



# **EAST MAIN STREET BUS RAPID TRANSIT**

## **PHASE 1 HISTORY/ARCHITECTURE REPORT**

**CENTRAL OHIO TRANSIT AUTHORITY**

**REVISION #2**

May 2025

**PREPARED FOR:**

Central Ohio Transit Authority  
33 N. High St.  
Columbus, Ohio 43215

**PREPARED BY:**

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**Phase I History/Architecture Survey for the COTA East Main Street BRT in Franklin and Licking Counties, Ohio**

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## ABSTRACT

In Summer and Fall of 2024, Lawhon & Associates, Inc. (L&A) completed a Phase I History/Architecture Survey Report for the COTA East Main Street Bus Rapid Transport (BRT) project in the Cities of Columbus, Bexley, Whitehall, and Reynoldsburg, and Truro Township, Franklin County, and Etna Township, Licking County, Ohio. The survey was conducted at the request of Kimley-Horn and Associates, Inc. The Central Ohio Transit Authority (COTA) was the lead (local) agency for the undertaking. As the project will receive funding through the Capital Investment Grant (CIG) Program through the Federal Transit Administration (FTA), FTA is the lead Federal agency. A Project Summary Form (PSF) was submitted for the project in the winter of 2024. During that introductory coordination, the Ohio State Historic Preservation Office (SHPO) agreed with the FTA that an appropriate APE for the undertaking would be limited to a 150-foot buffer around new Station structures within existing ROW [pending], and would extend to include full parcels in the two areas where the project intends to add or remove buildings (Eastwood Park & Ride and Greyhound Bus Terminal).

Between the 17 Station locations, and the two construction/demolition work areas, the APE is discontinuous. East Main buses will use an existing bus bay at Spring Street Terminal, and no modifications to the existing building are required. Therefore, there is no APE at that station location. At the Taylor Road Station location, two platforms will be constructed, one on the north and one on the south sides of E. Main Street. Each of these structures has a buffer of 150 feet for its APE. At the far eastern end of the BRT line, the Eastwood Park & Ride is another of the 17 total station locations. However, its new construction elements will not be platforms in the existing ROW, but a newly constructed park and ride facility to the north of E. Main Street (approximately 2.5 acres). The APE was expanded at that location to account for alterations to the existing built environment in parcels that are immediately adjacent, with historical-era resources present. The APE was similarly expanded where the Greyhound Bus Terminal demolition work is planned due to the S. 3rd and Rich Street Station location and its 150-foot buffer.

The PSF effort had identified several previously inventoried resources within and/or adjacent to the proposed BRT corridor, bus station locations, Wall/Spring Street Terminal, Greyhound Bus Terminal work area, and the Eastwood Park & Ride work area. With the definition of the APE, the results of that preliminary effort were refined to only include three National Register of Historic Places (NRHP) Historic Properties which are clipped by some of the downtown APEs: Trinity Episcopal Church (NRHP: 76001427/ OHI# FRA0008618), Ohio Statehouse (NRHP: 72001011/ OHI# FRA0065018), and the Columbus Near East Side Historic District + Parsons Avenue Boundary Increase (83004287).

There are 11 extant Ohio Historic Inventory (OHI) resources within the APE while 15 OHIs were found to have been demolished. Two of the OHI resources have been listed in the NRHP: Trinity Episcopal Church (NRHP: 76001427/ OHI# FRA0008618) and Ohio Statehouse (NRHP: 72001011/ OHI# FRA0065018). A third NRHP listed resource was identified during the PSF, and found to have been demolished. Four of the OHI resources have previously been evaluated as Eligible for the NRHP including FRA1039418, FRA0693918, FRA0225319, and FRA0862720. One Determination of Eligibility (DOE) point was located



within an APE (DOE: 829, SerNo. 500083). It does not have any other inventory documentation but is considered a Historic Property for the purposes of this study.

The current investigations examined all these parcels and resources to determine if the existing resources were eligible for the National Register of Historic Places (NRHP) and made the following recommendations:

- ▶ **NRHP Historic District:** None are newly recommended.
- ▶ **NRHP: 83004287**, Near East Side Historic District, remains Eligible. No Adverse Effect.

Previously Evaluated Resources:

- ▶ **NRHP: 72001011 / OHI: FRA0065018**, Ohio Statehouse, remains Eligible. No Adverse Effect.
- ▶ **NRHP: 76001427 / OHI: FRA0008618**, Trinity Episcopal Cathedral, remains Eligible. No Adverse Effect.
- ▶ **DOE: 829, Ser. No. 500083**, State of Ohio Agriculture Department at 8995 E. Main Street, remains Eligible. No Adverse Effect.
- ▶ **FRA1039418**, Greyhound Bus Terminal at 111 E. Town Street, remains Eligible. Adverse Effect.
- ▶ **FRA0225319**, Neighborhood Rehabilitation Center/McClure-Nesbitt Motor Co. at 565 E. Broad Street, remains Eligible. No Adverse Effect.
- ▶ **FRA0693918**, Yerke Mortgage Co. at 145 E. Rich Street, remains Eligible. No Adverse Effect.
- ▶ **FRA0862720**, National Road Mile Marker 254 at SE corner of E. Main Street and Dawson Avenue, remains Eligible. No Adverse Effect.
- ▶ **FRA0034920**, Christ Lutheran Church at 2314 E. Main Street, Not Eligible, Lawhon & Associates, Inc. reiterates.
- ▶ **FRA0035020**, Gilbert Commercial Block at 2358 E. Main Street, Not Eligible, Lawhon & Associates, Inc. reiterates.
- ▶ **FRA0862620**, Murray's Tool Rental/Sunoco Service Station at 3131 E. Main Street, Not Eligible, Lawhon & Associates, Inc. reiterates.
- ▶ **Newly Inspected Resources:** None recommended as NR-Eligible.
- ▶ Recommended for Phase II Study: None recommended.



# 1. INTRODUCTION

Under contract with Kimley-Horn and Associates, Inc., Lawhon and Associates, Inc. (L&A) completed a Phase I History/Architecture investigation of an approximately 13.6-mile corridor proposed for the COTA East Main BRT in the Cities of Columbus, Bexley, Whitehall, and Reynoldsburg, as well as Truro Township, Franklin County, extending into Etna Township, Licking County, Ohio (Appendix A, Figures 1-3). The project is being funded through a Federal Transit Administration (FTA) Capital Investment Grant (CIG) Program.

## 1.1. PROJECT DESCRIPTION

The East Main Street BRT Corridor is a part of the Central Ohio's regional growth and mobility initiative called LinkUS. LinkUS aims to make historic investments in transit, sidewalks, bikeways, trails, and roadway improvements that will encourage more walkable connected communities that will increase opportunity for all. By 2050, LinkUS aims to integrate 5 new bus rapid transit corridors, including the East Main Street BRT Corridor.

The East Main BRT project is a proposed 13.6-mile BRT corridor that travels along East Main Street from Downtown Columbus through Reynoldsburg in Franklin County and Licking County, Ohio. It is expected to operate eight miles on a dedicated guideway with the remainder in mixed traffic lanes and will be served by 17 stations. BRT-dedicated lane and mixed traffic locations are shown in Plate 1.

### 1.1.1. Operations

BRT would operate from 5 a.m. to midnight, seven days per week. Frequencies would vary from 10-minute headways in peak daytime weekday and Saturday hours to 15- to 20-minute headways for early morning, late night, and Sunday hours.

### 1.1.2. Stations and Mobility Hubs

The East Main BRT will include 17 BRT stations. There are three station typologies along the route: median, side, and end-of-line stations. Stations within the corridor are proposed as median stations, with the exception of a split-side station at Taylor Road in Reynoldsburg. The western end-of-line station is in Downtown Columbus at the existing Spring Street Terminal. East Main buses will use an existing bus bay, and no modifications to the existing building are required. The eastern end-of-line station is near the Eastwood development, approximately 0.5-mile east of Taylor Road Station in Reynoldsburg. This will serve as a Park & Ride facility with approximately 80 surface parking spaces, three bus bays, up to five shelters, landscaping, wayfinding kiosk, micromobility hub, and a one-story operator relief facility. In addition to the BRT, this facility could serve local COTA bus routes along with shuttle buses from Licking and Fairfield counties.

All stations feature accessible entrances, ticket vending, fare validator, transit beacon with lighting and digital wayfinding, trash receptacle, community art wall, security system, real-time bus arrival display,

snow-melt pavement, and landscaping. The station platforms will be raised 1 to 2 feet to accommodate level boarding.

Additionally, micro-mobility hubs are proposed near several stations in the corridor. Micro-mobility hubs generally include concrete pavement, bike racks, and additional space for future non-specific bike/scooter docking. In Columbus, micro-mobility hubs are proposed near South 18th Street, South Champion Avenue, Kelton Avenue, and Alum Creek Drive stations. In Bexley, a micro-mobility hub would be located at Pleasant Ridge Avenue Station. In Whitehall, hubs are proposed near Maplewood Drive and Fairway Boulevard stations. Reynoldsburg locations include Brice Road and Haft Drive stations.

### 1.1.3. Infrastructure

The project will require some roadwork along the East Main Street corridor, consisting of utility relocations, full roadway reconstruction and widening in the areas of stations, intersection improvements including ADA-accessible pedestrian facilities, street lighting, traffic signals and communications systems infrastructure, and landscaping. In areas outside the full roadway reconstruction limits, a mill and overlay of the existing pavement will occur along with the addition of a raised center median and restriping of traffic lanes.

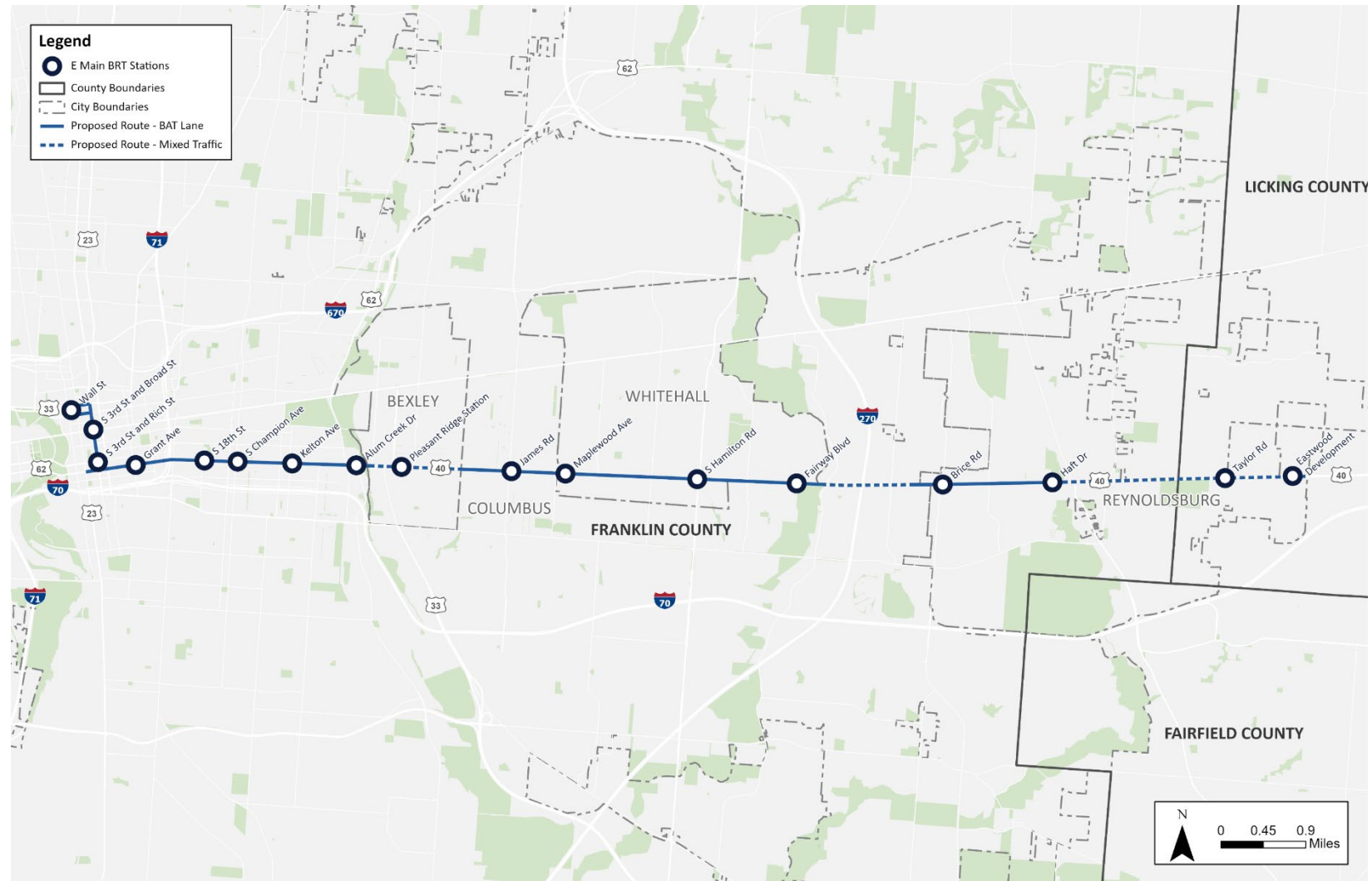
In Downtown Columbus, there are dedicated BRT lanes on the east side of 3rd Street from Spring Street to East Main Street. Along East Main Street from 3rd Street to Washington Avenue, BRT runs in a dedicated center-running bus lane. The East Main BRT will operate in a dedicated center-running bus lane from just east of Parsons Avenue to Alum Creek Dr near the city boundaries of Columbus and Bexley. Along East Main Street in the City of Bexley, the BRT will operate in mixed traffic. East of the Bexley municipal boundary at E. Gould Road, the BRT will operate in a dedicated, center-running bus lane and will switch to operating in mixed traffic along East Main Street near the I-270 interchange. Between McNaughten Road and Haft Drive, the BRT will operate in a dedicated center-running bus lane, and east of the Haft Drive station the BRT route will operate in mixed traffic to the end of the line (See Plate 1).

