stored for distribution in southwestern Ohio for the Ohio Department of Liquor Control (Esther 1985:F-3).

Under Criterion A, AL07 does not have associations with events or trends important in history. The building is not one of the earliest constructed in Queensgate I and is one of many warehouse type buildings constructed in the neighborhood. The occupants of the building are not known to have been important in history in association with this location.

Under Criterion B, AL07 is not associated with a person or people important in history.

Under Criterion C, AL07 does not embody the distinctive characteristics of a type, period, or method of construction. The building is an unremarkable example of a warehouse. The building retains integrity of location, design, setting, materials, workmanship, feeling, and association. AL07 lacks historical and architectural significance and is recommended as not eligible for listing in the NRHP.



Plate 9. AL07, 645 Linn Street, George Fern Company, looking northwest.

AL08, 717 Linn Street, Seamless Printing

AL08 is a one-story commercial building constructed in 1965 (Figure 4, Sheet 3; Table 2; Plate 10). The building has a flat roof with a wide overhang carried on concrete beams. On the north wall, the beams project forward of the overhang to carry a lateral beam along the north side of the building; this originally held a sign for the bank that built the structure (Photo 4). The original building is clad in brick veneer; a ca. 2012 addition to the west has concrete block walls and no roof overhangs. Full-height plate glass windows are found on the east (front) wall and the original north wall. Narrow plate glass windows are found under the roof overhang along the original south wall. The original entrance near the building's northeast corner has been converted to a window. A drive-thru window is also located along the south wall.

AL08 was originally the Queensgate branch of The Provident Bank, whose previous office in the area had been demolished in 1963 for the construction of I-75. The Queensgate branch was one of 22 Provident Bank locations at the time (*Cincinnati Enquirer* Queensgate I Day supplement, 23 September 1971:9).

Under Criterion A, AL08 does not have associations with events or trends important in history. Small-scale retail, restaurant, and bank buildings are present in Queensgate I, but are not prominent uses, nor was such land use the main focus of the redevelopment of the area. This location was one of many branches of The Provident Bank already in use at the time.

Under Criterion B, AL08 is not associated with a person or people important in history.

Under Criterion C, AL08 does not embody the distinctive characteristics of a type, period, or method of construction. The building is an unremarkable example of a mid-twentieth century bank branch and has been altered through the rear addition and the closing off of the former main entrance at the building's northeast corner. AL08 has lost integrity of design due to the addition and entrance alteration. AL08 lacks significance and integrity and is recommended as not eligible for listing in the NRHP.



Plate 10. AL08, 717 Linn Street, Seamless Printing, looking southwest.



Photo 4. AL08, 717 Linn Street, from *Cincinnati Enquirer* Queensgate I Day supplement 23 September 1971:9.

AL09, 901 W. Eighth Street, GoCo Shell/Dunkins/Subway

AL09 is a one-story retail and gas station building constructed in 1965 (Figure 4, Sheet 3; Table 2; Plate 11). The building has a flat roof and concrete block walls. The east, west, and north walls have been refaced with modern concrete blocks, the storefront has been altered, and the gas canopy is modern.

Under Criterion A, AL09 does not have associations with events or trends important in history. Small-scale retail, restaurant, and gas station buildings are present in Queensgate I, but are not prominent uses, nor was such land use the main focus of the redevelopment of the area.

Under Criterion B, AL09 is not associated with a person or people important in history.

Under Criterion C, AL09 is an unremarkable and extensively remodeled example of a twentieth century gas station. The building does not embody the distinctive characteristics of a type, period, or method of construction. The building has lost its integrity of design, materials, workmanship, and feeling. Lacking significance and integrity, AL09 is recommended as not eligible for listing in the NRHP.



Plate 11. AL09, 901 W. Eighth Street, GoCo Shell/Dunkins/Subway, looking southwest.

AL10, 911 W. Eighth Street, Bloc Ministries

AL10 and AL11 are a single building, but have different owners and addresses in county tax records and so are discussed here separately. AL10 is a one-story warehouse building constructed in ca. 1969 (Figure 4, Sheet 3; Table 2; Plate 12). The building has a flat roof, a concrete foundation, and brick veneer walls. Concrete posts divide the walls into bays. Entrances with glass doors are found in the east (front) and south walls. Plate glass windows are found in the south, east, and north walls. Concrete and fabric canopies shelter the east doorway and some of the window bays. The building originally housed the Queensgate Medical Center (*Cincinnati Post and Times Star* 17 January 1969:3).

Under Criterion A, AL10 does not have associations with events or trends important in history. Small-scale retail, restaurant, and professional office buildings are present in Queensgate I, but are not prominent uses, nor was such land use the main focus of the redevelopment of the area.

Under Criterion B, AL10 is not associated with a person or people important in history.

