



EI-20490

June 26, 2014

Melanie Yasbin
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600 Baltimore Ave., Suite 301
Towson, Maryland 21204

RE: Cultural Historic Resource Survey for the Joint Use of the Louisville and Indiana
Railroad in Louisville, Jefferson County, Kentucky
CRA Project No.: K14L002
Contract Publication Series No.: 14-133

Dear Ms. Yasbin:

Enclosed find two copies of the report for the above referenced project. We have forwarded one copy along with the site forms and a CD with photographs to Craig Potts, State Historic Preservation Officer at the Kentucky Heritage Council, on your behalf. The enclosed copies are for your files.

Please find the invoice enclosed.

Thank you very much; we appreciate your business. If you have any questions, or if we can be of further assistance, please do not hesitate to give us a call.

Sincerely,

Charles M. Niquette, RPA
President

cc: Craig Potts

crh

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CULTURAL HISTORIC RESOURCE SURVEY FOR THE JOINT USE OF THE LOUISVILLE AND INDIANA RAILROAD IN LOUISVILLE, JEFFERSON COUNTY, KENTUCKY



by
Holly B. Higgins, MS

Prepared for

***The Law Offices of
Louis E. Gitomer, LLC***

and

***Surface Transportation
Board***

Prepared by



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May 16, 2014

Lead Agency: Surface Transportation Board
Kentucky Heritage Council Project Registration Number FY 14-1769

ABSTRACT

In April 2014, Cultural Resource Analysts, Inc., personnel completed a cultural historic resource survey for the joint use of the Louisville and Indiana Railroad in Louisville, Jefferson County, Kentucky. The survey was conducted at the request of Melanie Yasbin of The Law Offices of Louis E. Gitomer, LLC, on behalf of CSX Transportation, Inc., and the Louisville and Indiana Railroad Company, Inc.

The project involves the joint use by CSX Transportation, Inc., and the Louisville and Indiana Railroad Company, Inc., of the Louisville and Indiana Railroad's 106.5 mi railroad line between its connection with CSX Transportation, Inc., in Indianapolis, Indiana, milepost 4.0±, and its connection with CSX Transportation, Inc., in Louisville, Kentucky, milepost 110.5±, including designated sidings and turnouts. CSX Transportation, Inc., plans to fund certain upgrades of the line to remove height and weight restrictions in Indiana. There will be no construction on the Kentucky portion of the line. Once the upgrades are complete, an additional 13 trains a day will be run on the line. The Kentucky Heritage Council (State Historic Preservation Office) requested a cultural historic survey of the Kentucky portion of the project in order to account for the additional noise and vibration associated with the increased train traffic. The proposed project is located in west Louisville, northern Jefferson County, and comprises approximately 1.5 mi of rail line from the Kentucky border with Indiana to Union Station. Through consultation with the Kentucky Heritage Council, the area of potential effect for the project was defined to include those resources located within the 70 dBA contour for the upgraded line, as defined by the noise studies conducted for the Environmental Assessment for the project.

Prior to initiating fieldwork, personnel initiated a review of records maintained by the Kentucky Heritage Council to determine if previously recorded cultural historic resources were located in the area of potential effect. This inquiry revealed eight previously surveyed resources within the area of potential effect, five of which (JFWP 148, the Monon Freight Depot; JFWP 149, the Schlenbaker National Foundry and Machine Company; JFSW 401, Union Station; JFSW 404, Whiteside Bakery; and JFSW436, the Axton-Fisher Tobacco Warehouse) are currently listed and three of which (JFWP 164, the Pennsylvania Railroad Freight Depot; JFWP 327, the Pennsylvania Railroad Bridge, and JFWP 528, the Peaslee-Gaulbert Paint Manufacturing Complex) have been determined eligible for listing in the National Register of Historic Places. Thirty additional, previously unidentified historic resources 50 years of age or older (Sites 3, 5, 8-23, 25, 27-37 [JFWP 614-616, JFWR 3825-3841 and JFSW 979-988]) were also identified and documented during the field survey. Three of these sites (Site 29 [JFSW 980], St. Augustine Roman Catholic Church and School; Site 32 [JFSW 983], an industrial warehouse; and Site 34 [JFSW 985], the Louisville Stove & Tin Company) and the 10 Deco Modern Public Works Administration bridges (Sites 5, 10, 12, 16, 19, 21, 23, 25, 31, and 36 [JFWP 615, JFWR 3826, 3828, 3832, 3835, 3837, 3839, 3840, JFSW 982 and 987]) are recommended eligible for listing in the National Register of Historic Places.

Cultural Resource Analysts, Inc., recommends that the proposed project will result in no adverse effect to the 5 sites currently listed in, and the 16 sites recommended eligible for listing in, the National Register of Historic Places. Because the project area is historically associated with the railroad, increased rail traffic will not diminish any qualities of these properties for which they are eligible for listing in the National Register of Historic Places. As such, Cultural Resource Analysts, Inc., recommends that no historic properties will be adversely affected by the proposed project due to the area's historic association with the railroad.

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I. PURPOSE OF REPORT

In April of 2014, Cultural Resource Analysts, Inc. (CRA), personnel completed a cultural historic resource survey for the joint use of the Louisville and Indiana Railroad in Louisville, Jefferson County, Kentucky (Figure 1). The proposed project is located in the west end of Louisville, northern Jefferson County, and comprises approximately 1.5 mi of rail line running from the Kentucky border with Indiana to Union Station. The survey was conducted at the request of Melanie Yasbin of The Law Offices of Louis E. Gitomer, LLC, on behalf of CSX Transportation, Inc. (CSXT), and the Louisville and Indiana Railroad Company, Inc. (L&I).