Generally, roadway improvements are accommodated within existing right-of-way, but some widening is required particularly at stations which results in minor right-of-way acquisition. Placement of any necessary stormwater infrastructure is still being determined, but potential parcels for stormwater best management practices have been identified and included as part of the APE.

No new traffic signal locations are proposed as part of East Main BRT. Existing signals would be modified to accommodate Transit Signal Priority (TSP) for BRT.

Additional reference materials from completed work is hosted by the City of Columbus at the following website: <https://linkuscolumbus.com/resources/>.

Plate 1: East Main BRT Lanes



The project spans approximately 13.6 miles through four different cities and two townships in two counties. It includes two 0.27-mile sections of W. Spring Street and E. Long Street between Wall Street and N. 3rd Street, a 0.08-mile portion of N. Wall Street adjacent to the Spring Street COTA terminal, and 0.85 miles of N. 3rd Street between Spring and Main Streets. The main portion of the project stretches 12.85 miles along E. Main Street between N. 3rd Street in Franklin County and Eastwood Drive in Licking County. In total, the Limits of Disturbance (LOD) span approximately 9.1 miles over a total distance of 13.6 miles. COTA is seeking to construct 17 individual bus stations that range in locations throughout the project area.

Additionally, the project will demolish two of the three existing buildings at the Greyhound Bus Terminal (OHI: FRA1039418) at 111 E. Town Street to accommodate the station location at 3rd Street and Rich Street. The terminal building, spanning the northern edge of the facility's parcel, and the smaller building in the southwest corner are to be removed; the masonry building at the southeastern corner will remain. COTA is also intending to build a new Park & Ride facility at the east end of the line, in a undeveloped area. The site would be developed into an end-of-line facility which includes parking, bus bays, landscaping, passenger amenities, and driver facilities. This location is at the far eastern end of the BRT line, south of newly constructed multi-family housing. These two work areas will occur outside of existing ROW.

As much of the project will not result in new above ground elements, most of the proposed work – at or below ground level – will result in no adverse visual effects to any Historic Properties that may be adjacent. However, there will be alterations to the built environment through new construction and demolition activities at 16 of the 17 bus station locations. FTA determined that these locations should be examined and assessed for potential adverse effects to Historic Properties that may be adjacent.

The Area of Potential Effects (APE) is different for each project. According to 36 CFR 800, the area of potential effects is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for various kinds of effects caused by the undertaking.” The APE considers the effect that the proposed project will have on the project area itself and on the areas surrounding the project. Direct effects are typically equivalent with the construction footprint of the project but may also include the change of visual setting to the landscape that may affect resources outside the construction footprint (aka visual effect). Indirect effects are impacts that may occur to resources outside of the construction footprint that could result in a lessening of integrity to significant resources resulting from actions and behaviors that occur after the project is completed. For example, rerouting of a stream could theoretically increase erosion elsewhere along its course, affecting a nearby archaeological site, or the improvement of a road intersection could make an area more attractive for development, irreversibly changing the character of a historical agricultural landscape. While not directly caused by the project, these effects occur as an indirect result of the completion of the project, thus are considered indirect effects.



Between the 17 Station locations and the two construction/demolition work areas, the APE is discontinuous. East Main buses will use an existing bus bay at Spring Street Terminal, and no modifications to the existing building are required. Therefore, there is no APE at that station location. At the Taylor Road Station location, two platforms will be constructed, one on the north, and one on the south side of E. Main Street. Each of these structures has a buffer of 150 feet for its APE. At the far eastern end of the BRT line, the Eastwood Park & Ride is another of the 17 total station locations. However, its new construction elements will not be platforms in the existing ROW, but a newly constructed facility to the north of E. Main Street (approximately 2.5 acres), with eight new above-ground elements (buildings and/or structures). The APE was expanded at that location to account for alterations to the existing built environment in parcels that are immediately adjacent, with historical-era resources present. The APE was similarly expanded where the Greyhound Bus Terminal demolition work is planned. FTA determined that the APE should include this entire parcel and the surrounding parcels containing historical-era resources. The existing Greyhound Bus Terminal (OHI: FRA1039418) at 111 E. Town Street, as a previously recommended NR-Eligible resource, was also examined and assessed for potential adverse effects resulting from its demolition to accommodate the S. 3rd and Rich Street Station location.

The cultural resources survey typically addresses potential direct effects by systematically investigating the area within the construction limits for archaeological and historical resources, along with a zone outside the limits where the completed project may be visible from historical resources to assess changes in setting. However, any project action that may result in a reasonably foreseeable indirect effect within or beyond the construction limits would need to be considered as well. A full cultural resources investigation evaluates the potential effects of a project on any cultural resources that may exist within the entire APE, considering both direct effects and foreseeable indirect effects.

The goal of this survey is to provide additional information regarding the historical significance and eligibility for the NRHP for all properties at or greater than 50 years of age within the APE. A Phase I level report provides the required information necessary to comply with Section 106 of the National Historic Preservation Act of 1966; according to Section 106, any potential adverse effects by a proposed undertaking on historic resources must be carefully considered and documented. All historic resources within the APE must be identified, examined, and evaluated for their possible inclusion in the NRHP. Finally, the significance of the identified historic resources must be evaluated by a professional who meets the Secretary of the Interior's Professional Qualification Standards.

Senior Architectural Historian, Brett Carmichael, MA, completed the field survey, developed a historic context, and evaluated the history/architecture resources for NRHP eligibility for this proposed undertaking. Architectural Historian, Elizabeth Elliott, MA, performed the literature review and assisted with the evaluation of history/architecture resources. Information facilitating the identification of parcels which contained resources over 50 years of age was obtained from the Ohio State Historic Preservation Office (SHPO) GIS website, historical maps and atlases, historical aerials provided by ODOT, and the Franklin and Licking County Auditor's GIS website. All resources within the APEs that are over 50 years of age were photographed, recorded, and documented on the History/Architecture Resource Table (Appendix B); all these resources were also evaluated for integrity as it relates to NRHP eligibility.

## 2. SECONDARY SOURCE/LITERATURE REVIEW

A Project Summary Form was submitted in the winter of 2024 which identified several previously inventoried resources along the alignment of the project. That preliminary effort served as the secondary source literature review for the undertaking.

During the PSF Literature Review portion of the Cultural Resources investigative efforts for the project, a full list of cultural resources was compiled of both previously recorded and potentially undocumented cultural resources along the project's corridor. The Literature Review Study Area was centered along the Limits of Disturbance (LOD on attached mapping) plus a buffer of the adjoining modern parcels. That buffer was expected to fully encapsulate whatever would ultimately be agreed upon as the undertaking's Area of Potential Effects (APE). The report author examined the following sources from the Ohio SHPO, the State Library of Ohio, and various online resources.

- ▶ National Historic Landmark listings
- ▶ National Register of Historic Places (NRHP) listings, nomination form files, and Determination of Eligibility (DOE) files
- ▶ USGS 7.5' and 15' series topographic maps for the area
- ▶ Historical aerial photographs (<http://www.historicaerials.com>)
- ▶ Franklin County plat maps, atlases, and histories
- ▶ Ohio Historic Inventory (OHI) files
- ▶ Ohio Historic Bridge Inventory forms
- ▶ Ohio Genealogical Society (OGS) Cemeteries
- ▶ Ohio Department of Transportation TIMS Database
- ▶ Previous Cultural Resource Surveys in the APE

That literature review focused on the proposed E. Main Street COTA BRT alignment and its immediate vicinity to establish a proper cultural context for the project and an understanding of what resources already exist within the area. With that basis, a proper APE could be suggested for elements of the project that would result in newly constructed alterations to the built environment - both new structures (at stations) and buildings (at the Park & Ride facility), as well as the removal of two existing buildings (at the Greyhound Bus Terminal site). After review of the PSF documentation, the FTA agreed with the recommended APE for the project which would be limited to a 150-foot buffer around new Station structures within existing ROW and would extend to include full parcels in the two areas where the project intends to add or remove buildings (Eastwood Park & Ride and Greyhound Bus Terminal). Because there are historical-era resources on adjacent parcels at both of those locations, the alteration to the existing built environment was explicitly to be examined. SHPO data is displayed on Appendix A, Figure 3 for the entire corridor and is represented at station locations and other work areas in the photo key figures; the APE is also represented on those figures in relation to the new above-ground construction elements.

During the PSF Literature Review of the entire corridor, there were 85 previously identified resources that had been determined Eligible for the NRHP. This included individual NRHP listings (45) (one of which had been designated a National Historic Landmark), NRHP Historic District (8) nomination form files, as well as Determination of Eligibility (DOE) files (32) – all indicated along the project’s alignment. However, some were found to have been demolished during the field visit. More importantly, many were found to be located along portions of the alignment where no new above-ground construction elements of the project would occur.

Those that were present near new above-ground construction were:

- ▶ NRHP: 78002063 & 83004287, Columbus Near East Side Historic District-Parsons Avenue (+ Boundary Increase), with 1,909 Contributing Resources
- ▶ NRHP: 72001011, Ohio Statehouse, at the southeast corner of High & Broad Streets
- ▶ NRHP: 76001427, Trinity Episcopal Church, at 125 E. Broad Street
  - This resource historically had a cemetery associated with it located on a parcel immediately south: Trinity Episcopal Church Columbarium (OGSID # 15843) – which has been removed and replaced with a modern office building (no other OGS cemeteries are present at locations of new above-ground construction for the project)
- ▶ DOE: SHPO ID #829, State Department of Agriculture Laboratory, at 8995 E. Main Street

The PSF Literature Review identified 128 previously inventoried resources in the Ohio Historical Inventory (OHI), that were located along portions of the alignment. These inventory forms do not always contain information concerning the resource’s NRHP eligibility – some do indicate a heightened significance under one or more NRHP Criteria, typically C for architecture, or A or B for a particular association. Two OHI resources (FRA0008618 – Trinity Episcopal Church and FRA0065018 – The Ohio Statehouse) have been listed in the NRHP and are not included in the OHI resource discussion. One OHI resource was found to lie fully within the proposed project footprint (i.e., will be removed by the project) - the Greyhound Bus Terminal (FRA1039418) at 111 E. Town Street.

Again, many of the 128 OHI resources were field verified to have been demolished, and many more found to be located along portions of the alignment where no new above-ground construction elements of the project would occur. Those that were present near new above-ground construction were:

- ▶ FRA1039418, Greyhound Bus Terminal at 111 E. Town Street, previously recommended Eligible under Criterion A.
- ▶ FRA0034920, Christ Lutheran Church at 2314 E. Main Street, previously recommended Not Eligible.
- ▶ FRA0035020, Gilbert Commercial Block at 2358 E. Main Street, previously recommended Not Eligible.
- ▶ FRA0225319, Neighborhood Rehabilitation Center/McClure-Nesbitt Motor Co. at 1505 E. Main Street, previously recommended Eligible under Criterion C.
- ▶ FRA0693918, Yerke Mortgage Co. at 145 E. Rich Street, previously recommended Eligible under Criterion C.



- ▶ FRA0862620, Murray's Tool Rental/Sunoco Service Station at 3131 E. Main Street, previously recommended Not Eligible.
- ▶ FRA0862720, National Road Mile Marker 254 at SE corner of E. Main Street and Dawson Avenue, determined Eligible under Criteria A and C.
- ▶ FRA1014918 Professional Offices, at 141 E. Town Street, no formal determination
- ▶ FRA1030818 Professional Offices, at 101 E. Town Street, no formal determination

The Ohio Department of Transportation's (ODOT) historic bridge inventory indicated 8 bridge inventory forms located along the alignment during the broader Literature Review of the corridor study area for the PSF; however, none of those resources are present near new above-ground construction locations and no bridges will be modified as part of the proposed undertaking. Therefore, no ODOT Historic Bridges are considered to be within the APE for the undertaking.

Several the adjacent parcels include historical-era resources, some of which had not been formally investigated or recorded previously. Only one of the inventoried historical-era resources (Greyhound Bus Terminal), will be demolished. The rest simply exist on parcels that are immediately adjacent to the project's LOD and are within visual range of above-ground alterations at those work areas. Determining the present disposition of all 42 historical resources within the APE (individually and collectively) and the NRHP eligibility of the previously inventoried resources were specific goals of this current study. Data for these resources are presented in Appendix B as the History/Architecture Resource Table and included in the Photolog (Appendix D; keyed on Figure 18) for ease of comparative review.

Several modern databases, historical maps, and aerial photographs showing the APE area were consulted for this project. The databases include the SHPO GIS website that displays and catalogs cultural resources. Graham's 1856 Franklin County wall map (Appendix A, Figures 2-6), available Sanborn Fire Insurance maps (Appendix A, Figures 7-15), and ODOT historical aerial photographs from 1955 and 1972 (Appendix A, Figure 16.1-16.26 & Figure 17.1-17.26) were also consulted. Modern aerial photography was accessed through digital programs including Google Earth Pro. Older images were consulted at [www.historicaerials.com](http://www.historicaerials.com), including the years 1953, 1957, 1963, 1971, 1980, 1983, 1994, 2002, 2004, 2007, 2009, 2010, 2011, 2013, 2015, 2017, 2019 and 2021 (NETR 2024).

## 2.1. HISTORICAL MAP AND AERIAL PHOTOGRAPH REVIEW

Examination of available historical maps dating to the mid-nineteenth century allows for a reconstruction of landscape history and can identify the potential for historical resources within a project area. During the PSF Literature Review portion of the Cultural Resources investigative efforts for the project, several plat maps from the nineteenth century were examined. As these resources are largely redundant and not usually specific enough to render much information about specific APE locations, only one of these is provided in this Phase I report - a 1856 Franklin County map (Appendix A, Figure 4.1-4.3), the earliest available for most of the project corridor. At this time, Columbus was a fully established city, depicted as condensed city blocks. East Main Street extends outwards towards what will eventually become the eastern suburbs as the dense city blocks turn into smaller agricultural parcels as far as Alum Creek. Parcels grow larger and more agrarian further east of that river into modern day Licking County.