Under Criterion C, AL10 does not embody the distinctive characteristics of a type, period, or method of construction. The building is an unremarkable example of a small professional or medical office building. This portion of the building is relatively unaltered, although the rear portion of the west wall has fenestration replacements and a stucco coating on the wall. The building retains its overall integrity of location, design, setting, materials, workmanship, feeling, and association. AL10 lacks historical and architectural significance and is recommended as not eligible for listing in the NRHP.



Plate 12. AL10, 911 W. Eighth Street, Bloc Ministries, looking west-southwest.

AL11, 909 W. Eighth Street, Accent on Cincinnati Event Planning

AL10 and AL11 are a single building, but have different owners and addresses in county tax records and so are discussed here separately. AL11 is a one-story warehouse building constructed in ca. 1969 (Figure 4, Sheet 3; Table 2; Plate 13). Like AL10, AL11 has a flat roof and a concrete foundation. The east and south walls are clad in brick veneer, but have no concrete posts dividing the walls into bays. Most of the west wall is covered in stucco panels, and this wall also contains a row of plate glass windows, a glass doorway, and a metal garage door. A few metal doors also are found in the east wall. The building originally housed the Queensgate Medical Center (*Cincinnati Post and Times Star* 17 January 1969:3).

Under Criterion A, AL11 does not have associations with events or trends important in history. Small-scale retail, restaurant, and professional office buildings are present in Queensgate I, but are not prominent uses, nor was such land use the main focus of the redevelopment of the area.

Under Criterion B, AL11 is not associated with a person or people important in history.

Under Criterion C, AL11 does not embody the distinctive characteristics of a type, period, or method of construction. The building is an unremarkable example of a small professional or medical office building. This portion of the building is relatively unaltered, although the rear portion of the west wall has fenestration replacements and a stucco coating on the wall. The building retains its overall integrity of location, design, setting, materials, workmanship, feeling, and association. AL11 lacks historical and architectural significance and is recommended as not eligible for listing in the NRHP.



Plate 13. AL11, 909 W. Eighth Street, Accent on Cincinnati Event Planning, looking northeast.

AL12, 921 W. Eighth Street

AL12 is a one-story commercial building, currently vacant, constructed in 1967 (Figure 4, Sheet 3; Table 2; Plate 14). The building has a flat roof. The west wall is concrete block, while the east wall is clad in brick veneer. Most of the north (front) walls is covered with metal panels. A metal and stucco pent roof sits atop the north wall. A loading dock with a metal door is located at the south wall. AL12 originally housed the Tally Information Service, a data processing company (*Cincinnati Enquirer* 7 September 1969:22-F).

Under Criterion A, AL12 does not have associations with events or trends important in history. Small-scale retail, restaurant, and professional office buildings are present in Queensgate I, but are not prominent uses, nor was such land use the main focus of the redevelopment of the area.

Under Criterion B, AL12 is not associated with a person or people important in history.

Under Criterion C, AL12 does not embody the distinctive characteristics of a type, period, or method of construction. The building is an unremarkable example of a small professional office building. The building has lost integrity of design and materials due to alterations to its façade. AL12 lacks significance and integrity and is recommended as not eligible for listing in the NRHP.



Plate 14. AL12, 921 W. Eighth Street, looking southeast.

AL13, 925 W. Eighth Street, US Bank

AL13 is a one-story Colonial Revival-style bank building constructed in 1972 (Figure 4, Sheet 3; Table 2; Plate 15). The building has a hipped roof covered in asphalt shingles. A cornice with dentils is located below the eaves. The foundation is concrete, and the walls are clad in brick veneer. A large picture window is located in the north (front) wall. The windows are modern replacements with keystones in the lintels and rectangular panels below the window openings. The recessed main entrance, located in the west wall, is framed by pilasters and an entablature. Research found no historical information regarding this building.

Under Criterion A, AL13 does not have associations with events or trends important in history. Small-scale retail, restaurant, and bank buildings are present in Queensgate I, but are not prominent uses, nor was such land use the main focus of the redevelopment of the area.

Under Criterion B, AL13 is not associated with a person or people important in history.

Under Criterion C, AL13 does not embody the distinctive characteristics of a type, period, or method of construction. The building uses Colonial Revival style ornament in a superficial manner in order to appear traditional and patriotic to appeal to customers and does not reflect the style in a meaningful way. The building retains its integrity of location, design, setting, materials, workmanship, feeling, and association. AL13 lacks historical and architectural significance and is recommended not eligible for listing in the NRHP.



Plate 15. AL13, 925 W. Eighth Street, US Bank, looking southeast.

AL14, 959 W. Eighth Street, Cincinnati Ohio Police Federal Credit Union

AL14 is a one-story bank building constructed in 1968 (Figure 4, Sheet 3; Table 2; Plate 16). The building has a flat roof. With the exception of the front (north) wall, the walls are clad in brick veneer. Taller brick veneer wall sections mark the northeast and northwest corners of the building. These sections have paired plate glass windows topped by half-round transoms. The front wall between the corner sections mostly consists of plate glass windows, while the top of the wall is stucco and contains the name of the building. The main entrance is located at the north end of the east wall and has glass doors under a metal awning. A drive-thru window under an awning is located further south along the east wall. AL14 was originally the Queensgate branch of Shaw-Walker Office Equipment & Systems (*Cincinnati Enquirer* Queensgate I Day supplement, 23 September 1971:9). The original façade of the building was subsequently replaced, likely for its present occupant, and originally consisted of a glass curtain wall (Photo 5).