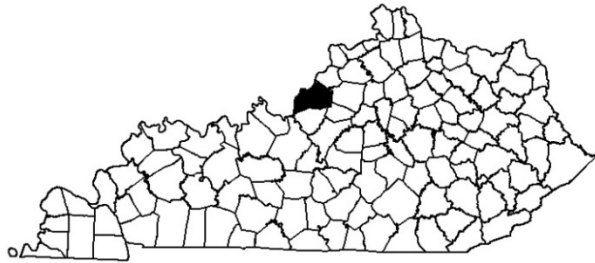


Figure 1. Map of Kentucky showing the location of Jefferson County.

The purpose of the survey was to:

- 1) identify and document all cultural historic sites (aboveground resources 50 years of age or older) located within the area of potential effect (APE);
- 2) evaluate their eligibility for listing in the National Register of Historic Places (NRHP) and recommend boundaries, if eligible; and
- 3) evaluate the effect of the project on any properties included in, or eligible for listing in, the NRHP.

The project involves the joint use by CSXT and L&I of L&I's 106.5 mi railroad line between its connection with CSXT in Indianapolis, Indiana, milepost 4.0±, and its connection with CSXT in Louisville, Kentucky, milepost 110.5±, including designated sidings and turnouts. CSXT plans to fund certain upgrades of the line to remove height and weight restrictions in Indiana. There will be no

construction on the Kentucky portion of the line. Once the upgrades are complete, CSXT plans to run an additional 13 trains a day over the entire line. The Kentucky Heritage Council (KHC, SHPO) requested a cultural historic survey of the Kentucky portion of the project in order to account for the additional noise and vibration associated with the increased train traffic. In consultation with KHC, and for the purpose of the cultural historic survey, the APE was defined to include areas surrounding the line that would experience an increase to 70dBA, as defined by the noise studies conducted during the Environmental Assessment for the project (Figures 2–3). The APE was developed to take into consideration the scale and nature of the proposed project. It encompasses the area in which the proposed project may directly or indirectly affect historic properties.

The survey was conducted to comply with federal regulations concerning the impact of federal actions on sites and structures listed in, or eligible for nomination to, the NRHP. These regulations include Section 106 of the National Historic Preservation Act of 1966 and the regulations published in the Code of Federal Regulations at 36 CFR Part 800. Federal actions include the use of federal funds or the granting of a federal permit. CSXT and L&I filed an application pursuant to 49 U.S.C. §11323(a) (6) and 49 C.F.R. Part 1180 seeking approval from the Surface Transportation Board (STB) for the joint use. The STB's regulations in 49 C.F.R. § 1105.7(e)(6) require a noise analysis if rail traffic would increase by at least 100 percent as measured by annual gross ton miles, by eight or more trains per day, or if carload activity at rail yards would increase by at least 100 percent. Since the predicted rail traffic increase on L&I's line is to 20 trains a day, a noise analysis is required (Office of Environmental Analysis 2013:3-57).

The following report is a summary of the survey findings. Holly Higgins and Kathy Martinolich of CRA completed the work described herein during the month of April 2014. Fieldwork for the cultural historic survey was completed in approximately 20 personnel hours on April 15, 2014. Weather was cold, rainy, and windy. Eight previously surveyed