Sanborn Maps for the City of Columbus and the City of Bexley from the years 1891, 1901, and 1922 were examined. While they are slightly inaccurate due to their hand drawn nature, they are a significant representation of the built environment (including building and block footprints, as well as a few labels) within the S. 18th, S. Champion, Kelton, Alum Creek, and Pleasant Ridge station APEs. There are two instances where only one sheet (the north/south side of E. Main Street) is available: Kelton Avenue station (1901) and Pleasant Ridge Avenue station (1922). There are only a handful of extant buildings shown on the 1891 and 1901 maps including the McClure-Nesbitt Motor Co. (FRA0225319) at 1112 E. Main Street, and 1954 E. Main Street. Stations closer to Columbus have denser development. Broader parcels and sparser development are represented in project locations further east. In 1922, the maps show more density with larger buildings, both in the urbanized area, and in further eastern station locations. Extant resources from the 1891 and 1901 maps are still present on the 1922 maps. There are also newer buildings on the 1922 maps: 844-848 E. Main Street, 852 E. Main Street, 860-862 E. Main Street, 2005 E. Main Street, Christ Lutheran Church (FRA0034920), 2344 E. Main Street, and 2352 E. Main Street.

There were a few notable alterations to buildings from the 1891 and 1901 to 1922 maps. Both S. 18th Street and Kelton Avenue stations once had orphanages, St. Joseph's Orphanage Asylum (S. 18th) and St. Vincent R. Orphan Asylum (Kelton). By 1922, the St. Joseph's Orphanage Asylum was converted into the Josephinum College. They were on large parcels, somewhat larger than a city block, and are both no longer standing. Most development was occurring on smaller urban parcels.

Aerial photographs (available online at NETR 2024; Google Earth) show the project area as early as 1953. Within the Columbus city limits, historical aerial photographs depict a high concentration of buildings along E. Main Street. Building stock west of Alum Creek was primarily commercial in nature. The concentration of buildings east of Bexley towards Whitehall begins to dwindle to create sporadic pockets of housing developments and fields. Around Rosehill Road in Reynoldsburg, these developments became smaller single-family farms with large acreage. The 1964 aerial imagery depicts heavy ground disturbance to construct I-71. Both Whitehall and Reynoldsburg were experiencing large, dense suburban residential developments and only small pockets of agricultural fields remain at that time.

The continuous expansion and growth of Columbus and the surrounding metropolitan area along E. Main Street throughout the previous eight decades has significantly altered the historical setting and visual aspects of the remaining historical-era resources, a typical trend within highly urban settings. Despite this, there are many extant residential and commercial buildings that are decipherable on the 1964 aerials. Alterations and expansions were not constrained to the project alignment only – there are many portions just outside of the broader area that experienced significant alterations apart from the Near East Side Historic District (83004287).

Overall, historical aerial photographs show the project area has been extensively modified through development. While some of the extant historical-era buildings within the project area have been included in the Ohio Historical Inventory (OHI), some of which have SHPO Determinations of Eligibility (DOEs). As might be expected, a large portion of historical buildings within and just outside of the project alignment in downtown Columbus have been previously inventoried (OHIs) and/or subjects of more

intensive survey (DOEs). Several of those have been listed on the NRHP or are within an NRHP Historic District. Outside of the Columbus city limits, there are far fewer previously inventoried resources including OAI, OHIs, DOEs, and NRHP Listings. Only a few of these resources will have any visibility of the above-ground aspects of the BRT project.

## 3. FIELD OBSERVATIONS AND METHODS

### 3.1. FIELD OBSERVATIONS

The APE for the COTA E. Main Street BRT alignment is located along one of the main roads that lead into downtown Columbus with a mix of residential and commercial properties. Lots are less than one acre in size and buildings are typically set near the roadway. The building stock reflects a pattern of urban residential growth in this portion of Columbus which predominated in the early twentieth century. Many of the parcels have trees that line portions of the sidewalk. Parcels with older buildings often have larger trees in the rear and sometimes in the front. Some of the vacant parcels are filled with trees and low shrubbery, indicating that they have been vacant for many years. Downtown, parcels are slightly larger and many of the buildings are much larger than those in the suburban and rural areas – this includes some of Columbus’ landmark buildings. Rural areas are limited to the far eastern end of the BRT line, which is currently experiencing broad development as well.

### 3.2. FIELD METHODS

L&A field crew conducted the history/architecture survey of the APE in August 2024, using standard ODOT survey methods. Regardless of age, all properties within the APE were examined. The identification of parcels containing resources over 50 years of age was facilitated through the information obtained by the literature review. The Franklin and Licking County Auditors have generally reliable information concerning a building’s initial construction dates, but they can include inaccuracies or generalizations. This information, cross-referenced with historical aerial photography, historical mapping, and data obtained in the field, allowed for accurate dating of the buildings. Within the project APE, the architectural historian determined there are a total of 42 history/architecture resources over 50 years of age (40 buildings, 1 park, and 1 object). These were recorded, photographed (Appendix D), and documented on the History/Architecture Resource Table (Appendix B); all these resources were also evaluated for integrity under the NRHP criteria.

#### 3.2.1. NRHP Eligibility Criteria

The resources in the APE were evaluated for inclusion in the NRHP. For a building to qualify for the NRHP, it must meet at least one of the following criteria:

- A. Associated with events that have made a significant contribution to the broad patterns of history;
- B. Associated with the lives of persons significant in our past;
- C. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction;

D. Yield, or likely to yield, information important in prehistory or history.

The history/architecture resources were evaluated under Criterion A, B and C. At the Phase I investigative level, Criterion D was not evaluated for any of these resources.

In addition, the building must be able to convey its significance by retaining several, if not all the *Seven Aspects of Integrity* (Little et al. 2000):

1. Location – the place where the historic property was constructed or the place where the historic event took place.
2. Design – the combination of elements that create the form, plan, space, structure, and style of the property.
3. Setting – the physical environment of a historic property.
4. Materials – the physical elements of a property. The property must retain the key exterior materials dating from the period of significance.
5. Workmanship – the physical evidence of the crafts of a particular culture during any given period in history.
6. Feeling – a property’s expression of the aesthetic or historic sense of a particular period.
7. Association – a direct link between an important historic event or person and a historic property.

## 4. HISTORIC CONTEXT

### 4.1. OVERVIEW

The following text is a synthesis of various historical sources on the known history of portions of the Cities of Columbus, Bexley, Whitehall, and Reynoldsburg, as well as Truro Township, Franklin County, and Etna Township, Licking County, Ohio, that make up the APE for this survey report. Pertinent regional information can provide a framework for evaluating the significance of identified resources and suggest research questions about the historical resources in the APE.

### 4.2. FRANKLIN COUNTY AND THE CITIES OF COLUMBUS, BEXLEY, AND WHITEHALL HISTORY

The State of Ohio organized Franklin County on April 30, 1803, named after Benjamin Franklin. The early permanent settlers came primarily from New England, Pennsylvania, and Virginia, but by the late nineteenth century, a large influx of immigrants of German, Russian, and Italian heritage arrived, often living in distinct ethnic enclaves. By 1815, there were several sawmills, gristmills, and distilleries located throughout the county. Construction of the National Road in 1834 (coincides with E. Main Street for most

of the project corridor), spurred development of the city and it facilitated transportation capacity to its environs. The Ohio & Erie Canal was another transportation aid, passing through the southern extent of the county in the 1830s. Development of the local economy boomed with the introduction of rail lines in the mid-nineteenth century. The first railroad was the Columbus & Xenia Railroad in 1850 (Moore 1930; Hooper 1920).

Lucas Sullivant platted Franklinton, one of the first settlements in present-day Franklin County, in August 1797 (Hooper 1920). Joseph Dixon and his wife were the first to settle in Franklinton as Sullivant left the area after the town was laid out. A little over 100 people lived in Franklinton at the time the state established Franklin County and chose the village as the county seat. One of the first acts of the County Court was the erection of a county jail in 1804 (Moore 1930).

Not long after the establishment of Franklinton and Franklin County, influential businessmen and politicians expressed interest in establishing a new city that would serve as the capital of Ohio. On February 21, 1812, the General Assembly approved the location and name of the new city of Columbus, the capital of Ohio. The state established Columbus on the “high banks on the east side of the Scioto River,” opposite the county seat of Franklinton. In 1824, the legislature relocated the county seat from Franklinton to Columbus, due to the growth of Columbus and the frequent flooding of Franklinton. The history of Franklin County thereafter is largely entwined with the growth of Columbus (Hooper 1920; Howe 1907; Moore 1930; Ohio History Central 2014a and 2014b; Lentz 2003).

Early Columbus settlers were largely made up of people of English, Scots, and French descent, along with a few individual families of Native Americans who resisted relocation and several formerly enslaved Black people. Because of ingrained racist attitudes, Columbus’s early Black population was forced to live south of the city along a ravine colloquially known as “Negro Hollow.” By the mid-nineteenth century, patterns of immigration began to change. New immigrants from Ireland and Germany began to arrive in numbers. The Irish were originally concentrated in a small neighborhood where Nationwide Boulevard is located today, and the Germans clustered in south Columbus, where land was cheap. The land they chose was inexpensive for a number of reasons, not least of which was its proximity to tanyards and the use of Peter Ravine (near the aforementioned Black neighborhood) as an open sewer. The Germans built brick homes and started several breweries, which developed into today’s German Village neighborhood and the Brewery District (Lentz 2003).

Another significant wave of immigration began around the turn of the twentieth century, with the arrival of thousands of Italians, settling near an established but small Italian community north of the railyards (today’s Italian Village neighborhood). In addition to the Italians, the early stages of the Great Migration brought hundreds of Southerners, both Black and white, to Columbus seeking factory jobs. Many of the new Black residents settled on the Near East side of Columbus.

Construction of the Ohio Statehouse began in Columbus in 1839 but was not completed until 1861. Columbus’ business district sprang up around the courthouse and developed into a bustling downtown. Franklin County became a center of higher education in the state, home to The Ohio State University, established as a land grant university in 1870. Other institutes of higher learning in Franklin County



include Franklin University, founded in 1902; the Columbus College of Art and Design, founded in 1879; Ohio Dominican University, founded in 1911; and Columbus State Community College, founded in 1963. Columbus has also seen many different industries, including brewing, ironworking, shoemaking, and buggy manufacturing. By the mid-twentieth century, coated fabrics, firefighting equipment, and mining machinery were major industries (OSAHS 1940). Towards the end of the twentieth century, manufacturing declined, but the financial industry boomed, with several large insurance and banking companies occupying large office buildings in downtown Columbus. Health services, government, and education are also major employers, along with clothing brand companies).

Besides Columbus, other communities in Franklin County include Bexley, Worthington, most of Dublin, Canal Winchester, Gahanna, Grandview Heights, Grove City, part of Pickerington, Reynoldsburg, Whitehall, Upper Arlington, and Westerville, among others; all of which developed as small communities serving the needs of local farmers in the nineteenth century. They now serve as part of the greater Columbus metropolitan area. Franklin County remained fairly rural through much of its history, despite having the capitol city. The postwar years saw steady growth, with the county population doubling between 1950 and 2000. Franklin County is now highly developed, with 63 percent of its land area developed, and less than 20 percent under cultivation. The housing stock reflects the late twentieth century steady population growth, with only 11 percent of housing predating 1940. Five percent of housing dates to the 1940s, with roughly equal amounts of housing added each subsequent decade (Ohio Development Services Agency 2017).

The area that would become the City of Whitehall was an agrarian landscape throughout the nineteenth century and the first half of the twentieth century. The name comes from a farm and inn along the National Road by the name of White Hall. A township school was built opposite the farm in 1923, known as the Whitehall School. Slowly, a small community developed around the school, and in 1947, Whitehall became incorporated as a village. The post-WWII years were ones of tremendous growth for the community. Its location on the National Road with abundant open fields and proximity to the City of Columbus made it prime for development. Large tracts of small, single-family houses, townhomes, and the nation's first regional shopping center, Town & Country, sprang up along the National Road, leading to Whitehall becoming the fastest growing community in the country at the time of its incorporation as a city in 1956 (City of Whitehall 2025; McLoughlin 2020).

The City of Bexley began as the Bullit Park and Pleasant Ridge neighborhoods located east of Alum Creek. Wealthy Columbus citizens formed Bullit Park in the late 1800s and the Pleasant Ridge neighborhood developed around Capital University, which was founded in 1876. These neighborhoods were combined and incorporated as the Village of Bexley in 1908, eventually becoming a city in 1932 (Bexley.org 2025).

#### **4.2.1. Truro Township History**

At the eastern end of the APE, Truro Township was established on March 4, 1810, one of the first subdivisions of Franklin County. This township lies within the original Refugee Lands subdivision of Ohio and borders Franklin, Licking, and Fairfield Counties. Big Walnut Creek bisects Truro, which runs north to south, and parallels Blacklick Creek to the east. The township derives its name from the town of Truro,

Nova Scotia, where one of the earliest families immigrated from. Ten families settled here before 1805, discovered that same year by the Palmer, Powell, Medford, and Chaney families from Maine and Pennsylvania (Martin 1858; Moore 1930; Taylor 1909).

These early settlers would rely on the National Road (US-40) for transportation of goods. This abundance in transportation routes, including access to three railroads, was a defining factor in the establishment of the Columbus Quartermaster Reserve Depot (now the Defense Supply Center, Columbus) in 1918. The depot served as a distribution center for military supplies and surplus. It expanded throughout World War I and after World War II, during which, at one point, it was the largest military supply center in the world (Historical Marker Database 2008).

The Ohio Electric Railway was built through Truro along the National Road but was abandoned by 1930. Multiple major thoroughfares ran east to west through the township and led to a residential sprawl moving outward from Columbus. These thoroughfares included East Broad Street and the National Road (now East Main Street or US Route 40) [Moore 1930].