Under Criterion A, AL14 does not have associations with events or trends important in history. Small-scale retail, restaurant, and professional office buildings are present in Queensgate I, but are not prominent uses, nor was such land use the main focus of the redevelopment of the area.

Under Criterion B, AL14 is not associated with a person or people important in history.

Under Criterion C, AL14 does not embody the distinctive characteristics of a type, period, or method of construction. The building has lost integrity of design, materials, workmanship, and feeling as a result of the replacement of the façade. AL14 lacks significance and integrity and is recommended as not eligible for listing in the NRHP.



Plate 16. AL14, 959 W. Eighth Street, Cincinnati Ohio Police Federal Credit Union, looking southwest.



Photo 5. AL14, 959 W. Eighth Street, from *Cincinnati Enquirer* Queensgate I Day supplement 23 September 1971:9.

AL15, 800 W. Eighth Street, Quality Inn & Suites

AL15 is a 12-story hotel building constructed in 1964 (Figure 4, Sheet 3; Table 2; Plate 17). The long walls on the north and south consist of a concrete grid frame. All floors but the first contains three-part windows. A horizontal concrete beam projects forward from the main wall plane at the top of each floor. The one at the top of the first floor projects further than the ones on the upper floors and gives the illusion that the ground floor is slightly recessed. The ground floor on the south wall has a mix of plate glass windows, glass doors, and parking garage entrances and exits. A small glass-enclosed vestibule at the main entrance is an addition, and other minor fenestration changes appear to have been made on the ground floor. The east and west walls are clad in concrete panels. The east half of the top floor is a penthouse restaurant. Metal pent roofs line the top of the penthouse and the rest of the roof. A parking garage is located along the east and north sides of the building. Apart from some small alterations, such as adding the pent roof and the entrance vestibule, the building has not significantly changed in appearance since it was built (Photo 6).

Although AL15 was not the first building completed in Queensgate I, this was the first parcel sold to a developer. Kemmons Wilson, chairman of the board of Holiday Inns, Inc., purchased the land for \$166,000. The city conveyed the title to the land to the company in October 1962. When completed the new Downtown Holiday Inn had 250 guest rooms, banquet and meeting rooms, a dining room, a cocktail lounge, and the Top 'O The Inn nightclub in the penthouse (*Cincinnati Enquirer* Queensgate I Day supplement, 23 September 1971:4, 8).

Under Criterion A, AL15 does not have associations with events or trends important in history. AL15 was an early building in Queensgate I, but not the first, and a high-rise building, but tied with AL05 in height. AL15 was not the first post-World War II high-rise downtown hotel, as the Terrace Plaza had opened in 1948 (Painter 2006:233).

Under Criterion B, AL15 is not associated with a person or people important in history.

Under Criterion C, AL15 does not embody the distinctive characteristics of a type, period, or method of construction. Like many high-rise buildings of this period, the building's frame is expressed on its exterior in a modular grid pattern. The building lacks a glass curtain wall or a recessed ground floor to mark its design as Miesian style. The building retains integrity of location, design, setting, materials, workmanship, feeling, and association. AL15 lacks historical and architectural significance and is recommended as not eligible for listing in the NRHP.



Plate 17. AL15, 800 W. Eighth Street, Quality Inn & Suites, looking northwest.