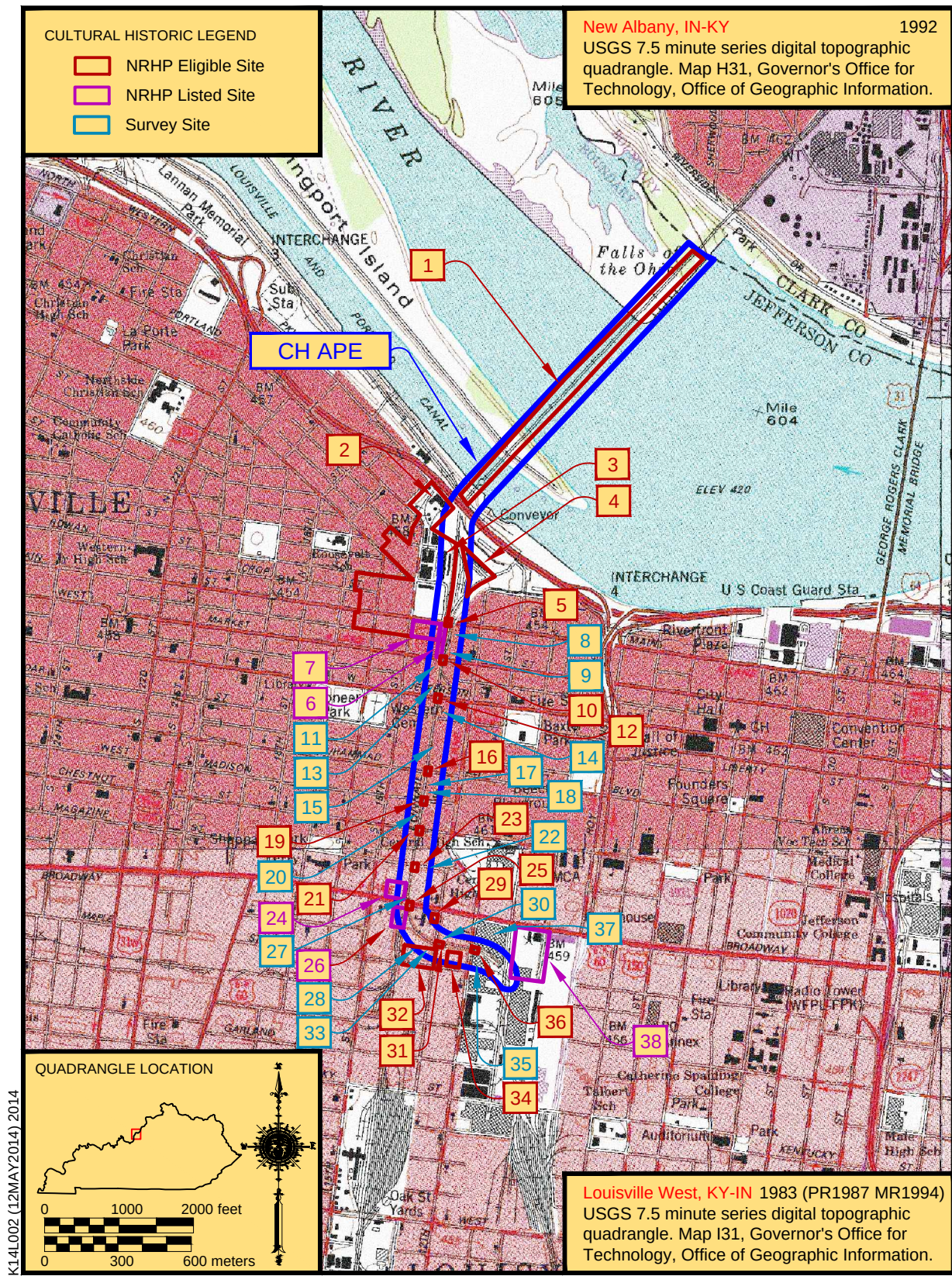


Figure 2. Topographic map depicting the locations of Sites 1-38 within the APE.

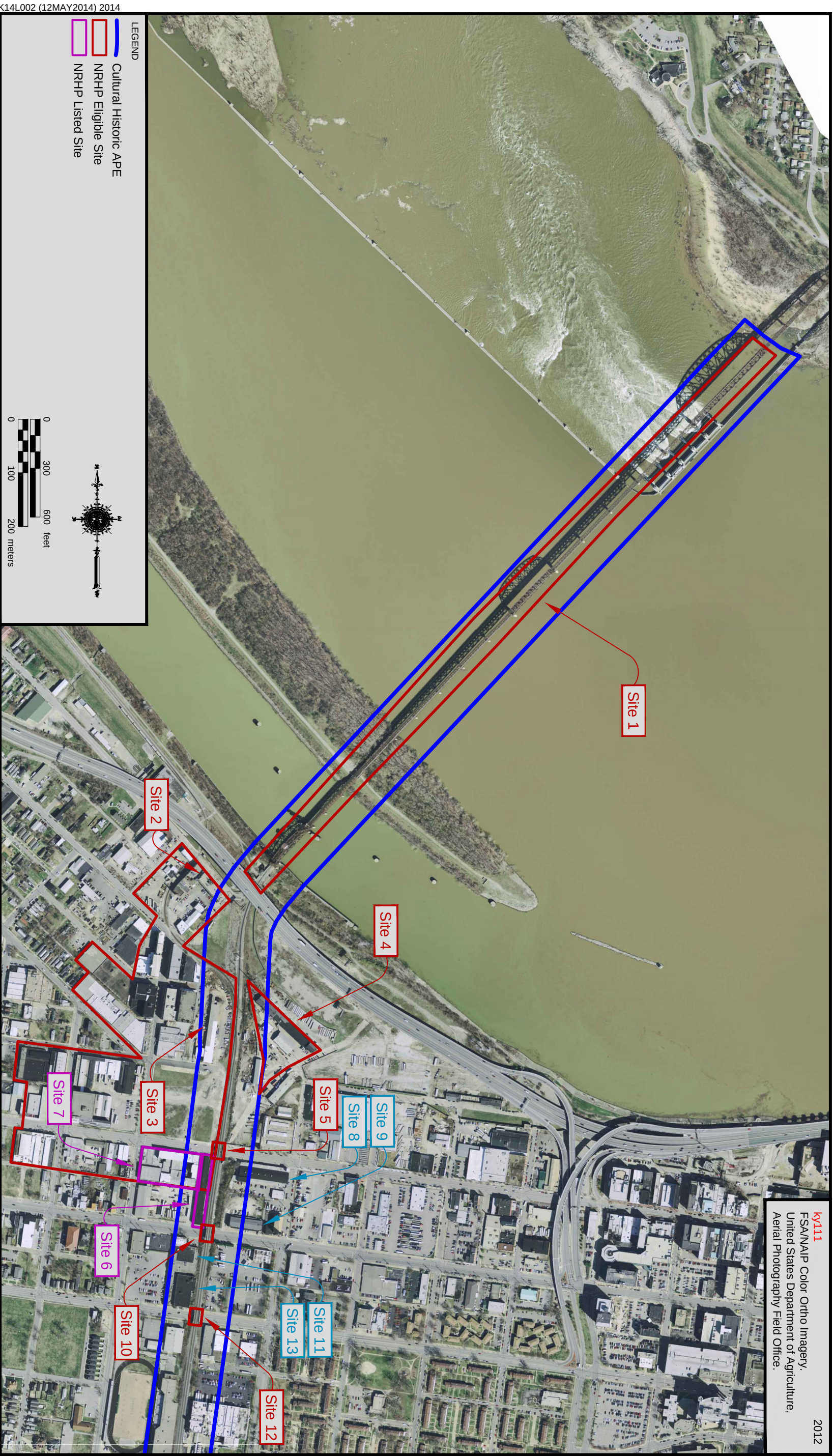


Figure 3a. Aerial depicting the APE and the locations of Sites 1-38.