Reynoldsburg was platted in 1831 by John French, originally naming the new town Frenchtown. The new hamlet aligns with the National Road (US-40) near its crossing over Big Walnut Creek. The town was later renamed by residents, choosing to honor the prominent local General James C. Reynolds (Martin 1858; Moore 1930; Taylor 1909).

Today Truro Township is less than half of its original size. It has been largely incorporated into cities, namely Columbus in the west and Reynoldsburg in the east. What remains has been entirely consumed by the urban sprawl of Columbus and developed into a suburb. Columbus' bypass, I-270, bisects the township from north to south and I-70 runs through Truro from east to west. Today, the township has a population of about 33,401 residents. Seventy-three percent of residents work in the private sector, with education/healthcare, retail trade, and waste management being the primary sources of income (NETR 2024; US Census Bureau 2024).

### 4.3. LICKING COUNTY HISTORY

The State of Ohio established Licking County, Ohio on January 30, 1808. The county took its name from the Licking River, which flows through the area. It remained free of eastern incursion until Christopher Gist visited in 1790. By the mid-eighteenth century, Licking County formed part of a region occupied by the Shawnee and Delaware tribes, who established several villages to the east along the Muskingum. Some Shawnee villages likely existed in eastern Licking County during this time. However, the Native presence in the county largely disappeared by the end of the 1700s, although a small village called Raccoon Town remained near Johnstown until the start of the War of 1812 (Hill 1881; Everts 1875; Howe 1888; Tanner 1987).

Licking County covered approximately 663 square miles of territory and ran approximately 22.5 miles north to south and 30 miles east to west. Most of the county was made up of the old United States Military District, land set apart by Congress in June 1796 for the payment of officers and soldiers for services rendered during the War for Independence. A narrow strip of land 2.5 miles wide along the southern



border of the county belonged to the Refugee tract, land dedicated by Congress in April 1798 to the payment of claims of Canadians who supported the Americans in the War for Independence and whose possessions in Canada and Nova Scotia had been confiscated by the British government. Elias Hughes and John Ratliff established the first permanent settlement in 1798. In 1801, Thomas Phillips and Theophilus Rees purchased two thousand acres of land and created what would become the Welsh Hills Settlement, situated in what is now the northeastern quarter of Granville Township, bordering on the McKean Township line, and extending almost to Newark Township. Numerous Welsh immigrants settled within this area. The ancestors of the Welsh Settlement can still be found in the county today. The Methodists organized the first religious meeting in the county in 1803. Samuel Smith platted Newark in 1802 and the state established it as the county seat in 1808 (Hill 1881; Everts 1875; Howe 1888).

In the early nineteenth century, Licking County was a rural area that relied heavily on the export of locally grown grains and livestock. The construction of the Ohio & Erie Canal in 1825 increased agricultural exports from Licking County considerably. Agricultural production boomed again with the introduction of the railroad in 1845. The first railroad built was the Columbus & Lake Erie line, and it was followed in 1883 by three other prominent rail lines passing through Newark. Some of the important industries in Licking County are still active. Owens-Corning operated a plant in the county, and Kaiser Aluminum was another major employer. The retail and service industries were the primary sources of employment, followed by manufacturing, government, education, and agriculture. Recreation was a minor industry, mainly related to servicing the visitors and residents who enjoyed the small portion of Buckeye Lake that extended into the county.

The railroad lines caused the population of Newark to grow rapidly, and several industries were established due to the increased railroad traffic. By the mid-1800s, several stores, a glass works, and an iron manufacturer set up in Newark. A major glass company, Heisey Glass, opened in Newark in 1893 and operated until the 1950s. Many of the other industries established in the nineteenth century did not survive the Great Depression, although the glass industry remained important (Hill 1881; Everts 1875; Howe 1888; OSAHS 1940).

Other communities in Licking County included Granville, Heath, Pataskala, Johnstown, and Utica. James Coe established Granville in 1806 and it was settled by New Englanders; its town design reflected its people's origins. Initially, Granville (and Newark to the east) held promise to develop into a major commercial center, but the town was bypassed by the National Road in the 1830s, which stymied its growth. However, the opening of Denison University in 1831 helped to sustain and shape the character of the town. Heath was a rather new city in the county, incorporated in 1952. However, it grew rapidly as a suburb of Newark and its position near I-70 helped it develop into a bedroom community for Columbus to the west. Heath was notable for supporting the Newark Air Force Base, now the Air Force Metrology and Calibration Program Office. Jacob Conine platted Pataskala in 1851, named after the Native American name for the Licking River. The town developed into a modest commercial center for the township in the nineteenth century, but in the late twentieth century, it exploded with residential and commercial development related to the growth of Columbus. Dr. Oliver Bigelow laid out Johnstown in 1813. The village was largely known for the discovery of a mastodon skeleton in 1926. Major William Robertson platted Utica in 1814. Many settlers from the northern counties of Ireland found homes in and around

Utica. The community experienced a period of prosperity after geologists identified a natural gas field near the village (Hill 1881; Everts 1875; Howe 1888; OSAHS 1940; WPAFB 2018).

Despite the recent growth, Licking County still maintains a largely rural character. Only 12 percent of land cover is developed, while 33 percent is under cultivation and 36 percent is forested. Pasture accounts for another 17 percent. Nevertheless, it is expected that development west of Newark will continue to increase as a major percentage of land use within the county in the coming years. The population of Licking County has grown rapidly over the last half of the twentieth century and into the twenty-first century, absorbing part of the postwar growth of the Columbus metropolitan area. The population added over 60,000 people between 1970 and 2010, with most of that growth occurring since 1990, and stood at about 175,000 people. Housing stocks in the county reflected this growth, with 35 percent of all units built since 1990. The 1960s and 1970s were also periods of housing development with 25 percent of the housing dating to those decades. Older housing units predating 1940 accounted for just fewer than 17 percent of the stock. Agriculture is still a major economic force in the county, with nearly 1,500 active farms averaging 151 acres in size. The largest employment sector is trade/transportation services, followed by health care and education, manufacturing, local government, and professional/business services (Ohio History Central 2017; Ohio Development Services Agency 2017).

#### **4.3.1. Etna Township History**

Etna Township is in the southwestern corner of the county and owes its shortness to fact that it fits between the southern county boundary and the original northern line of the Refugee Lands. Organized in 1833, the township was taken out of Lima Township. John Williams, who immigrated to the area around 1815, was the earliest settler within the modern lines of Etna Township. Among the early settlers were such surnames as Williams, Crouch, Essex, Nelson, Houser, Parkinson, Bergman, and Herron. The Methodists organized the first religious services in 1819-1820, held at Jacob Conine's cabin. They later built the township's first framed church, in 1835. In 1832, the first town laid out in the township was Carthage; Lyman Terrill later suggested the name be changed to Etna. The town was built straddling the alignment of the National Road due to the advantages of the transportation route. However, the emergence of the railroad in 1852 eclipsed the economic benefit of being along the National Road and the growth of the town slowed from that time (Smucker 1876; Brister 1909; Etna Township 2013). Two small crossroads communities developed in the 1800s, Etna and Wagram. The township remained largely rural in character through the twentieth century, although recently it has become the focus of development for large logistics centers for various companies, including some large international firms.

#### **4.4. THE NATIONAL ROAD**

The construction of the National Road was authorized in 1806 during Thomas Jefferson's presidency, creating the first federally funded highway in the United States. This route originated in Cumberland, Maryland, and traveled through modern Pennsylvania, West Virginia, Ohio, Indiana, and ended in Vandalia, Illinois. Construction began in Cumberland, Maryland in 1811 and spanned the following 20 years into the 1830s until it reached Vandalia, Illinois. This highway would prove to be essential to the states it ran through as it spurred the economy by promoting travel and creating new business for taverns and inns, as well as the money that was collected at the roadway toll booths (NPS 2024).

Nearing the mid-nineteenth century, the National Road began to decline. With the introduction of railroads, roads and canals were believed to be less efficient for long distance transport. However, the invention of the automobile would necessitate roadways again near the end of the nineteenth century. When the national route system was created in 1926, the majority of the National Road's alignment was utilized during the construction of US-40. (ODOT 2024). Nearly forty years later, after the implementation of the Federal Aid Highway Act of 1956, I-70 was constructed in 1962. Portions of this highway parallel the National Road (Franklin 2024).

Approximately 11.7-miles of the 13.6-mile BRT corridor is comprised of land previously utilized as the National Road, which traveled near modern E. Main Street and I-70. Five National Road Mile Markers, 249, 248, 254, and 255 remain along this path, the majority have been moved from their original locations to make way for newer development (ODOT GIS 2024).

## 5. HISTORY/ARCHITECTURE ANALYSIS AND RECOMMENDATIONS

### 5.1. OVERVIEW

Using information from the literature review and confirming through visual inspection of the APE, the survey crew identified a total of 42 history/architecture resources over 50 years of age (Table 1) including 40 buildings, 1 park, and 1 object. This table provides a quick comparison of the resources that will be further assessed below. More detailed observations are catalogued in the History/Architecture Resource Table attached in Appendix B. All resources within the APE that are over 50 years of age were photographed (**Error! Reference source not found.**; Appendix D), their important details recorded, and were included in the History/Architecture Resource Table. All these resources were also evaluated for integrity and eligibility for the NRHP.

Table 5-1: History/Architecture Resources over 50 years of age in the APE

Address	Historic/Current Use	Date	Related Station/ Work Area	Photo #	NRHP Status
125 E. Broad St.	Trinity Episcopal Church	1869	3rd St. & Broad St.	2, 3	NRHP Listed: 76001427/ OHI#FRA0008618
34 S. 3rd St.	Ohio Chamber of Commerce	1923	3rd St. & Broad St.	4	not previously evaluated
1 Capitol Sq.	Ohio Statehouse	1861	3rd St. & Broad St.	2, 5	NRHP Listed: 72001011/ NHL: 12/ 22/1977 OHI#FRA0065018
101 E. Town St.	Professional Offices	1971	Greyhound demo. area	6, 7	OHI# FRA1030818; No Formal Determination
111 E. Town St.	Greyhound Bus Terminal (inactive)	1969	3rd St. & E. Rich St. Station & Greyhound demo. area	8, 9	OHI# FRA1039418; Previously Recommended Eligible
141 E. Town St.	Professional Offices	1970	Greyhound demo. area	10, 11	OHI# FRA1014918; No Formal Determination
145 E. Rich St.	Professional Offices	1910	Greyhound demo. area	12, 13	OHI#FRA0693918; Previously Recommended Eligible
232 S. 4th St.	Commercial Retail	1986	Greyhound demo. area	14	not previously evaluated
860-862 E. Main St.	Commercial Retail (vacant)	1960	S. 18th St.	16	not previously evaluated
263 Carpenter St.	Blackburn Park	1924	S. 18th St.	17	not previously evaluated
852-854 E. Main St.	Commercial Retail	1910	S. 18th St.	18	not previously evaluated
844-848 E. Main St.	Commercial Retail	1900	S. 18th St.	18	not previously evaluated
1106-1114 E. Main St.	Restaurant	1884	S. Champion Ave.	20	not previously evaluated
1128-1130 E. Main St.	Service Garage	1972	S. Champion Ave.	21	not previously evaluated
1509-1511 E. Main St.	Commercial Retail	1928	Kelton Ave.	23, 24	not previously evaluated
1505 E. Main St.	Commercial Retail (vacant)	1930	Kelton Ave.	23, 24	OHI# FRA0225319; Previously Recommended Eligible
1553 E. Main St.	Commercial Retail	1965	Kelton Ave.	25	not previously evaluated
1954 E. Main St.	Apartment	1972	Alum Creek Dr. (West)	27	not previously evaluated
1965 E. Main St.	Commercial	1972	Alum Creek Dr. (West)	26	not previously evaluated
2005 E. Main St.	Commercial	1919	Alum Creek Dr. (East)	29	not previously evaluated
2314 E. Main St.	National Road Mile Marker 254	1860	Pleasant Ridge Ave.	31	OHI# FRA0862720; Determined Eligible

2314 E. Main St.	Christ Lutheran Church	1922	Pleasant Ridge Ave.	31, 32	OHI# FRA0034920; Previously Recommended Not Eligible
2344 E. Main St.	Single Family Dwelling/ Professional Office	1912	Pleasant Ridge Ave.	33	not previously evaluated
2352-2358 E. Main St.	Commercial Retail Plaza	1920	Pleasant Ridge Ave.	34	OHI# FRA0035020; Previously Recommended Not Eligible
2353-2359 E. Main St.	Commercial Retail Plaza	1927	Pleasant Ridge Ave.	35	not previously evaluated
3101 E. Main St.	Commercial Retail	1946	James Rd.	36	not previously evaluated
3111 E. Main St.	Commercial Retail	1950	James Rd.	37	not previously evaluated
3143 E. Main St.	Service Station/Commercial Retail	1944	James Rd.	38	OHI# FRA0862620; Previously Recommended Not Eligible
3557 E. Main St.	Commercial Garage	1953	Maplewood Ave.	39	not previously evaluated
3552 E. Main St.	Commercial Retail; Laundromat	1967	Maplewood Ave.	40	not previously evaluated
3566 E. Main St.	Apartment Building	1963	Maplewood Ave.	41	not previously evaluated
3574 E. Main St.	Apartment Building	1963	Maplewood Ave.	41	not previously evaluated
3535 E. Main St.	Commercial Retail; Car Lot	1966	Maplewood Ave.	42	not previously evaluated
5250 E. Main St.	Commercial Retail	1970	Fairway Blvd.	45	not previously evaluated
5300 E. Main St.	Professional Offices	1973	Fairway Blvd.	46	not previously evaluated
5310 E. Main St.	Professional Offices	1973	Fairway Blvd.	46	not previously evaluated
7185 E. Main St.	Post Office	1960	Haft Dr.	49	not previously evaluated
7152 E. Main St.	Professional Offices	1964	Haft Dr.	51	not previously evaluated
7148 E. Main St.	Professional Offices	n/a	Haft Dr.	50	not previously evaluated
14330 National Rd.	Commercial Retail	1968	Eastwood Park & Ride	58	not previously evaluated
14441 National Rd.	Hillview Church	1974	Eastwood Park & Ride	59	not previously evaluated
8995 E. Main St.	State Department of Agriculture Laboratory	1912	Eastwood Park & Ride	60	DOE: 829; SerNo. 500083; Eligible, Criteria A/C

The resources mostly correspond to modern parcel lines. However, there are occurrences where modern parcels have been combined and a single house lot includes two or more parcels; there are also cases where a single building stretches over two or three parcel lines. The County-provided Parcel numbers serve as identifiers in preliminary research and helped to facilitate the field visits, and cross-referencing within the reporting phase. Those numbers were retained for resources that were identified as historical-era resources within each APE. Those numbers can be found on the first column of the History/Architecture Table (Appendix B) and cross-referenced in the photolog (Appendix D). In some



cases, the addresses associated with a given parcel may have changed historically and may not accurately reflect the auditor's information. In the table, field verified (current) addresses are used and any historical alteration of association is explained.