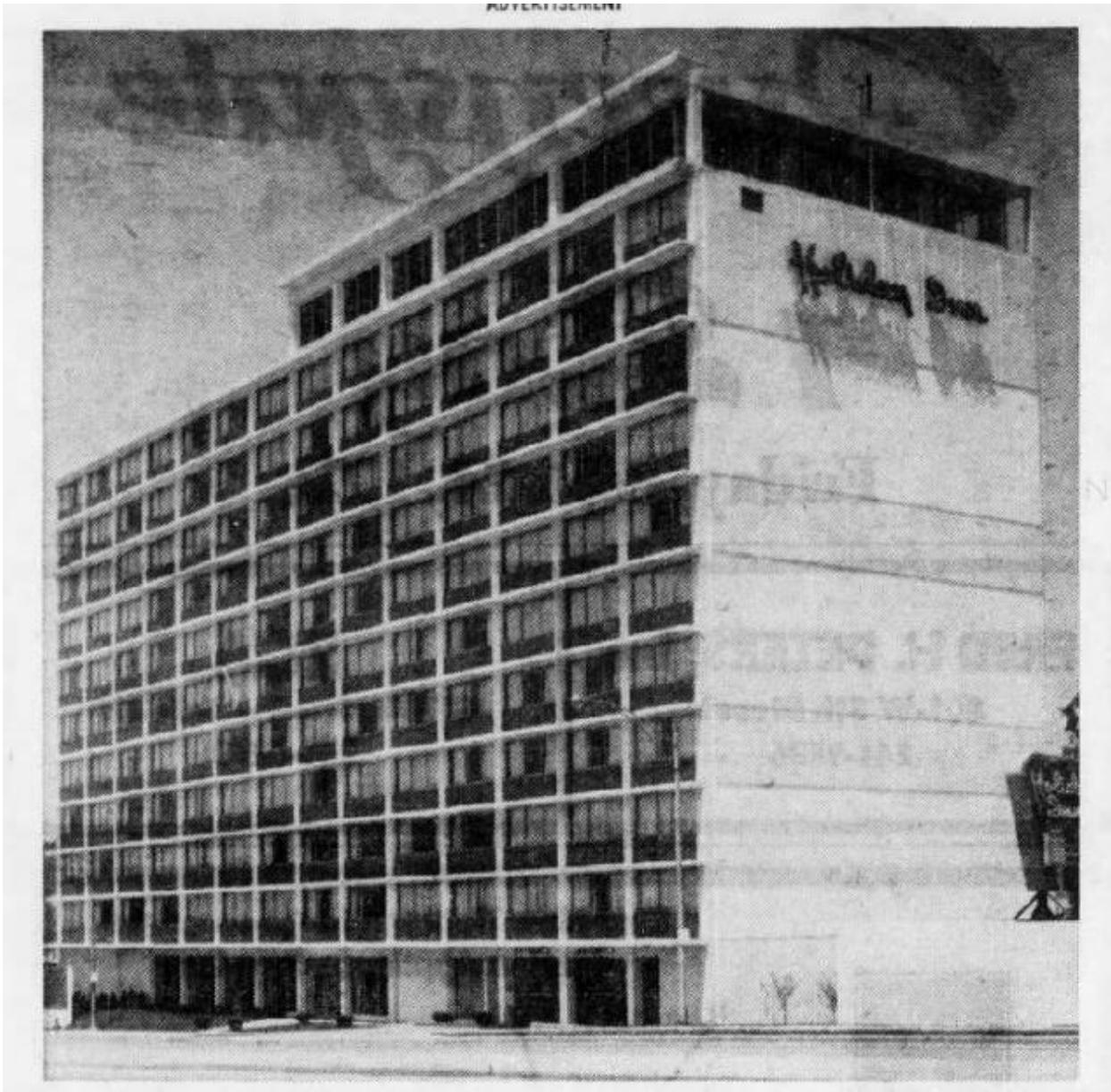


Photo 6. AL15, 800 W. Eighth Street, from *Cincinnati Enquirer* Queensgate I Day supplement 23 September 1971:4.

AL16, 900 W. Eighth Street, Fuller Ford

AL16 is a one-story automobile dealership building constructed in 1966 (Figure 4, Sheet 3; Table 2; Plate 18). The building has a flat roof and concrete block walls; the south end of the building is mostly coated with stucco. The south end of the building mostly consists of plate glass display windows for the showroom on the south (front), east, and west walls. Additional plate glass windows extend north along the east and west walls. One garage bay is found in the south wall east of the showroom, while additional garage bays are found in the north and west walls. A wing extends west from the northwest corner of the main building and also consists largely of garage bays. The showroom originally was completely enclosed with glass; the current stucco portions of the walls are a later alteration (Photo 7).

Fuller Ford broke ground for this facility on April 7, 1965 (*Cincinnati Enquirer* Queensgate I Day supplement, 23 September 1971:9). As of 1971, it was the second largest development in Queensgate in terms of area. Fuller Ford offered a “complete transportation center,” including new and used cars and trucks, heavy-duty trucks, separate service departments for cars and trucks, a tire department, parts and accessories, and a rental department.

Under Criterion A, AL16 does not have associations with events or trends important in history. Although dating to relatively early in the development of Queensgate I, AL16 was one of several auto dealerships to relocate to Queensgate, and Fuller Ford is not known to have been important in Cincinnati’s business or transportation history.

Under Criterion B, AL16 is not associated with a person or people important in history.

Under Criterion C, AL16 does not embody the distinctive characteristics of a type, period, or method of construction. The building is an unremarkable example of a mid-twentieth century auto dealership, now heavily altered at the showroom, with extensively stucco wall sections replacing a formerly fully glass-enclosed space. AL16 lacks integrity of design and materials due to these alterations. AL16 lacks significance and integrity and is recommended as not eligible for listing in the NRHP.



Plate 18. AL16, 900 W. Eighth Street, Fuller Ford, looking northwest.