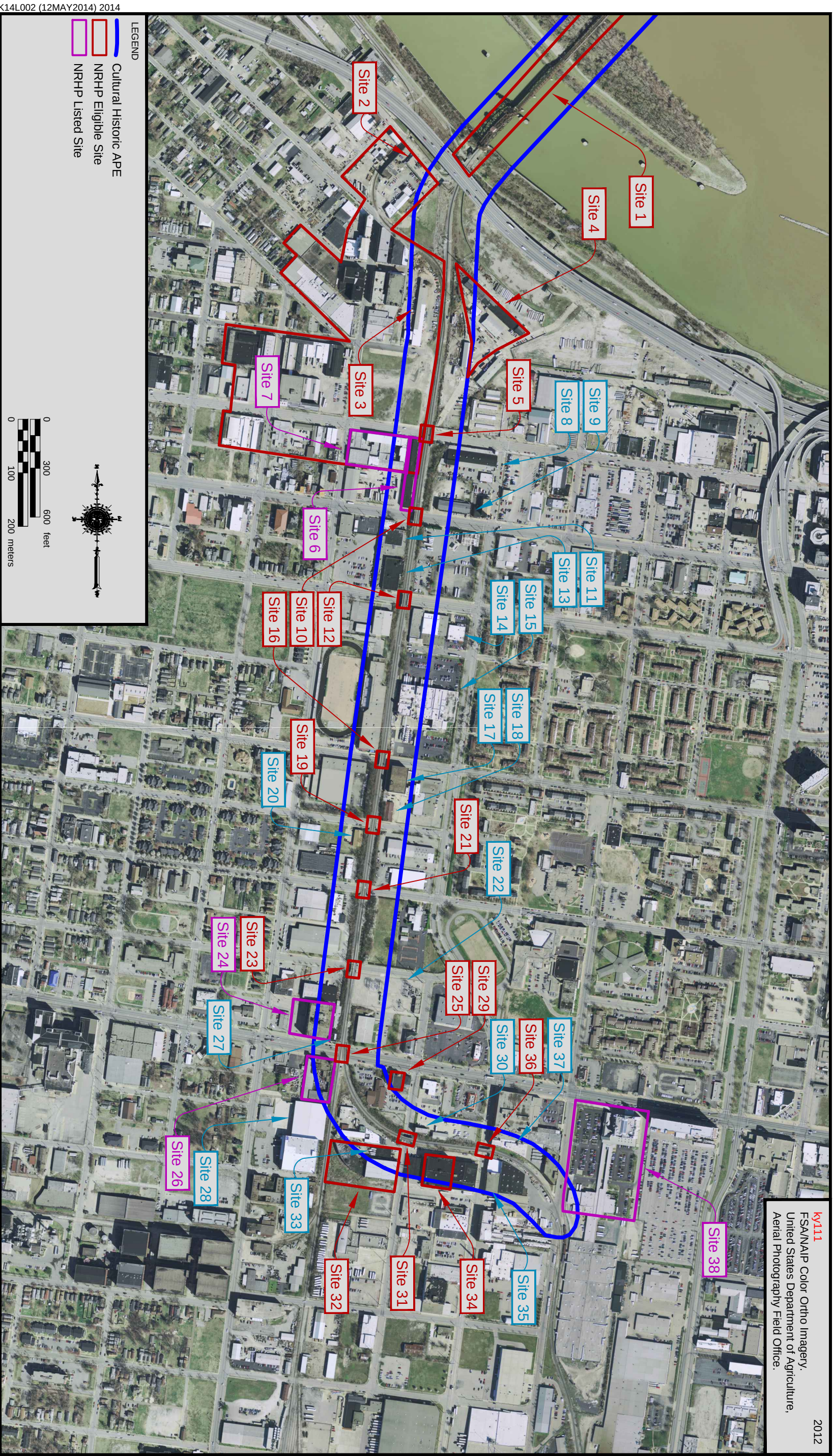


Figure 3b. Aerial depicting the APE and the locations of Sites 1-38.

resources were recorded within the APE, five of which (JFWP 148, the Monon Freight Depot; JFWP 149, the Schlenbaker National Foundry and Machine Company; JFSW 401, Union Station; JFSW 404, Whiteside Bakery; and JFSW436, the Axton-Fisher Tobacco Warehouse) are currently listed and three of which (JFWP 164, the Pennsylvania Railroad Freight Depot; JFWP 327, the Pennsylvania Railroad Bridge, and JFWP 528, the Peaslee-Gaulbert Paint Manufacturing Complex) have been determined eligible for listing in the NRHP. Thirty additional, previously unidentified historic resources 50 years of age or older (Sites 3, 5, 8–23, 25, 27–37 [JFWP 614–616, JFWR 3825–3841, and JFSW 979–988]) were also identified and documented during the field survey. Three of these (Site 29 [JFSW 980], St. Augustine Roman Catholic Church and School; Site 32 [JFSW 983], an industrial warehouse; and Site 34 [JFSW 985], the Louisville Stove & Tin Company) and the 10 Deco Modern Public Works Administration (PWA) bridges, Sites 5, 10, 12, 16, 19, 21, 23, 25, 31 and 36 (JFWP 615, JFWR 3826, 3828, 3832, 3835, 3837, 3839, 3840, JFSW 982 and 987) are recommended eligible for listing in the NRHP. Given that all of the listed and eligible properties have strong historic ties to the railroad, which was central in the development of the area, CRA recommends that the increased rail traffic associated with the proposed improvements will not diminish any of the qualities of these properties that are important for conveying their significance; thus, the proposed project will result in no adverse effect to historic properties.