## 5.2. HISTORY/ARCHITECTURE ANALYSIS OF POTENTIAL HISTORIC DISTRICTS IN APE

A new NRHP-eligible historic district is not recommended for delineation within the APE for this project. There are a few variations of vernacular building types throughout the APE; but the fact that most buildings are vernacular does not marry them within a significant type. There are established historic districts in the vicinity of the project alignment, and at points, the APE overlaps an edge of a district boundary. However, the NR-Listed neighborhood district does not include any built resources within the APE. Additionally, after Phase I investigative efforts of resources within the APE, none that were previously drawn out of the established Historic District boundary clearly demonstrated such a strong association with that neighborhood, that they would need to be added into that district. It does not appear that the existing boundary should be altered.

## 5.3. INDIVIDUAL RESOURCES IN THE APE

Generally, within the proposed BRT alignment where at-grade elements of the work will occur and where new station locations are to be constructed, there are no historical-era resources within the existing ROW. Potential ROW acquisitions have been in development throughout this survey effort. As of this reporting, Permanent and Temporary ROW are expected to be required from four parcels that contain NR-Eligible resources. These are:

- ▶ Ohio Statehouse, 1 Capitol Square - Temporary ROW due to ADA grading and signal replacement.
- ▶ Trinity Episcopal Cathedral, 125 E Broad Street - possibility of Temporary ROW if grading is unable to tie-in appropriately.
- ▶ Greyhound Bus Terminal at 111 E. Town Street - Permanent and Temporary ROW for demolition of two buildings within the Greyhound facility.
- ▶ The Saint Vincent Family Center, which fills the parcel northwest of Kelton Avenue and E. Main Street is within the Near East Side Historic District (NRHP 83004287). This parcel will have Permanent and Temporary ROW of roughly 350 square feet at the southeast corner of the parcel for curb and sidewalk integration.

Generally, these acquisitions will be limited to narrow strips along existing modern sidewalks, or intersection curbs, and will not include historically significant elements of the Historic Properties, such as fences, gates, landscaping, or other objects. As such, these acquisitions are recommended as having No Adverse Effects to these four Historic Properties.

The far east Park & Ride location will have multiple new buildings as well as at-grade elements such as parking lots, driveways, curb and drainage, etc. However, the demolition of the Greyhound Bus Terminal at the northeast corner of S. 3rd and E. Rich Streets (address 111 E. Town Street) is a work item that will

remove a historical-era resource. That resource (OHI FRA1039418) has previously been identified as NR-Eligible (Appendix C), and its removal will constitute an Adverse Effect to a Historic Property. The following section has been subdivided by station/infrastructure improvement/demolition work area and enumerates and evaluates above-ground resources that do exist within the APE at each location. The APE for each station was considered to be 150 feet from the above-ground newly constructed elements. At the Eastwood Park & Ride location, such elements will be larger and will modify space outside the existing ROW, so the APE was expanded to include all surrounding parcels, having historical-era resources that might be visually sensitive to the new construction. Similarly, at the larger urban parcel where the Greyhound Bus Terminal buildings are to be demolished, the APE was expanded to include all surrounding parcels, whose historical-era resources might be visually sensitive to the resultant alteration of their existing built environment.

### 5.3.1. Spring Street Terminal

East Main buses will use an existing bus bay at Spring Street Terminal, and no modifications to the existing building are required. The Literature Review information examined during the SRF effort for the project indicated that there had been a previously inventoried OHI resource (FRA0113418) at that location. The existing terminal station was constructed in 2014, replacing a similar bus station that had originally replaced FRA0113418. As such, there are no historical-era resources at that location. Combined with the fact that the existing Spring Street Terminal will not be altered, the undertaking will have No Effect at the Spring Street Terminal.

### 5.3.2. 3rd Street & Broad Street Station

#### **Trinity Episcopal Church (NRHP: 76001427/OHI# FRA0008618)**

Trinity Episcopal Church (NRHP: 76001427/OHI# FRA0008618) is located at 125 E. Broad Street, towards the northeast boundary of the Broad Street Station APE (Appendix A, Figure 18.2, Appendix D, Photos 2, 3). It was built between 1866 to 1869 by Gordon W. Lloyd and serves as a distinctive example of a mid-nineteenth century Gothic Revival church. This Historic Property was determined significant under Criterion C for its significant architecture overcoming Criteria Consideration A for religious resources. It was listed in 1976 and has an Ohio Historic Inventory form (FRA0008618). There is a possibility that the proposed undertaking will require Temporary ROW/work easements along the western edge of this Historic Property's boundary, but associated fencing and other objects will be avoided and no building impacts will occur. Its setting already includes bus stops and other similar modern-day transportation infrastructure, which are not hindering this resource's ability to express its historical significance – it is anticipated that the new construction elements of the undertaking, which will be within visual range of the resource will similarly not diminish its historicity (See Appendix E for visual renderings). As such, the undertaking will have No Adverse Effect to the eligibility of this NR-Listed Historic Property.

#### **Ohio Statehouse (NRHP: 72001011/OHI# FRA0065018)**

The Ohio Statehouse is located at 1 Capitol Square. The western third of the 150-foot APE for the Broad Street Station includes the northeastern corner of this resource's downtown parcel, but that buffer does not reach the building itself (Appendix A, Figure 18.2; Appendix D, Photos 2, 5). This Historic Property



was built in 1861 and is an exemplary example of nineteenth century Classical (Greek Revival) architecture. It has a period of significance ranging from 1839 to 1861 and was determined eligible under Criterion A for its associations with the broad patterns of Politics/Government, as well as Criterion C for its unique and exemplary architecture representing the significant themes during its era. It was listed in 1972. It was previously inventoried as OHI# FRA0065018. The proposed undertaking will have Temporary ROW/work easements, due to ADA grading and signal replacement along the eastern edge of this Historic Property's boundary, but associated objects will be avoided and no building impacts will occur. Its setting already includes bus stops and other similar modern-day transportation infrastructure, which are not hindering this resource's ability to express its historical significance – it is anticipated that the new construction elements of the undertaking, which will be within visual range of the resource will similarly not diminish its historicity (See Appendix E for visual renderings). As such, the undertaking will have No Adverse Effect to the eligibility of this NR-Listed Historic Property.

### **Ohio Chamber of Commerce – 34 S. 3rd Street**

The Ohio Chamber of Commerce, originally the Dispatch building, is located on the corner of S. 3rd and E. Capital Streets, the building filling its lot. The northwestern corner of this parcel lies within the Broad Street Station's 150-foot APE buffer (Appendix A Figure 18.2; Appendix D, Photo 4). This limestone Art Deco office building was built in 1925 and stands six stories tall. Its first two stories are combined to create a one-story entryway with high windows and main door and continues for two-bays on both north and south elevations. The first two stories are topped with a decorative rope band with circular ornamentation. This ornamentation, along with shields and other geometric patterning continues onto the following three stories with pilasters set between each three-bay set of windows. This portion of the building is lined with dentils and some floral detailing. The sixth floor is slightly recessed from the fifth story and lined with eight semi-circular windows. A floral cornice band wraps around the flat roofline along the façade. All windows and doors are modern metal replacements. The majority of the building is a large, brick addition that comprises nearly three quarters of the entire footprint. There is only slight brick detailing along the fifth and sixth stories tying it to the original design.

34 S. 3rd Street is not recommended as eligible for the NRHP. It is a somewhat altered example of a common early- to mid-twentieth century commercial building type that was can be commonly found in urban areas across Ohio. Its modifications have lessened its physical and historical integrity. While it maintains integrity in its aspects of setting and location, it does not adequately express any thematic associations with those aspects in relation to the NRHP criteria. As it is not considered NR-Eligible, the undertaking is considered to have No Effect. No further documentation of this resource is recommended.

#### **5.3.3. 3rd Street & E. Rich Street Station**

##### **Greyhound Bus Terminal (FRA1039418)**

The Greyhound Bus Terminal is located in the southern half of the E. Town, S. 3rd, and S. 4th Streets block. It is the only historical-era resource within the proposed E. Rich Street Station's APE (Appendix A Figure 18.3; Appendix D, Photos 8, 9) and lies immediately to the east. It is further described immediately below.

### 5.3.3.1. Greyhound Bus Terminal APE

As the proposed undertaking intends to remove two existing buildings associated with a previously evaluated NR-eligible resource from the landscape, a larger APE was developed for the Greyhound Bus Terminal in order to properly assess potential effects to other historical-era resources in the immediate surrounding parcels.

#### **Greyhound Bus Terminal (FRA1039418)**

The Greyhound Bus Terminal facility is comprised of three buildings and a masonry wall that surrounds the parcel, connecting the buildings, visually, from most of the S. 3rd, E. Rich, and S. 4th Streets. Gaps in that wall allow access through gates in chain link fencing. The interior of the facility is not accessible to the public, either physically or visually. The Terminal building fills the northern quarter of the parcel, stretching the entire length. There is a smaller, squarer masonry building in the southwestern corner of the parcel and another similar building in the southeastern corner. The Terminal building and the southwestern-most buildings are to be demolished. The one in the southeastern corner will remain. The facility is immediately adjacent to the proposed E. Rich Street station (Appendix A, Figure 18.3; Appendix D Photos 8, 9). It was added to the Ohio Historic Inventory in 2013 during the Mid-Century Modern Columbus 2012-2013 Survey Report (Neutzling 2013). The form preparer did not make any recommendation regarding its NRHP eligibility at that time. Interoffice communication between COTA and the Ohio SHPO in October of 2022 stated that the SHPO NRHP Questionnaire Form group recommended the Greyhound Bus Terminal as eligible for the NRHP under Criterion A as a “downtown transportation hub that developed as part of the Market-Mohawk Urban Renewal planning for re-envisioning downtown Columbus” (Interoffice Communication October 2022 in Appendix C). L&A concurs and reiterates this recommendation. The proposed undertaking necessitates the demolition of the Greyhound Bus Terminal. The demolition will have an Adverse Effect to this Historic Property and further coordination with the SHPO will be necessary.

#### **Yerke Mortgage Company (FRA0693918)**

Yerke Mortgage Company is located at 145 E. Rich Street, southeast of the Greyhound Bus Terminal (Appendix A, Figure 18.3; Appendix D, Photos 12, 13). This Historic Property was built in 1910 and is a four-story, brick, vernacular commercial building. It was inventoried in September of 1979. The form preparer recommended FRA0693918 as Eligible for the NRHP (Patton 1979). As the significance of this Historic Property is tied to its Architecture under Criterion C, it does not rely on its aspect of Setting to a high degree. Specifically, it does not have a particularly sensitive vista as part of that setting. Any alteration to its visible surroundings to the north, where the demolition of the Greyhound Bus Terminal will occur, should not be construed as an Adverse Effect to this Historic Property.

#### **101 E. Town Offices (FRA1030818)**

FRA1030818 is located at 101 E. Town Street, immediately northwest of the Greyhound Bus Terminal (Appendix A, Figure 18.3; Appendix D Photos 6, 7). This resource was built in 1971 and is an example of the Modern Movements style. It was inventoried in November of 2012. The OHI form preparer did not

note any NR-Eligibility recommendation for FRA1030818 (Neutzling 2012). It is a common example of its type and does not retain enough integrity or significance to be recommended as Eligible for the NRHP. As it is not considered NR-Eligible, the undertaking is considered to have No Effect.

### **141 Town Street Offices (FRA1014918)**

The 141 Town Street Offices (FRA1014918) are located at 141 E. Town Street, immediately northeast of the Greyhound Bus Terminal (Appendix A, Figure 18.3; Appendix D, Photos 10, 11). This concrete, New Formalism style office building was built in 1970 and underwent an alteration in 2000. It was inventoried in December of 2011. The OHI form preparer did not note any NR-Eligibility for FRA1014918 (Neutzling 2011). It is a common example of its type and does not retain enough integrity or significance to be recommended as Eligible for the NRHP. As it is not considered NR-Eligible, the undertaking is considered to have No Effect.

### **232 S. 4th Street**

Psychic Gallery is located at 232 S. 4th Street on the southeast corner of S. 4th Street and E. Rich Street, within the southeastern portion of the Greyhound Bus Terminal APE (Appendix A, Figure 18.3; Appendix D, Photo 14). The Franklin County Auditor notates the build date as 1986, however, that is likely the date that it underwent a major alteration as the same building appears on historic aerials as early as 1953. However, that building appears one to two stories tall as its southern neighbor is casting a shadow on 232 S. 4th Street's rooftop. The 1957 aerial confirms that Psychic Gallery is the same height as its neighbor. Later alterations completely obscure any original materials and all stylistic elements have been removed. It was likely a brick commercial storefront like its neighbors but is now clad with stucco and has a modern rooftop. All windows and doors are modern replacements. A balcony addition is located on the second floor of the north elevation. It appears that the one-story wing to rear (east) is likely original, with its exposed brick bearing walls, but its streetside (Rich) fenestration has been completely altered.