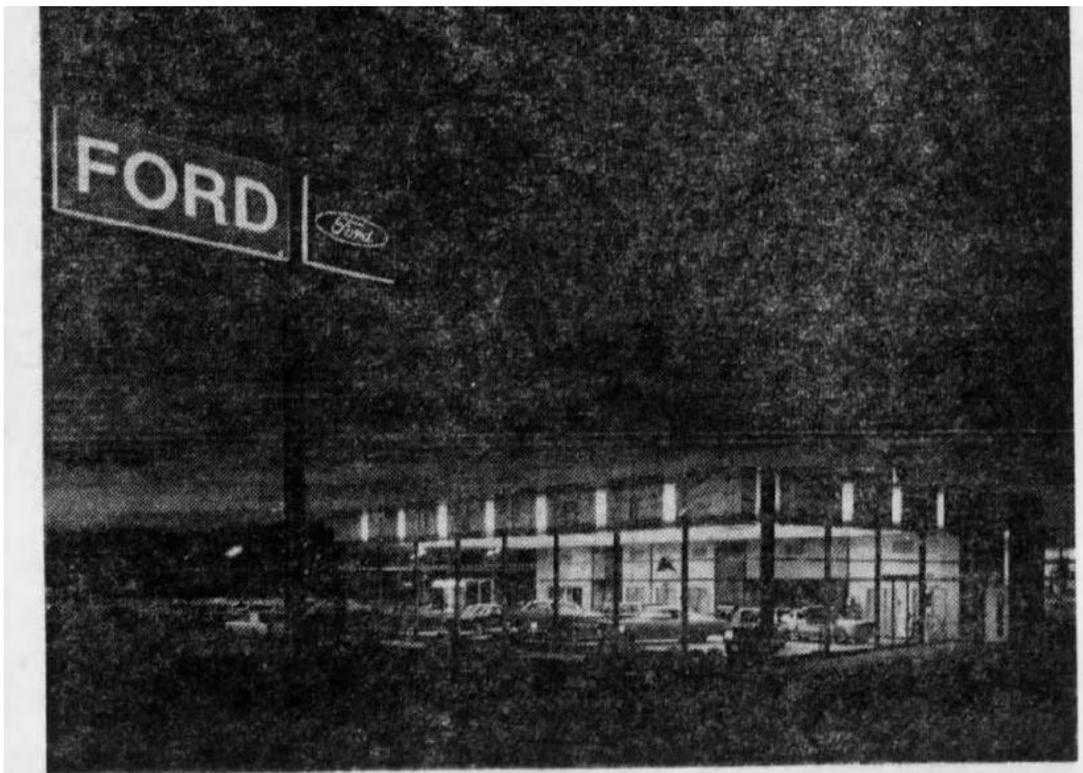


Photo 7. AL16, 900 W. Eighth Street, from *Cincinnati Enquirer* Queensgate I Day supplement 23 September 1971:9.

AL17, 950 W. Eighth Street, United Building Materials

AL17 is a one-story warehouse building constructed in 1965 (Figure 4, Sheet 3; Table 2; Plate 19). The building has a flat roof and concrete block walls. The southwestern section of the building is a glass-walled showroom with an overhanging roof supported by metal posts. East of the showroom section, ghostmarks in the concrete block wall show where a canopy shelter has been removed¹. Window openings have been boarded up in the east end of the south (front) wall. Garage bays are present in the north, east, and west walls. Multi-light windows are present near the tops of the east and west walls. In 1969, the building housed Queensgate Dodge (*Cincinnati Enquirer* 1 May 1969:58). By 1973, the building housed Mike Higgins Pontiac (*Cincinnati Enquirer* 11 August 1973:47).

Under Criterion A, AL17 does not have associations with events or trends important in history. Although dating to relatively early in the development of Queensgate I, AL17 was one of several auto dealerships to relocate to Queensgate, and neither of the known occupants of the property are known to have been important in Cincinnati's business or transportation history.

Under Criterion B, AL17 is not associated with a person or people important in history.

Under Criterion C, AL17 does not embody the distinctive characteristics of a type, period, or method of construction. The building is an unremarkable example of a mid-twentieth century auto dealership, now somewhat altered. The building retains its integrity of location, design, setting, materials, workmanship, feeling, and association. Lacking historical and architectural significance, AL17 is recommended as not eligible for listing in the NRHP.



Plate 19. AL17, 950 W. Eighth Street, United Building Materials, looking northwest.

¹ As of July 2022, this overhang is still visible in Google Earth Streetview.

AL18, 1022 W. Eighth Street, Graybar

AL18 is a warehouse and retail building constructed in 1968 (Figure 4, Sheet 3; Table 2; Plate 20). The south half of the building (retail) is two stories; the north half of the building (warehouse) is one story. The building has a flat roof and concrete block walls, which are clad in brick veneer on the south, east, and west. Plate glass windows are present at the second floor along the south (front) and west walls. The west wall also has two sliding door entrances. A loading dock lines the south half of the warehouse section's west wall. A metal canopy shelters the loading dock and retail section entrances. Graybar Electric Company was located at this address by 1971 (*Cincinnati Enquirer* 17 March 1971:5).