II. PROJECT DESCRIPTION

The purpose of the project involves the joint use by CSXT and L&I of L&I's 106.5 mi railroad line between its connection with CSXT in Indianapolis, Indiana, milepost 4.0±, and its connection with CSXT in Louisville, Kentucky, milepost 110.5±, including designated sidings and turnouts. CSXT plans to fund certain upgrades of the line to remove height and weight restrictions in Indiana. There will be no construction on the Kentucky portion of the line. Once the upgrades are complete, CSXT plans to run an additional 13 trains a day over the entire

line. KHC requested a cultural historic survey of the Kentucky portion of the project in order to account for the additional noise and vibration associated with the increased train traffic. The APE for the cultural historic survey was defined as areas surrounding the line that would experience an increase to 70 dBA (see Figures 2 and 3).

Sound levels from isolated sources typically decrease by about 6 dBA each time the distance from the source is doubled. When the source is a continuous line, such as trains on a rail line, sound levels decrease by about half as much (3 dBA) each time the distance from the source is doubled. However, sound levels can be affected by factors other than distance. Topographic features and structural barriers, like buildings, that absorb or scatter sound waves can increase or decrease sound levels. Buildings in urban areas block train sound from traveling directly into the adjacent neighborhoods. Atmospheric conditions also can affect the degree to which sound is attenuated over distance. Typically, train activities produce noise from a variety of sources, including operations, rail yards, auto and other vehicular traffic near stations, and noise from wheels, horns, engines, and braking, also known as wayside noise. Due to the increased traffic, the areas immediately surrounding the line are predicted to experience an increase to 70 dBA, the equivalent of being approximately 50 ft from freeway traffic, which is considered intrusive (Office of Environmental Analysis 2013: 3-56–3-57). However, because of the large number of buildings in the area, they will absorb some of the noise, meaning that the overall noise increase is likely to be less than the predicted 70 dBA. For the purpose of the Environmental Assessment, analysis of noise impacts is focused on noise-sensitive receptors, which include resources such as schools, hospitals, libraries, etc., only two of which were identified in the Kentucky portion of the project and only one of which is located within the APE. CSXT has proposed to work with interested parties to mitigate the effects of increased rail traffic by establishing quiet zones and to assist in identifying supplemental or alternative safety measures, practical operational methods, or technologies that could enable the community to establish quiet zones. In addition to

the development of other noise mitigation measures, they would consider lubricating curves where doing so would both be consistent with safe and efficient operating practices and significantly reduce noise for residential or other noise sensitive receptors. They would also continue to employ safe and efficient operating procedures, including inspecting rail car wheels to maintain wheels in good working order and minimize the development of wheel flats; inspecting new and existing rail for rough surfaces and, where appropriate, grinding these surfaces to provide a smooth rail surface during operations; and regularly maintaining locomotives and keeping mufflers in good working order, procedures that, in lieu of or as complement to other noise mitigation measures, could have the collateral benefit of effectively reducing noise from train operations. CSXT would also comply with Federal Railroad Administration regulations establishing decibel limits for train operations. They would install and maintain rail and rail beds according to American Railway Engineering and Maintenance of Way Association standards to minimize noise and vibration (Office of Environmental Analysis 2013: 3-56–3-65).

Vibration impact criteria for freight train traffic generally follow guidance from the Federal Transit Administration (FTA) and are assessed in terms of the maximum vibration caused by any one train. The vibration level of a train pass-by event is affected by track conditions, the location of special track work, train speed, and the ground propagation conditions between the tracks and the receiver. Because CSXT is proposing to replace jointed rail with continuously welded rail (CWR), train speeds will increase, resulting in increased ground vibrations.

However, the change in distance is no more than 5–35 ft to the FTA residential vibration impact threshold (72 VdB), with some net decreases due to the installation of CWR. Therefore, the proposed project will not result in significant vibration impacts. All buildings along the railroad were historically associated with the railroad and experienced this level of vibration, if not more previously (Office of Environmental Analysis 2013:3-66).

III. ENVIRONMENTAL SETTING

Jefferson County is situated almost entirely in the Outer Bluegrass physiographic region of Kentucky. The southwesternmost portion of the county is located within the Knobs physiographic region, adjacent to Muldraugh Hill. The extreme eastern part of Jefferson County is rolling to hilly, while the central and northern parts are a tableland of low relief (McGrain and Currens 1978:41).

Rolling ridges and small hillsides generally characterize the Outer Bluegrass physiographic region. The tableland area occupies the largest part of the county. This area is essentially a gently southwestward sloping surface from a high of 790 ft above mean sea level (AMSL) on the east to 500 ft AMSL at the foot of the knobs in the southwest part of the county (McGrain and Currens 1978:41). The lowest elevations are located along the Ohio River. Elevations along the floodplain range from 430 to 440 ft AMSL. The lowest point in the county is 383 ft (AMSL), the normal pool level of the Ohio River at the mouth of the Salt River. The county is dominated by the city of Louisville, which occupies much of the county and is concentrated within the northwest portion.