232 S. 4th Street is not recommended as eligible for the NRHP. It is an unremarkable example of a common early- to mid-twentieth century commercial building type that was constructed across Ohio. It is significantly modified and has low physical integrity. While it maintains integrity in setting and location, it does not exemplify any thematic associations with those aspects in relation to the NRHP criteria. As it is not considered NR-Eligible, the undertaking is considered to have No Effect. No further documentation of this resource is recommended.

#### **5.3.4. S. Grant Avenue Station**

There are no resources 50 years or older within or adjacent to the S. Grant Avenue Station APE.

### 5.3.5. S. 18th Street Station

#### **Blackburn Park – 263 Carpenter Street**

Blackburn Park is located on the northeast corner of E. Main and S. 18th Streets. The southwestern-most corner of the park is within the northeastern quadrant of the S. 18th Street Station APE (Appendix A, Figure 18.5; Appendix D, Photo 17). The City of Columbus acquired this land, extending north from E. Main Street to Bryden Road, between 18th and Carpenter Streets, in 1924 to develop the park. Further information regarding Blackburn Park history is unavailable and/or inaccessible. It comprises three city blocks and includes the Blackburn Community Center, a spray ground, and tennis, basketball, and futsal courts. Into the mid-1990s, the E. Main Street portion had brick Italianate storefronts in the block northeast of E. Main and 18th Streets. Most of the park lies inside the NR boundary for the Columbus Near East Side Historic District (83004287), but the portion south of E. Cherry Street to E. Main Street is not inside that boundary. The APE here does not touch the NR boundary. It does not appear that this portion of the park has been considered a Contributing Resource to 83004287, and it does not appear that the portion of the park just north of E. Main Street retains enough integrity or significance to be recommended as individually Eligible for the NRHP. As it is not considered NR-Eligible, the undertaking is considered to have No Effect.

#### **860-862 E. Main Street**

This one-story, brick, flat-roof commercial building is located immediately north of the proposed S. 18th Street station, within its APE (Appendix A, Figure 18.5; Appendix D, Photo 16). It is set along the roadway on the north side of E. Main Street. The 1960 commercial storefront building appears vacant and is somewhat altered. All windows and doors appear to be modern replacements. There are two store entrances on the façade. Signage has been partially removed. A tall parapet camouflages the height of the building's flat roof. The west elevation has been painted white. The building is not considered NR-Eligible, and the undertaking is considered to have No Effect.

#### **852-854 E. Main Street**

852-854 E. Main Street is a two-story, brick, flat-roof commercial storefront built in 1910 within the northern half of the S. 18th Street station APE (Appendix A, Figure 18.5; Appendix D, Photo 18). It is aligned with its two neighbors, 860-862 and 844-846 E. Main Street. There are three different storefronts within this commercial building, all of which have been altered with modern doors, windows, and fabric awnings. This portion of the building has been clad with stucco while the second story has decorative brick that exhibits Colonial Revival style elements. Façade brickwork wraps around a portion of the east elevation while the rest of the exterior is clad with stucco. The east elevation has three windows, likely all original locations. A parapet rises slightly above the building's flat roof. The west elevation has been painted white. The building is not considered NR-Eligible, and the undertaking is considered to have No Effect.

### **844-846 E. Main Street**

This historical-era resource was built in 1900 and has few remaining Italianate stylistic elements. It is in the northwest quadrant of the S. 18th Street station APE (Appendix A, Figure 18.5; Appendix D, Photo 18). The building is split into two three-bay storefronts which have been altered. Original brick is exposed slightly though the doors and windows have been recreated and inset into a wooden frame. There are three cloth awnings sheltering both storefronts. Other than the storefronts, the entire building is painted pink. This includes the window lintels; all six limestone windowsills are untouched. The original bracketed cornice is intact with some detailed ornamentation. It is capped with a flat roof. The building is not considered NR-Eligible, and the undertaking is considered to have No Effect.

These three resources in vicinity of the S. 18<sup>th</sup> Street Station are not recommended as eligible for the NRHP. They are unremarkable examples of common late-nineteenth- to mid-twentieth century commercial building types that were constructed across Ohio. All have been somewhat altered and have low physical integrity. While the three resources maintain integrity in setting and location, they do not exemplify any thematic associations with those aspects in relation to the NRHP criteria. As they are not considered NR-Eligible, the undertaking is considered to have No Effect, and no further documentation is recommended.

### **5.3.6. S. Champion Avenue Station**

#### **1106-1114 E. Main Street**

This two-story, rectangular, brick commercial building was built in 1884 and retains some Italianate stylistic elements (Appendix A, Figure 18.6; Appendix D, Photo 20). It is located on the northwest corner of E. Main Street and S. Champion Avenue, within the northwest quadrant of the S. Champion Avenue Station APE. It is supported by a masonry foundation. The first story has two storefront entries, both with modern windows and doors; each storefront is sheltered by separate striped fabric awnings. Both storefronts also appear to have been altered with modern masonry. The second floor has 6-bays of replacement double hung windows. Each window has a limestone sill and a decorative squared arch and keystone. One of these window locations appears to have been halved with a narrow window and limestone surround and sill. A run of limestone blocks is located towards the top of the building and capped with a shed roof. The eaves extend slightly and are wrapped with a decorative band that has symmetrically placed squares along the eave, exposing modillions underneath. The building is not considered NR-Eligible, and the undertaking is considered to have No Effect.

#### **1128-1130 E. Main Street**

Aso Rock Motors LLC is a one-story, L-shaped, vernacular commercial garage built in 1972 (Appendix A, Figure 18.6; Appendix D, Photo 21). A parking lot sets the building back from the roadway on the northeast corner of E. Main Street and S. Champion Avenue; the building's three parcels are in the northern half of the S. Champion Avenue Station APE. It has undergone various alterations over the years to accommodate each business that was once located here. The modern storefront on the west wing is



covered with metal security bars and flanked by a modern garage door; both are sheltered by a flat-roof metal awning. This portion of the building is clad in vertical vinyl siding while the extant brick is visible. The east wing also has two replacement storefronts with metal security bars, though the west elevation storefront is flanked by what appears to be a sliding garage door comprised of vertical metal sheets. This wing also has a clipped edge with a modern door and covered side lights. The entire building is topped with a flat roof. The building is not considered NR-Eligible, and the undertaking is considered to have No Effect.

Neither of these historical-era resources in vicinity of S. Champion Avenue Station is recommended as eligible for the NRHP. They are unremarkable examples of common late-nineteenth and late-twentieth century commercial building types that were constructed across Ohio. These resources have been somewhat altered and have low physical integrity and do not exemplify any thematic associations relation to the NRHP criteria. As they are not considered NR-Eligible, the undertaking is considered to have No Effect, and no further documentation is recommended.

### 5.3.7. Kelton Avenue Station

#### Neighborhood Rehab Center/ McClure-Nesbitt Motor Co. (FRA0225319)

The Neighborhood Rehab Center (historically McClure-Nesbitt Motor Co.) is located at 1505 E. Main Street and within the southwestern quadrant of the Kelton Avenue Station APE (Appendix A, Figure 18.7; Appendix D, Photos 23, 24). This resource was built c. 1925 and is immediately adjacent to 1509-1511 E. Main Street to the east. It was inventoried on August 7, 1975. The form preparer recommended FRA0225319 as Eligible under Criterion C for its Art Deco architecture (Hawk 1975). The proposed undertaking will have no ROW/work easements, and no building impacts will occur. Its setting already includes bus stops and other similar modern-day transportation infrastructure, which are not hindering this resource's ability to express its historical significance – it is anticipated that the new construction elements of the undertaking, which will be within visual range of the resource will similarly not diminish its historicity (See Appendix E for visual renderings). As such, the undertaking will have No Adverse Effect to the eligibility of this Historic Property.

#### 1509-1511 E. Main Street

This two-story, rectangular commercial building was built in 1928 and is vernacular in style (Appendix A, Figure 18.7; Appendix D, Photos 23, 24). It is set along the roadway on the southwest corner of E. Main Street and Kelton Avenue, connected to FRA0225319. Most of its original materials and stylistic elements are no longer present. The large brick building in the rear, which is connected to 1509-1511 by a wooden fence, is a wing of FRA0225319. The brick building is clad in painted stucco and a stone veneer on the façade. All of the original storefront design has been replaced with modern materials including glass blocks. The second floor has a row of bump outs along the façade and east elevation that range between one to two singular square glass panels. A door with a modern metal awning is located towards the rear on the east elevation. All windows and doors are modern replacements and original door, and window locations have been infilled or altered. The roof, while appearing flat, is cross-hipped, and has a slight

stylistic design on the façade including a faux pediment and parapet. The building is not considered NR-Eligible, and the undertaking is considered to have No Effect.

### **1553 E. Main Street**

This historical-era resource was originally a dwelling that was redeveloped as a commercial building. It is within the southeastern quadrant of the Kelton Avenue Station APE (Appendix A, Figure 18.7; Appendix D, Photo 25). It is two-stories tall with a gabled roof. The façade has a one-story permanently enclosed porch whose gable-roof extends slightly from the porch. A one-story addition has been made to the rear. All of its original materials have been replaced or altered. All windows and doors are modern; their original locations have been altered and new ones have been created. A large mural was painted on the west elevation and on the enclosed porch. There is a double-sided fire escape from the west elevation second story that leads from an altered door location. The entire exterior is clad in white stucco except for under each gable peak which is blue. The building is not considered NR-Eligible, and the undertaking is considered to have No Effect.

Neither historical-era resource in vicinity of the Kelton Avenue Station is recommended as eligible for the NRHP. Both are unremarkable examples of common early- to mid-twentieth century residential and commercial building types that were constructed across Ohio. 1509-1511 E. Main Street has been somewhat altered while 1553 E. Main Street has been significantly altered. Both resources have low physical integrity. Despite maintaining their integrity in setting and location, they do not exemplify any thematic associations in relation to the NRHP criteria. As they are not considered NR-Eligible, the undertaking is considered to have No Effect on these two resources, and no further documentation is recommended.

### **5.3.8. Alum Creek Drive Station (west alternative)**

#### **1954 E. Main Street**

This historical-era resource is two-stories tall, brick, and capped with a cross-hipped roof. It is almost entirely within the northern boundary of the Alum Creek Drive station (west alternative) APE (Appendix A, Figure 18.8; Appendix D, Photo 27). Though the Franklin County Auditor website notes that the 1954 Apartments were built in 1972, its architectural form indicates an earlier construction date. It was likely an Italianate style dwelling from the late-nineteenth to early-twentieth centuries. There are two different stone foundations suggesting portions of the building were early additions or that they have replacement foundations. All windows and doors are modern replacements; except for a façade 2/2 window and multipaned door. Some of the original locations appear altered. Façade windows and doors have decorative hoods and sills while the remainder of the building has simple examples. Transoms appear original and some locations have been infilled, or smaller windows have been inset into original locations with the empty space filled. The façade has a small brick stoop addition and the rear has a modern porch addition. There is one altered original porch on the facade with extant columns. All brickwork has been painted white. The façade has a wide cornice band, while the west elevation has a small dentil lined cornice. The building is not considered NR-Eligible, and the undertaking is considered to have No Effect.



## 1965 E. Main Street

McCombe Body Shop is a large, two-story, metal framed commercial garage with a gabled roof and western addition. It is in the southern half of the Alum Creek Drive Station (west alternative) APE (Appendix A, Figure 18.8; Appendix D, Photo 26). The western portion of the building was built in 1969 and is rectangular and clad with vertical vinyl siding. A row of smaller windows lines the middle of the façade and connects to a corner storefront, sheltered by a modern awning. All windows and doors appear to be modern replacements. All doors are covered by a modern fabric awning. A garage and side door are located on the west elevation just before a one-story garage addition, reminiscent of a breezeway. This small addition leads to a second two-story gabled building which has a two-story garage door. They are both modern additions from 2002. There are multiple chimney stacks on this building. The garage breezeway and western addition are also clad with vertical vinyl siding. The entire lot is lined with a black metal fence and gate. The building is not considered NR-Eligible, and the undertaking is considered to have No Effect.

These historical-era resources in vicinity of the Alum Creek Drive Station – west alternative are not recommended as eligible for the NRHP. These residential and commercial buildings are from the late-nineteenth and the early- to mid-twentieth centuries. They are unremarkable examples of common building types that were constructed across Ohio. 1954 E. Main Street has been somewhat altered, and 1965 E. Main Street has been significantly altered. Both have low physical integrity, though they both maintain integrity in setting and location. They do not, however, exemplify any thematic associations with those aspects in relation to the NRHP criteria. As they are not considered NR-Eligible, the undertaking is considered to have No Effect on these two resources, and no further documentation is recommended.

### 5.3.9. Alum Creek Drive Station (east alternative)

## 2005 E. Main Street

2005 E. Main Street is set close to the roadway, within the southern half of the Alum Creek Drive Station (east alternative) APE (Appendix A, Figure 18.8; Appendix D, Photo 29). The one-story, brick, commercial building was constructed in 1919 and underwent a significant alteration/addition in 1961. Large multi-pane industrial windows line the façade, east, and south elevations, a decorative row of brick acts as a lintel. There is a metal door centered on the façade and flanked by these windows. It appears that all the doors and windows are modern replacements. Brick corbeling also lines the cornice. There is heavy vine growth on all four elevations, obscuring most of the building. A gated parking lot is located to the west.

2005 E. Rich Street is not recommended as eligible for the NRHP. It is an unremarkable example of a common early- to mid-twentieth century commercial building type that was constructed across Ohio. It is lightly modified and has low physical integrity. While it maintains integrity in setting, design, and location, it does not exemplify any thematic associations with those aspects in relation to the NRHP criteria. As it is not considered NR-Eligible, the undertaking is considered to have No Effect, and no further documentation is recommended.