Under Criterion A, AL18 does not have associations with events or trends important in history. The building is not one of the earliest constructed in Queensgate I and is one of many warehouse type buildings constructed in the neighborhood. The occupants of the building are not known to have been important in history.

Under Criterion B, AL18 is not associated with a person or people important in history.

Under Criterion C, AL18 does not embody the distinctive characteristics of a type, period, or method of construction. The building is an unremarkable example of a warehouse. The building retains integrity of location, design, setting, materials, workmanship, feeling, and association. AL18 lacks historical and architectural significance and is recommended as not eligible for listing in the NRHP.



Plate 20. AL18, 1022 W. Eighth Street, Graybar, looking northeast.

AL19, 925 Freeman Avenue, JBM Packaging

AL19 is a one-story warehouse building constructed in 1966 (Figure 4, Sheets 3 and 4; Table 2; Plate 21). The building has a flat roof and concrete block walls. The east (front) section of the building contains offices and is clad in brick veneer. The main entrance in the east wall has plate glass windows and glass doors under a metal canopy. The east wall also has bays of multiple plate glass windows separated by concrete dividers. The east end of the south wall of the warehouse section has five adjoining garage bays with metal doors. Apart from the replacement of original signage, the building has not significantly changed in appearance since it was built (Photo 8).

AL19 originally was the offices and warehouse of the Cincinnati Economy Drug Company (*Cincinnati Enquirer* 1 May 1966:2-1). The company was founded in 1909 and was a wholesale distributor of pharmaceuticals and drugs in Kentucky, Ohio, Indiana, West Virginia, Georgia, and Alabama (*Cincinnati Post* 15 August 1978:13). 925 Freeman Avenue was the company's headquarters, and it had branch facilities in Lexington, Kentucky; Dayton, Ohio; and Atlanta, Georgia.

Under Criterion A, AL19 does not have associations with events or trends important in history. The building is not one of the earliest constructed in Queensgate I and is one of many warehouse type buildings constructed in the neighborhood. The occupants of the building are not known to have been important in history.

Under Criterion B, AL19 is not associated with a person or people important in history.

Under Criterion C, AL19 does not embody the distinctive characteristics of a type, period, or method of construction. The building is an unremarkable example of a warehouse. The building retains integrity of location, design, setting, materials, workmanship, feeling, and association. AL19 lacks historical and architectural significance and is recommended as not eligible for listing in the NRHP.



Plate 21. AL19, 925 Freeman Avenue, JBM Packaging, looking northwest.

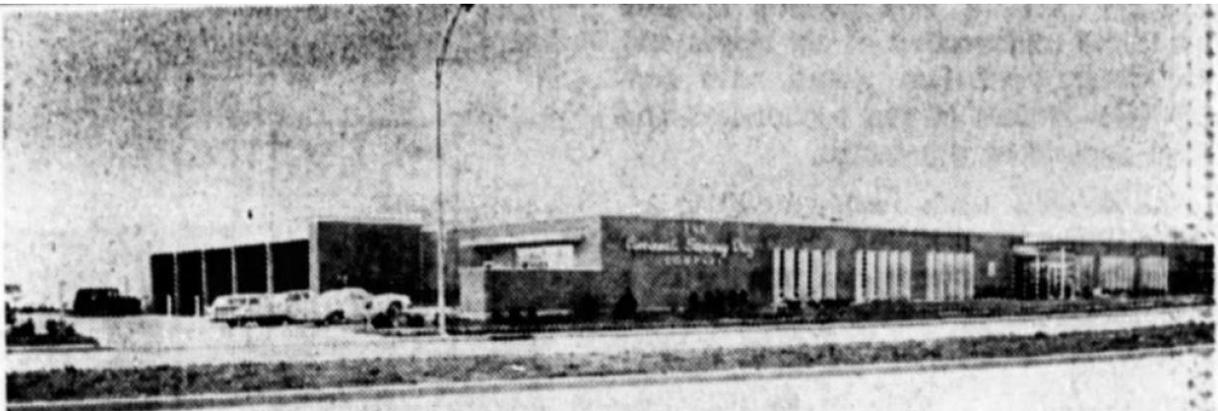


Photo 8. AL19, 925 Freeman Avenue, from *Cincinnati Enquirer* 1 May 1966:2-1.

AL20, 1100 Gest Street

AL20 is a two-story warehouse building constructed in 1966 (Figure 4, Sheet 4; Table 2; Plate 22). The south (front) portion of the building has a flat roof and is clad in brick veneer. The north section of the building is one story, has a shallow-pitched gable roof, and is lined with loading docks. The east portion of the south section consists of offices and has a glass curtain wall above a brick veneer base. This section has a glass enclosed stairhall/atrium at the south wall. The building has not significantly changed in appearance since it was built (Photo 9).

AL20 was opened and dedicated in January 1967 and provided a new terminal, warehouse, and offices for the Budig Trucking Company (*Cincinnati Enquirer* 15 January 1967:11-E). The building also housed the company's George E. Fern Company decorating division. Budig Trucking, organized in 1949, engaged in local and interstate trucking and served as an agent for the L&N Railroad piggyback operation. The George E. Fern Company was acquired in 1962 to handle convention drayage and provide exhibition and display service.