The proposed project is located along a section of the L&I railroad in west Louisville that runs from the Ohio River to Union Station. The area is characterized by industrial and manufacturing development, concerns that historically utilized the railroad during the late nineteenth and early twentieth centuries (Figure 4). The area along South Fifteenth Street was also known for the large number of industries that set up shop along the railroad. The Peaslee-Gaulbert Paint Manufacturing Complex, the National Foundry and Machine Company, the Axton-Fisher Tobacco Warehouse, Porter Paints, and the Louisville Stove and Tin Company are all located within the APE, the last being located along the rail spur to Union Station (Figure 5). A number of freight depots associated with various railroads were also located in the area, such as the Pennsylvania Railroad Freight Depot



Figure 4. Overview of L&I railroad from just south of the Pennsylvania Railroad bridge.



Figure 5. Industrial areas along rail spur to Union Station from the intersection of South 13th and Broadway Street.

located along Portland Avenue and the Monon Freight Depot located along West Main Street, both located within the APE (Figure 6). The northern and eastern edges of the proposed Fifteenth Street Historic District, also known as the Peaslee-Gaulbert Historic District after the largest industry within its boundaries, is also located within the APE. Only the properties within the district located within the APE were surveyed for this report.

While the area directly along the rail line is of an industrial and manufacturing nature, the areas south of Jefferson and north of Broadway Streets adjacent to industrial areas are of a residential nature. The NRHP-listed Russell Historic District, which encompasses a large portion of the historically African-American Russell neighborhood, is located west of the project area along South Fifteenth Street (Figure 7). A few pockets of commercial area remain east of and adjacent to the project area but are limited to small-scale commercial development and the NRHP-listed St. Patrick's Roman Catholic Church, Rectory, and School and the Broadway Temple AME Zion Church. All of these NRHP properties are located outside of the APE.

IV. RESEARCH AND SURVEY METHODOLOGY

The survey was conducted in accordance with the "Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines" (National Park Service [NPS] 1983). In addition, guidelines offered in the following documents were followed: *National Register Bulletin #24 Guidelines for Local Surveys: A Basis for Preservation Planning* (NPS 1985); *Kentucky Historic Resources Survey Manual* (Kentucky Heritage Council); and *Specifications for Conducting Fieldwork and Preparing Cultural Resource Assessment Reports* (Sanders 2006).

Before entering the field, available surveys, reports, studies, maps, and other data pertinent to the project area were identified and reviewed. This task began with an investigation of the

records of the KHC (FY14_1769). Geographic Information System (GIS) data requested from the KHC indicated that five NRHP listed properties—the Monon Freight Depot (JFWP 148), the National Foundry and Machine Company (JFWP 149), Union Station (JFSW 401), Whiteside Bakery (JFSW 404), and the Axton-Fisher Tobacco Company Warehouse (JFSW 436)—and three previously surveyed resources—the Pennsylvania Railroad Freight Depot (JFWP 164), the Pennsylvania Railroad Bridge (JFWP 327), and the Peaslee-Gaulbert Paint Manufacturing Complex (JFWP 528)—are located within the APE.

Numerous cultural resource survey reports previously completed for this section of Louisville overlap the APE for the proposed project. The West Main Street Historic District was listed in the NRHP in 1974 and was expanded in 1980. However, no sites within this historic district are also located within the APE for the proposed project (Cullinae 1973; Hedgepeth 1979). The Historic Resources of West Louisville Multiple Resource Area was prepared by Marty Poynter Hedgepeth in 1983. The Monon Freight Depot (JFWP 148), located within the APE for the current proposed project, was listed in the NRHP as part of the West Louisville MRA as the only example of Richardson Romanesque architecture in the area and an excellent example of the style applied to a utilitarian commercial structure (Hedgepeth 1983).

Two properties were originally surveyed as part of the MRA, the National Foundry and Machine Company (JFWP 149) and Whiteside Bakery (JFSW 404), but are individually listed in the NRHP. The National Foundry and Machine Company was listed in the NRHP in May 1980 under Criterion A as an excellent example of an early-twentieth-century manufacturing complex (Foshee 1979: 3) Whiteside Bakery was listed in the NRHP in March 1979 under Criterion A in the areas of Commerce and Industry as a superb example of early-twentieth-century industrialization in the food processing industry and under Criterion C in the area of Architecture as an excellent example of the California Mission Style, which is rare in the Louisville area (Kane 1978: 8-4).



Figure 6. Overview of Main Street toward downtown Louisville from South Fifteenth Street.



Figure 7. Overview of the Russell Historic District from the intersection of South Fifteenth Street and Muhammad Ali Boulevard.

Union Station (JFSW 401) was listed in the NRHP in August 1975 under Criterion A in the area of Transportation for its importance to the Louisville and Nashville Railroad and under Criterion C in the area of Architecture, as an excellent example of Richardson Romanesque architecture, and in the area of Engineering, for its innovative system of unloading passengers and baggage. Historic American Buildings Survey (HABS) documentation of Union Station was completed in 1974 as part of the Louisville Summer Team Project (Thomas et al: 1975). It was also designated as a Louisville Historic Landmark in March 1975 (Louisville Historic Landmarks and Preservation Districts Commission 1975). The Axton-Fisher Tobacco Company Warehouse (JFSW 436) was listed in the NRHP in April 2003. It was listed under Criterion A for local significance in the area of Industry for its role in the manufacturing and distribution of consumer tobacco products during the early to mid-twentieth century (Neary 2002: 8-1).