### 5.3.10. Pleasant Ridge Avenue Station

#### National Road Mile Marker 254 (FRA0862720)

National Road Mile Marker 254 is located at the southeast corner of the parcel containing the Christ Lutheran Church and is located beside the church's sign (Appendix A, Figure 18.9; Appendix D, Photo 31). This spot is just beyond the northwestern edge of the 150-foot APE buffer for the Pleasant Ridge Avenue Station, but as its parcel is within the APE, it is being evaluated. This milestone is an early reinforced concrete monument type, built c. 1830 – 1860 and altered between c. 1930-1955. It was inventoried in April of 1998 and recommended Eligible for the NRHP under Criterion A for its association with the historic National Road (Brusca & Cowden 1998). The proposed undertaking will have no ROW/work easements in this immediate location, and no physical impacts will occur to this object. Its setting already includes bus stops and other similar modern-day transportation infrastructure, which are not hindering this resource's ability to express its historical significance – it is anticipated that the new construction elements of the undertaking, which will be within visual range of the resource will similarly not diminish its historicity. As such, the undertaking will have No Adverse Effect to the eligibility of this Historic Property.

#### Christ Lutheran Church (FRA0034920)

Christ Lutheran Church, OHI FRA0034920, is located at 2314 E. Main Street, north of the proposed Pleasant Ridge Avenue Station (Appendix A, Figure 18.9; Appendix D, Photos 31, 32). The stone, Romanesque style church was built in 1922 and greatly expanded with an addition that more than doubled its footprint in 1954/1955. It was inventoried in June of 1975 and the form preparer recommended that the resource was Not Eligible for the NRHP (Recchie 1975). L&A recommends that no new information from the current study necessitates any alteration to its existing status. As it is not considered NR-Eligible, the undertaking is considered to have No Effect, and no further documentation is recommended.

#### Gilbert Commercial Block (FRA0035020)

OHI# FRA0035020 is located at 2358 E. Main Street towards the east boundary of the Pleasant Ridge Avenue Station APE (Appendix A, Figure 18.9; Appendix D, Photo 34). The Gilbert Commercial Block is a brick, Tudor Revival style mixed use building. It was built c. 1920s and inventoried in June of 1975. The form preparer recommended this resource as Not Eligible for the NRHP (Recchie 1975). L&A recommends that no new information from the current study necessitates any alteration to its existing status. As it is not considered NR-Eligible, the undertaking is considered to have No Effect, and no further documentation is recommended.

#### 2344 E. Main Street

2344 E. Main Street was originally built as a single-family Craftsman style dwelling in 1918 and is now utilized as a professional office building (Appendix A, Figure 18.9; Appendix D, Photo 33). It is set back

from the road and slightly elevated and accessible from the road by a small set of steps, just north of the E. Main Street and Pleasant Park Avenue intersection. This building lies within the northern portion of Pleasant Park Avenue Station APE. Eastside Counseling is two stories tall and is somewhat altered. Exterior cladding is comprised of stone veneer on the façade and aluminum siding along the rest of the building. The main entry on the façade is covered with a metal hood, likely an addition, and is flanked by two large 4/1 windows to the east. It has a side-gable roof with a centered shed roofline that shelters two sets of two 3/1 windows on the second story facade. Most windows on the main building appear to be original ranging between 3-4/1 iterations; all doors appear to be modern replacements. Some of the original window locations appear to be covered by the west elevation one-story addition. The door on this elevation is sheltered by a decorative forward-gable hood with original modillions. There are smaller one-story additions located at the rear (north). A brick interior chimney extends from the east side of the shed roofline.

2344 E. Main Street is not recommended as eligible for the NRHP. It is an unremarkable example of a common early- to mid-twentieth century residential building type that was constructed across Ohio. It is somewhat modified and has low physical integrity. While it maintains integrity in setting and location, it does not exemplify any thematic associations with those aspects in relation to the NRHP criteria. As it is not considered NR-Eligible, the undertaking is considered to have No Effect, and no further documentation is recommended.

### **2353-2359 E. Main Street**

This is a shopping center, located at 2353-2359 E. Main Street, at the southeast corner of the Pleasant Ridge Avenue Station APE (Appendix A, Figure 18.9; Appendix D, Photo 35). This commercial block is composed of brick and limestone, also with Tudor Revival styling, in a mixed-use building. It was built in 1927 and remodeled in 2006.

2353-2359 E. Main Street is not recommended as eligible for the NRHP. It is very similar to its neighbor across the street which may be a better-maintained example their type, which is a fairly common early- to mid-twentieth century commercial storefront, constructed in urban and suburban settings across Ohio. It is slightly modified and has moderate physical integrity. While it maintains integrity in setting and location, it does not exemplify any thematic associations with those aspects in relation to the NRHP criteria. As it is not considered NR-Eligible, the undertaking is considered to have No Effect, and no further documentation is recommended.

## **5.3.11. James Road Station**

### **Murray's Tool Rental/Sunoco Service Station (FRA0862620)**

Murray's Tool Rental (historically Sunoco Service Station) is located at 3131 E. Main Street, just southeast of the proposed James Road Station (Appendix A, Figure 18.10; Appendix D, Photo 38). It was built in 1944 as a Sunoco Service Station and operated as such until the mid-1960s when it served a commercial retail function. FRA0862620 was inventoried in April of 1998. The form preparer recommended Murray's

Tool Rental as Not Eligible for the NRHP (Griffin 1998). L&A recommends that no new information from the current study necessitates any alteration to its existing status. As it is not considered NR-Eligible, the undertaking is considered to have No Effect, and no further documentation is recommended.

### **3101 E. Main Street**

3101 E. Main Street is a large, two-story, brick, flat-roof professional office built in 1946. It is located immediately south of the proposed James Road Station, within its APE (Appendix A, Figure 18.10; Appendix D, Photo 36). It exhibits original modernistic stylistic elements, nearly all of which are extant. The rectangular building is eight bays wide with the original foundation. All windows and doors appear to be modern replacements; both are only found on the first floor. Facade windows have decorative limestone surrounds with ornamentation under each sill. The singular door also has a similar surround with a different ornamentation above the door. Limestone trim wraps around the middle of both floors, and the second story has paired limestone columns that extend to the roof surface. A wide, limestone cornice band wraps around the flat roof. The building is not considered NR-Eligible, and the undertaking is considered to have No Effect.

### **3111 E. Main Street**

This 1950 commercial building is comprised of two wings: a two-story tall rear (south) wing and a one-story front (north) wing and underwent an alteration/addition in 1981 (Appendix A, Figure 18.10; Appendix D, Photo 37). It is set along the road on the southwest corner of E. Main Street and James Road, within the southeastern quadrant of the James Road Station APE. The vernacular, brick building has been altered and any original stylistic elements have been removed. The entire building has been painted grey and black. The façade's storefront is a modern replacement with a glass block window and stone veneer. All windows and doors appear to be modern replacements. Some of the original window locations have been infilled with masonry and new locations have been created. Both the façade and east elevation have modern light fixtures. The east elevation has two entrances and multiple glass block windows. The building is not considered NR-Eligible, and the undertaking is considered to have No Effect.

Neither of these historical-era resources in vicinity of the James Road Station is recommended as eligible for the NRHP. They are unremarkable examples of common mid-twentieth century commercial building types that were constructed across Ohio. 3111 E. Main Street has been somewhat altered and has low physical integrity, though it maintains integrity in setting and location. 3101 E. Main Street has only been slightly altered and retains moderate physical integrity, as well as integrity in setting, design, and location. However, neither resource exemplifies any thematic associations with those aspects in relation to the NRHP criteria. As they are not considered NR-Eligible, the undertaking is considered to have No Effect on these two resources, and no further documentation is recommended.

### 5.3.12. Maplewood Avenue Station

#### 3557 E. Main Street

Essential Auto Service is a brick commercial garage built in 1953 (Appendix A, Figure 18.11; Appendix D, Photo 39). It is currently vacant. This historical-era resource is set along the main road within the southern half of the Maplewood Avenue APE. It is vernacular in style and is comprised of a one-story flat-roof office and garage and a one-story forward-gable two car garage wing. The main office portion of the building has three garage entries towards the east, flanked by a modern door and a three-pane picture window. There is a metal, boxy awning over this portion of the building. Two garage doors are located on the forward-gable wing to the west and one modern doorway to the east. This wing is an addition from 1972. The building is not considered NR-Eligible, and the undertaking is considered to have No Effect.

#### 3552 E. Main Street

This 1967 concrete block laundromat is located at 3552 E. Main Street (Appendix A, Figure 18.11, Appendix D, Photo 40). It is slightly set back from the road by its asphalt parking lot, within the north portion of the Maplewood Avenue Station APE. It is vernacular in style and has a faux façade that creates an awning over the main entrance and is covered in stucco. This awning is part of the façade itself and is supported by five evenly spaced metal columns. A large commercial sign for the laundromat is located in the center of this blocky awning. The awning shelters multiple modern storefronts; it appears that the easternmost businesses are vacant. The building is not considered NR-Eligible, and the undertaking is considered to have No Effect.

#### 3566 - 3574 E. Main Street

Both of the National Road Apartment buildings were built in 1963 and are identical. They are three-stories tall, rectangular, and structurally composed of brick (Appendix A, Figure 18.11; Appendix D, Photo 41). Both are examples of the Neoeclectic-Neoclassical Revival style, Central Pedimented Portico subtype. They are set back from E. Main Street, slightly elevated from the roadway. They share a parcel which is within the northeast quadrant of the Maplewood Avenue Station APE. They have a pedimented portico supported by doric columns. This portico shelters a two-story brick bump out that has the main door and two-story tall sidelights. The door has a classical decorative surround. Both buildings are 14 bays deep and have low-pitched hipped roofs. The buildings are not considered NR-Eligible, and the undertaking is considered to have No Effect.

#### 3535 E. Main Street

The Shaddai Auto Sales building is located at 3535 E. Main Street, set back from the road by its asphalt dealership lot, in the southwestern quadrant of the Maplewood Avenue Station APE (Appendix A, Figure 18.11; Appendix D, Photo 42). This commercial retail building stands one-story tall with a forward-gable and is vernacular in style. A large commercial business sign is centered under the forward-gable peak and creates a recessed entryway that shelters the storefront. It is supported by mid-century iron columns. A



band of brick wraps both sides of the façade and extends down towards brick flowerboxes. A doorway is centered on the façade and flanked by two large, barred windows. It is clad in white aluminum siding and has a two-panel wide green stripe that wraps around the building. A second entry is located on the east elevation. All doors and windows are modern replacements and it appears that window locations on the façade have been altered. The building is not considered NR-Eligible, and the undertaking is considered to have No Effect.

None of these historical-era resources in vicinity of the Maplewood Avenue Station are recommended as eligible for the NRHP. They are all unremarkable examples of common mid-twentieth century residential and commercial building types that were constructed across Ohio. All are slightly altered and have low to moderate physical integrity. Both 3566 and 3574 E. Main Street maintain their integrity in setting, design, and location, while the other three resources only main integrity in setting and location. None of these resources exemplify any thematic associations with those aspects in relation to the NRHP criteria. As they are not considered NR-Eligible, the undertaking is considered to have No Effect on these resources, and no further documentation is recommended.

### **5.3.13. S. Hamilton Road Station**

There are no resources 50 years or older within or adjacent to the S. Hamilton Road Station APE.

### **5.3.14. Fairway Boulevard Station**

#### **5250 E. Main Street**

Cap City Motors LLC was built in 1970. It is a one-and-a-half story, vernacular, commercial building (Appendix A, Figure 18.13; Appendix D, Photo 45). It is slightly set back from the main road by its parking lot, located on the northwest corner of E. Main Street and Fairway Boulevard, and its parcel is at the northwestern edge of the Fairway Boulevard Station APE. The western portion of the façade has three garage doors, each separated by brick columns. A modern storefront is located on the east portion of the façade, indicated by a slight bump out that creates an entryway. It is accessible by a poured concrete pad and ramp. There is a stone veneer under the windows and ending at the foundation. The rest of the building is clad with painted stucco. Painted wooden panels are located on the east elevation and extend to the rear from the wrapped around façade. It is capped with a flat roof. The building is not considered NR-Eligible, and the undertaking is considered to have No Effect.

#### **5300 - 5310 E. Main Street**

These professional office buildings are located at 5300 and 5310 E. Main Street within the East Main Professional Campus (Appendix A, Figure 18.13; Appendix D, Photo 46). Both are on the northeast corner of E. Main Street and Fairway Boulevard and within the northeast quadrant of the Fairway Boulevard Station APE. They are both examples of the International style, 1950-1980 subtype. While the buildings are identical, they have different orientations. They are both two stories tall, 10 bays deep, and plainly dressed. There is a slight brick bump out one bay wide that extends from the second bay to the last bay.

Windows appear structural; a two-story metal frame extends towards the rooftop and holds two large glass panels on both floors with a metal sheet placed between the two. A metal band wraps around the cornice. The building is not considered NR-Eligible, and the undertaking is considered to have No Effect.

These three historical-era resources in vicinity of Fairview Boulevard Station are not recommended as eligible for the NRHP. They are all unremarkable examples of common mid-twentieth century commercial building types that were constructed across Ohio. 5250 E. Main Street has been somewhat altered and has low physical integrity. It maintains its integrity in location and setting. Both East Main Professional Campus buildings have been slightly altered and have high physical integrity. They maintain integrity in location, design, setting, and materials. Despite this, none of the three buildings exemplify any thematic associations with those aspects in relation to the NRHP criteria. As they are not considered NR-Eligible, the undertaking is considered to have No Effect on these resources, and no further documentation is recommended.

### **5.3.15. Brice Road Station**

There are no resources 50 years or older within or adjacent to the Brice Road Station APE.