Under Criterion A, AL20 does not have associations with events or trends important in history. The building is not one of the earliest constructed in Queensgate I and is one of many warehouse type buildings constructed in the neighborhood. The occupants of the building are not known to have been important in history.

Under Criterion B, AL20 is not associated with a person or people important in history.

Under Criterion C, AL20 does not embody the distinctive characteristics of a type, period, or method of construction. The building is an unremarkable example of a warehouse. The building retains integrity of location, design, setting, materials, workmanship, feeling, and association. AL20 lacks historical and architectural significance and is recommended as not eligible for listing in the NRHP.



Plate 22. AL20, 1100 Gest Street, looking west-northwest.



Photo 9. AL20, 1100 Gest Street, from *Cincinnati Enquirer* 15 January 1967:11-E.

AL21, 1155 Western Avenue

AL21 is a one-story warehouse building constructed in 1968 (Figure 4, Sheet 4; Table 2; Plate 23). The building has a flat roof and concrete block walls. Its main entrance is in its south wall; a garage bay with a metal door also is located in the south wall. Research was unable to identify the original use of this building.

Under Criterion A, AL21 does not have associations with events or trends important in history. Although constructed relatively early in Queensgate I, the building is small, its previous occupants are undetermined, and it is located at the very north edge of Queensgate I away from the most prominent early construction.

Under Criterion B, AL21 is not associated with a person or people important in history.

Under Criterion C, AL21 is an unremarkable small warehouse building and does not embody the distinctive characteristics of a type, period, or method of construction. The building retains its integrity of location, design, setting, materials, workmanship, feeling, and association. AL21 lacks historical and architectural significance and is recommended as not eligible for listing in the NRHP.



Plate 23. AL21, 1155 Western Avenue, looking northwest.

AL22, 1225 Hopkins Street, 1-800-declutter

AL22 is a one-story commercial building constructed in 1964 (Figure 4, Sheet 4; Table 2; Plate 24). The building has a flat roof, a concrete foundation, and concrete block walls. Most of the north wall is clad in brick veneer. Metal panels cover most of the east (front) end of the building, although the southeast corner has plate glass windows and a glass door. Research was unable to identify the original use of this building.

Under Criterion A, AL22 does not have associations with events or trends important in history. Although constructed relatively early in Queensgate I, the building is small, its previous occupants are undetermined, and it is located at the very north edge of Queensgate I away from the most prominent early construction.

Under Criterion B, AL22 is not associated with a person or people important in history.

Under Criterion C, AL22 is an unremarkable small commercial building and does not embody the distinctive characteristics of a type, period, or method of construction. The building has lost its integrity of design and feeling due to alterations to the front of the building. AL22 lacks significance and integrity and is recommended as not eligible for listing in the NRHP.



Plate 24. AL22, 1225 Hopkins Street, 1-800-declutter, looking northwest.

AL23, 405 W. Seventh Street, Union Baptist Church

AL23 is a two-story church constructed in 1970-1971 (Figure 4, Sheet 2; Table 2; Plate 25). The building has a concrete foundation, brick veneer walls, and a flat roof. The roof is taller on the south than on the north and has parapets along portions of its long (north and south) sides. The windows and entrances are mostly found in the north wall and recessed from the main wall plane. The doors are glass, and the windows are mostly multi-section plate glass windows. With the exception of an entrance at the north end of the west wall, the east, west, and south walls are generally blind walls. The basement level is partially exposed on the south and includes access to a basement entrance.

The Union Baptist Church is the second oldest African-American congregation in Cincinnati. The congregation was founded in 1831 as the First African Baptist Church. The church was a center for anti-slavery activity prior to the Civil War and became Union Baptist in 1845. The congregation built a brick Gothic Revival-style building at Richmond and Mound streets in 1895. In 1960, the city notified the congregation that their church building would be demolished as part of the Queensgate II redevelopment project. Rather than move to Over-the-Rhine or into the suburbs, the congregation decided to remain in downtown and purchased the present property at W. Seventh Street. The present church building was designed by Glaser & Myers & Associates and opened June 15, 1971. The architects designed the building to have urban character, including recessed windows and hard-surfaced brick that would not show dirt. The building also incorporated memorial plaques, pictures, and a stained glass window from the old church (Gigliano et al. 1988:109-110).

Under Criterion A, AL23 does not have associations with events or trends important in history. Although the congregation is historically important, the buildings associated with the congregation's important historic activities have been demolished. No evidence was found to show that the present building is important in history.

Under Criterion B, AL23 is not associated with a person or people important in history. Members of the congregation have played an important role in history prior to the construction of the present building, and a state historic marker is present outside AL23 commemorating George Washington Williams who served as pastor in the nineteenth century and was the first African-American elected to the Ohio legislature. However, none of these individuals is associated with the present building.