The Final Recommendations: Historic and Architectural Survey West Louisville, Zone C, Jefferson County, Kentucky was identified during the records review. This report was prepared by John Milner Associates, Inc., for the City of Louisville, Louisville Development Authority, to identify resources that might be eligible for listing in the NRHP in June 1999. This report recommended the Fifteenth Street Industrial District as potentially eligible for listing in the NRHP. This potentially eligible district is located adjacent to the west side of the railroad tracks that extend to the Pennsylvania Railroad Bridge (JFWP 327). Previously surveyed buildings located in the proposed Fifteenth Street Industrial District that are included in the APE of the current proposed project are the Peaslee-Gaulbert Paint Manufacturing Complex (JFWP 528), the NRHP-listed Monon Freight Depot (JFWP 148), and the National Foundry and Machine Company (JFWP 149) (John Milner Associates, Inc. 1999). However, at the time of the Milner report, the Peaslee-Gaulbert Paint Manufacturing Complex (JFWP 528) was located outside the boundary of the proposed Fifteenth Street Historic District. It was later

determined eligible as a contributing member to the Fifteenth Street manufacturing district in the *Louisville-Southern Indiana Ohio River Bridges Project, Addendum Expanded APE, Kentucky Cultural Historic Sites* report. The complex was determined eligible under "Criterion A as a contributing member of a proposed manufacturing district." The Milner report stated that the Peaslee-Gaulbert Paint Manufacturing Plant complex was not eligible because the KHC concurrence letter disagreed with the finding and determined the complex was contributing to the district (Community Transportation Solutions, Inc. 2002c:20, VI-53). The Milner report also recommended that Site 3 (JFWP 614) be included in the proposed Peaslee-Gaulbert/Fifteenth Street Historic District, although it was not surveyed at that time (John Milner Associates, Inc. 1999:22). The Milner report also recommended that six additional railroad bridges be added to the proposed West Louisville MPS, which was recommended in a 1996 report by Gray and Pape (John Milner Associates, Inc. 1999: 16). However, these bridges are located outside of the APE for the current proposed project.

Three reports for the Louisville-Southern Indiana Ohio River Bridges Project were completed in 2002–2003 and one in 2012 by Community Transportation Solutions, Inc. Only the Peaslee-Gaulbert/Fifteenth Street Historic District, which includes the Peaslee-Gaulbert Paint Manufacturing Complex (JFWP 528), the Pennsylvania Railroad Bridge and signal tower (JFWP 327), and the Pennsylvania Railroad Freight Depot (JFWP 164), is located within the current APE for the proposed project. The 2002 *Louisville-Southern Indiana Ohio River Bridges Project, Section 106-Final Determination of Eligibility* identified the above resources as eligible for listing in the NRHP (Community Transportation Solutions, Inc. 2002b). The *Louisville-Southern Indiana Ohio River Bridges Project, Indiana-Kentucky Assessment of Effects* report includes an assessment of effects for each site determined eligible for or listed in the NRHP based on the Determination of Eligibility report (Community Transportation Solutions, Inc. 2002a). The 2003 Final Environmental Impact Statement and the 2012 Supplemental

Final Environmental Impact Statement also identified these resources (Community Transportation Solutions, Inc. 2003, 2012).

In 2006, a *Cultural Historic Survey for the Proposed River Road Extension from Seventh Street West to Northwestern Parkway in Louisville, Jefferson County, Kentucky (Item No. 5-91.08)* was completed by Trent Spurlock of Cultural Resource Analysts, Inc. Three previously identified historic resources that are also located within the APE for the current proposed project were identified within this report. They are the Peaslee-Gaulbert Paint Manufacturing Complex (JFWP 528), which is also located within the Peaslee-Gaulbert/Fifteenth Street Historic District, the Pennsylvania Railroad Bridge and signal tower (JFWP 327), and the Pennsylvania Railroad Freight Depot (PA 164) (Spurlock 2006).

In addition to the file search, archival research also included a review of available maps used to help identify potential historic properties (structures) within the area of potential effect for the proposed project. The following maps were reviewed:

1858 Map of Jefferson County, Kentucky (Bergman 1858);

1884 Atlas of the City of Louisville, Kentucky and Environs (Hopkins 1884);

1913 New Map of Louisville and Jefferson County, Kentucky (Hunter 1913);

1931 Oil and Gas Map of Jefferson County, Kentucky (Withers and Beckner 1931);

1937 Highway and Transportation Map of Jefferson County, Kentucky (Kentucky Department of Highways [KDOH]);

1951a New Albany, Indiana-Kentucky, 7.5-minute series topographic quadrangle (United States Geological Survey [USGS]);

1951b Louisville West, Kentucky-Indiana, 7.5-minute series topographic quadrangle (USGS);

1953 General Highway Map, Jefferson County, Kentucky (Kentucky State Highway Department [KSHD]);

1983 Louisville West, Kentucky-Indiana, 7.5-minute series topographic quadrangle (USGS); and

1992 New Albany, Indiana-Kentucky, 7.5-minute series topographic quadrangle (USGS).

The 1858 Map of Jefferson County, Kentucky (Figure 8), depicts no structures, although it does depict a rail line running to the current location of Union Station (Site 38 [JFSW 401]), suggesting that it has always been a railroad hub.