### **5.3.16. Haft Drive Station**

#### **7185 E. Main Street**

The Reynoldsburg post office was built in 1960 and is comprised of a hipped roof façade with a centered forward-gable and a rear flat roofed section (Appendix A, Figure 18.15; Appendix D, Photo 49). It sits on two parcels and is at the southeastern edge of the Haft Drive Station APE. It is a vernacular, brick, one story civic building. The centered forward-gable on the façade acts as a pedimented entrance, as well as the metal overhang supported by simplistic metal columns. This overhang shelters multiple large pane picture windows that are topped with decorative metal sheets. A double door entry with sidelights and transom are located on the east side of the façade. There are a handful of brick pilasters around the façade. A two-part steeple is centered within the ridgeline of the hipped roof. The rear portion (south) of the building has a flat roof. It has a slightly elevated significance per its association with the broad theme of the Post Office history, but it is an unremarkable example of the type and theme. The building is not considered NR-Eligible, and the undertaking is considered to have No Effect.

#### **7152 E. Main Street**

7152 E. Main Street is a two-story, rectangular, brick professional commercial office building that was built in 1964 and is vernacular in style (Appendix A, Figure 18.15; Appendix D, Photo 51). The office is set back from E. Main Street by its parking lot, located in the northern half of the Haft Drive Station APE. It has a three-bay façade with decorative concrete bump outs between the windows on the first and second floor which display various business signs. These bump outs continue onto the west elevation where a two-story brick bump out entrance is located in the center of the elevation. This entrance has a modern door and sidelights, as well as a large transom that extends to the second story. All windows and doors

appear to be double hung replacements. It appears that the rear (north) wing is a modern addition with no windows past this entryway bump out, though there is an entrance with a hipped metal awning. The façade has a flat roof, while the modern addition has a metal hipped roof. The building is not considered NR-Eligible, and the undertaking is considered to have No Effect.

### **7148 E. Main Street**

Some parcel data from the Franklin County Auditor lists 860-862 E. Main Street as built in 2011, however, more accurate data in another portion of that website notes that it was built in 1890 with an alteration in 2009. This is more in keeping with its Gabled-Ell form which typically dates from the late-nineteenth to early-twentieth centuries (Appendix A, Figure 18.15; Appendix D, Photo 50). It is located northwest of the proposed Haft Station, within its APE. Unlike its neighbors, this converted professional office space is set close to the roadway. Its original fenestration has been altered, as the forward gable is only 1-bay wide. All windows and doors are modern replacements; it appears that original window locations have been covered. The inner porch has been entirely replaced with a metal hood, metal column and railing, and a concrete pad. Exterior cladding is comprised of replacement vinyl siding, except for the forward gable wings first floor that is covered with a stone veneer. It has a replacement vinyl roof and no chimney. The building is not considered NR-Eligible, and the undertaking is considered to have No Effect.

These three historical-era resources in vicinity of Haft Drive Station are not recommended as eligible for the NRHP. These buildings are from the late-nineteenth and mid-twentieth centuries; they are all unremarkable examples of common building types that were constructed across Ohio. 7185 E. Main Street has been slightly altered and maintains integrity in location, design, and setting. 7152 E. Main Street has been significantly altered, and 7148 E. Main Street has been somewhat altered; both only maintain integrity in location and setting. None of these resources exemplify any thematic associations with those aspects in relation to the NRHP criteria. Therefore, the addition of an aboveground resource will have No Adverse Effect to either resource. As they are not considered NR-Eligible, the undertaking is considered to have No Effect on these resources, and no further documentation is recommended.

### **5.3.17. Taylor Road Station (north and south platforms)**

There are no resources 50 years or older within or adjacent to the Taylor Road Station APE, for either north or south platforms.

### **5.3.18. Eastwood Park & Ride APE**

#### **Ohio Department of Agriculture (DOE: 829, Ser. No. 500083)**

This state laboratory complex has not been recorded in the OHI, neither the individual buildings nor the complex as a whole, but it had previously been assessed for potential effects from the construction of a cellular communications tower in 2001 (DOEID829; SerNo 500083). That tower is located at 8550 East Main Street, approximately 0.5 miles west of the complex. During the review process, SHPO indicated that the complex itself was not eligible for NRHP district status, because of “large-scale integrity issues related

to new construction.” That same letter from Mark Epstein to Ralph Wilcox dated February 5, 2002, indicated that four buildings within the complex (Buildings 1, 2, 10, 12) exhibited individual eligibility under Criterion A and that Building 1 also exhibited individual eligibility under Criterion C (Appendix A, Figure 18.7; Appendix D, Photo 60). The Section 106 compliance survey report that generated the determination was only partially available for review. It is assumed that the individual buildings are documented and discussed in that report. Additionally, because the report was not available, it is uncertain exactly which buildings are referenced by the numeration. Building 1 is clearly the original Administration building at the north center of the complex (Photo 60). Buildings 2, 10, and 12, if they all remain are assumed to retain their individual associative significance. The letter further acknowledged that the 2001 tower would be visible from these resources, it concurred with the consultant that the undertaking would not affect the qualities that make the four un-inventoried resources significant and reached a determination of No Adverse Effect for that project. L&A reasserts that following the construction of that 2001 tower, despite its visibility, the facility remains eligible. Though the BRT project is admittedly a different kind of project, and the end of line facility a different scale of new construction, the principal seems to have been established that the NR-eligible resource does not have a particularly sensitive visual setting. Therefore, L&A recommends that the proposed E. Main Street BRT undertaking will also have No Adverse Effect to these resources. As these resources do not have inventory documentation, none are attached to this report.

The four DOE resources: Ohio Department of Agriculture Consumer Analytical Laboratory, Buildings 1, 2, 10, 12 (DOEID829; SerNo 500083) will have an acute view of the proposed undertaking. The above-ground elements at the Eastwood Terminal Park & Ride facility will be a new construction within the general setting of these four Historic Properties and will change the function of the land-use across a four-lane US route from the Historic Property. However, it does not appear that the State Lab relies heavily on its aspect of Setting, particularly of any vista from the facility outward. Instead, the significance of the Historic Property is primarily derived from its association with the broad pattern of Government, Agriculture, and Public Works, reflected in the architecture of the remaining buildings from its initial period. The effect of the undertaking will not be adverse to any of the individual buildings or to the facility as a whole.

### **14330 National Road SW**

This historic-era resource was built in 1968 and has an L-Shape plan (Appendix A, Figure 18.7; Appendix D, Photo 58). The commercial building is set back from the National Road (US40/E. Main St.) and is within the easternmost portion of the Eastwood Park & Ride Terminal APE; its parcel is adjacent to the proposed Eastwood Park & Ride Terminal Construction Limits. It is vernacular, with one forward-gabled wing and one flat roofed wing. Both sections are clad in vertical metal paneling. There are only two windows on the entire building; both horizontal sliders are located towards the façade on the southern wing. That wing also has an Ohio Boatworks sign under the gable peak and a modern awning over the main doorway. Both wings have garage doors: the southern wing has three and the western wing has one. They also both have metal entrance doors. It is unclear if the westernmost portion of the west wing is an addition or if it only has a different metal paneling than the rest of the building. The building is not considered NR-Eligible, and the undertaking is considered to have No Effect.

## 14441 National Road

The Hillview Church was built in 1974 and is located on the southern side of National Road (US40/E. Main St.), slightly set back from the main thoroughfare (Appendix A, Figure 18.7; Appendix D, Photo 59). This historic-era resource is within the southeast portion of the Eastwood Park & Ride APE. It is a one-story, brick, vernacular church inspired by various styles and exhibits these elements through its original stained-glass Gothic Revival inspired windows, Federal inspired door surround, and Classical inspired pedimented porch supported by simplistic columns. The porch is accessible by a concrete set of stairs and leads to an original door. It appears that the horizontal slider windows inset into the foundation are replacements. A two-part steeple sits atop the forward-gable roof closest to the entrance. The building is not considered NR-Eligible, and the undertaking is considered to have No Effect.

Neither of these two historical-era resources in vicinity of the Eastwood Park & Ride is recommended as eligible for the NRHP. They are unremarkable examples of common mid-twentieth century building types that were constructed across Ohio in great numbers. Both have been somewhat altered and maintain integrity in setting and location, and 14441 National Road also maintains integrity in design. Despite this, neither resource exemplifies any thematic associations with those aspects in relation to the NRHP criteria. As they are not considered NR-Eligible, the undertaking is considered to have No Effect on these two resources, and no further documentation is recommended.

## 6. SUMMARY AND CONCLUSIONS

Under contract with Kimley-Horn and Associates, Inc., Lawhon and Associates, Inc. (L&A) completed a Phase I History/Architecture Survey Report for the COTA East Main BRT from the City of Columbus, Franklin County, to Etna Township, Licking County, Ohio. The proposed project will construct 17 individual bus stations along the BRT alignment which spans approximately 13.6 miles through four different cities and two townships. Individual station locations along the road vary; most will act as islands in the median between all four lanes, while one pair are along the north or south sides of the roadway. Roadway markings throughout the project area will be repainted, indicating the BRT dedicated lanes, with bikeway and sidewalk improvements in certain locations along the route. The project will demolish two buildings - the existing Greyhound Bus Terminal (OHI: FRA1039418) and a small maintenance building at 111 E. Town Street.

COTA is also intending to build a new Park & Ride facility in a previously undeveloped area at the east end of the route. As part of the BRT project, the site would be developed into an end-of-line facility which includes parking, bus bays, landscaping, and passenger amenities and driver facilities. This east end facility will lie on the north side of E. Main Street, immediately south of newly constructed Eastwood multi-family housing complexes, opposite the State of Ohio Department of Agriculture facility.

The APE for this project concerning history/architecture resources includes all resources, 50 years and older: 40 buildings, 1 park, and 1 object – totaling 42 resources. Within or directly adjacent to the planned station locations, the APE is a buffer of 150 feet. At the Eastwood Park & Ride facility and at the former



Greyhound Bus Terminal's parcel, the APE was expanded to include potential visual impacts to neighboring parcels.

L&A completed a PSF for this project in the winter of 2024 which identified several previously inventoried resources within the project's APE. The results of that preliminary effort identified three NRHP Historic Properties located within the APE: Trinity Episcopal Church (76001427), Ohio Statehouse (72001011), and the Columbus Near East Side Historic District (83004287). There are no NRHP resources entirely within any of the APEs, all three are adjacent, their boundaries intersected by the buffer. None of these three resources has a particularly sensitive visual aspect to their eligibility. Admittedly, their settings are important, but their significance tends to be tied to their associations with broad themes under Criterion A, and with their more physical architectural details under Criterion C.

There are 11 extant Ohio Historic Inventory (OHI) resources within the APE. Two of those are listed on the NRHP: Trinity Episcopal Church (OHI# FRA0008618) and Ohio Statehouse (OHI# FRA0065018). Four of the extant OHI resources had previously been evaluated as NR-Eligible: FRA1039418, FRA0693918, FRA0225319, and FRA0862720. Those four resources are significant for their associations with broad themes under Criterion A, individuals under Criterion B, and with their individual architectural details under Criterion C. Their aspects of Setting are not particularly sensitive to new visual elements in their broader surroundings.

There is one Determination of Eligibility (DOE) resource located within an APE (DOE: 829, SerNo. 500083). It is the State of Ohio Department of Agriculture facility at 8995 E. Main Street; it does not have a correlating OHI form, or other previous documentation, nonetheless, it is a Historic Property. It will remain Eligible for the NRHP, as the proposed undertaking will have No Adverse Effect on the State of Ohio Department of Agriculture facility and its historical-era buildings. This NR-Eligible resource is significant for its associations with the broad themes of Government, Agriculture, and Public Works under Criterion A, and for its architectural expression of the remaining buildings from its initial period individuals under Criterion C. The aspect of Setting is not particularly sensitive beyond the large parcel that this resource occupies (i.e., vistas or viewsheds from the property), but its internal Setting (i.e., layout) is important. It does not appear to be particularly threatened by new visual elements in its broader surroundings.

The current investigations examined all these parcels and resources to determine if the existing resources were eligible for the National Register of Historic Places (NRHP) and made the following recommendations:

- ▶ **NRHP Historic District:** None are newly recommended.
- ▶ **NRHP: 83004287,** Near East Side Historic District. No Adverse Effect.

Previously Evaluated Resources:

- ▶ **NRHP: 72001011 / OHI: FRA0065018,** Ohio Statehouse, remains Eligible. No Adverse Effect.
- ▶ **NRHP: 76001427 / OHI: FRA0008618,** Trinity Episcopal Cathedral, remains Eligible. No Adverse Effect.

- ▶ **DOE: 829, Ser. No. 500083**, State of Ohio Agriculture Department at 8995 E. Main Street, remains Eligible. No Adverse Effect.
- ▶ **FRA1039418**, Greyhound Bus Terminal at 111 E. Town Street, remains Eligible. Adverse Effect.
- ▶ **FRA0225319**, Neighborhood Rehabilitation Center/McClure-Nesbitt Motor Co. at 565 E. Broad Street, remains Eligible. No Adverse Effect.
- ▶ **FRA0693918**, Yerke Mortgage Co. at 145 E. Rich Street, remains Eligible. No Adverse Effect.
- ▶ **FRA0862720**, National Road Mile Marker 254 at SE corner of E. Main Street and Dawson Avenue, remains Eligible. No Adverse Effect.
- ▶ **FRA0034920**, Christ Lutheran Church at 2314 E. Main Street, Not Eligible, Lawhon & Associates, Inc. reiterates.
- ▶ **FRA0035020**, Gilbert Commercial Block at 2358 E. Main Street, Not Eligible, Lawhon & Associates, Inc. reiterates.
- ▶ **FRA0862620**, Murray's Tool Rental/Sunoco Service Station at 3131 E. Main Street, Not Eligible, Lawhon & Associates, Inc. reiterates.
- ▶ **Newly Inspected Resources:** None recommended as NR-Eligible.
- ▶ Recommended for Phase II Study: None recommended.

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## APPENDIX A: FIGURES

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# APPENDIX B: HISTORY/ARCHITECTURE RESOURCE TABLE



# APPENDIX C: CORRESPONDENCE



# APPENDIX D: PHOTO LOG



## APPENDIX E: CONCEPTUAL RENDERINGS