Under Criterion C, AL23 does not embody the distinctive characteristics of a type, period, or method of construction. The building's design does not incorporate any elements of Mid-Century Modern architectural style. Unlike many Mid-Century Modern churches that take traditional elements of church architecture, such as spires, bell towers, or buttresses, and incorporate them in creative ways, AL23 resembles a suburban office park building, and only a cross on its east wall marks its identity as a church. The building retains integrity of location, design, setting, materials, workmanship, feeling, and association. However, AL23 lacks historical and architectural significance and is recommended as not eligible for listing in the NRHP.



Plate 25. AL23, 405 W. Seventh Street, Union Baptist Church, looking southwest.

Queensgate I

The south end of the APE is included in the commercial portion of the Queensgate I urban renewal project, roughly bounded by Hopkins Street in the north, W. Third Street in the south, I-75 in the east, and the railroad yards in the west. This area has a common history resulting from the clearance of the city's West End and the conversion of the land to commercial use.

While the project had a tremendous impact on the built environment of the city and the lives of the inhabitants that were driven out of the neighborhood, the portions of Queensgate I within the APE are not significant in history. Land was sold piecemeal to developers for a broad range of suburban-style commercial uses (offices, hotel, warehouses, retail, auto dealerships) with no controlling restrictions on design or use (beyond commercial). Most buildings in this portion of the APE are of little architectural merit with, at most, a bare minimum of Mid-Century Modern design features, for instance the glass curtain wall office section of AL20. The few buildings with a somewhat higher quality architectural character, such as AL01 or AL05, are not exceptional examples of building design from this period. In addition, unlike urban renewal projects that had a social welfare focus, such as creating room for low-income housing development (found elsewhere in Queensgate), or that sought to consolidate public institutions, such as Government Center in Boston, Massachusetts, the commercial portion of Queensgate I within the APE merely served as "slum clearance" without providing any overarching public benefit.

The portion of Queensgate I within the APE is not associated with events or trends important in history under Criterion A. The portion of Queensgate I within the APE is not associated with a person or people important in history under Criterion B. The portion of Queensgate I within the APE does not contain buildings that embody the distinct characteristics of a type, period, or method of construction. Lacking historical or architectural significance, the commercial portion of Queensgate I that falls within the APE is recommended as not eligible for listing in the NRHP as a historic district.

SUMMARY

ASC has completed a Phase I history/architecture re-evaluation survey for the BSB Project (HAM-71/75-0.00/0.22; PID 89068) in the City of Cincinnati, Hamilton County, Ohio. The project proposes to improve the BSB crossing over the Ohio River. Previous activities related to the project were documented in the project's Environmental Assessment (March 2012). On August 9, 2012, the FHWA issued a FONSI identifying Alternative I as the preferred alternative for the BSB project.

Since the approval of the FONSI, additional studies have refined Preferred Alternative I, which have been designated as Concept I-W. The KYTC and ODOT are currently re-evaluating the project's Environmental Assessment to reflect the refined preferred alternative (Concept I-W). The re-evaluation efforts also involve updating resource-specific studies to reflect any changes in conditions that have occurred since they were originally prepared.

ASC examined the original and addendum APEs to determine

- whether the construction limits of Concept I-W remain within the 2012 APEs,
- whether any additional cultural resources have been identified within the APEs since 2012,
- whether any NRHP-listed or eligible resources present in 2012 have undergone changes such as to warrant a change in their NRHP status,
- whether previously identified adverse effects to the NRHP-listed B&O Freight Terminal/Longworth Hall remain unchanged, and
- whether any history/architecture resources within the APEs that have become 50 years of age since 2012 are eligible for listing in the NRHP.

Several small portions of Concept I-W extend outside of the APE at I-71 north of Paul Brown Stadium, W. Seventh Street and W. Ninth Street east of I-75, Linn Street between I-75 and W. Court Street, and the north end of the construction limits along I-75 north of Alfred Street. However, the construction limits in these areas have not changed since 2012, and the deviation can also be noted on exhibits included in the 2012 Environmental Assessment.

ASC did not identify any cultural resources within the APEs that have been recorded since 2012. ASC identified two resources, the John Mueller House (NRHP-eligible) and the Ohio National Guard Armory (NRHP-listed), that are no longer extant. The remaining NRHP-listed or eligible resources in the APE have not undergone changes to their integrity such as to warrant changing their NRHP status.

The only NRHP-listed or eligible property determined to be subject to an adverse effect in Ohio in the FONSI is the NRHP-listed B&O Freight Terminal/Longworth Hall. Concept I-W will not change the project's impact on the building, and the finding of adverse effect and proposed measures to mitigate the Adverse Effect are recommended to remain unchanged.

The survey identified 23 resources within the APEs that have become 50 years of age or older since 2012. ASC evaluated these resources for their eligibility for listing in the NRHP. None of the 23 resources are recommended to be eligible for listing in the NRHP. No potential historic districts were identified within or adjacent to the APEs.

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