The 1884 *Atlas of the City of Louisville, Kentucky and Environs* (Figure 9) depicts many structures, including the original railroad bridge constructed in 1870. These structures are primarily residential in nature, particularly south of Main Street, with few industrial buildings located along the railroad. The only site depicted on this map is Site 32 (JFSW 983), listed as a Provision Warehouse. Two structures within the APE for the proposed project are depicted on the 1913 New Map of Louisville and Jefferson County, Kentucky (Figure 10). They are Site 30 (JFSW 981) and Site 38 (JFSW 401), which is Union Station. The rail spur leading to the station has been moved a block north of its location as depicted on the 1884 atlas, likely at the time of the station's construction in 1889.

The majority of maps depicting the proposed project area depict few to no structures, as the area is of an urban nature and as such is not usually depicted with much detail on the scale of maps created. The 1931 Oil and Gas Map of Jefferson County, Kentucky depicts no structures, only the railroad. The 1937 Highway and Transportation Map of Jefferson County, Kentucky depicts only the rail line and Site 38 (JFSW 401), Union Station. The 1953 General Highway Map of Jefferson County, Kentucky depicts Site 1 (JFWP 327), the Pennsylvania Railroad Bridge, and Sites 5, 10, 25, and 38 (JFWP 615, JFWR 3826, JFWR 3840 and JFSW 401).

The 1951 New Albany, IN-KY and Louisville West, KY-IN 7.5-minute topographic quadrangles (Figure 11) also depict few structures within the APE due to the urban setting of the project area. However, several large structures are depicted, which include Sites 1–4, 6–8, 29 and 38 (JFWP 327, 528, 614, 327, 148, 149, and 616, JFSW 980 and 401).

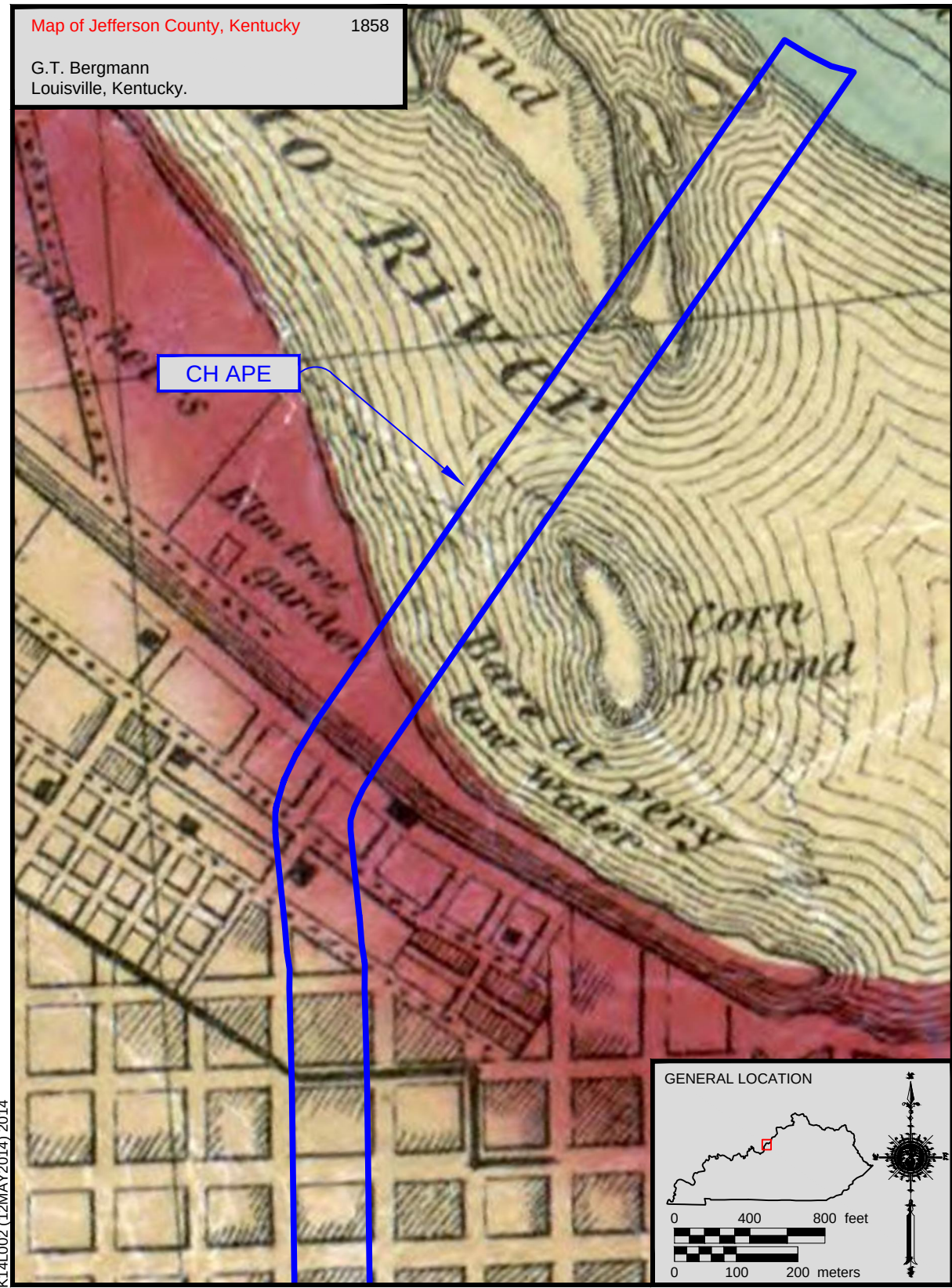


Figure 8a. APE depicted on a portion of the 1858 Map of Jefferson County, Kentucky.

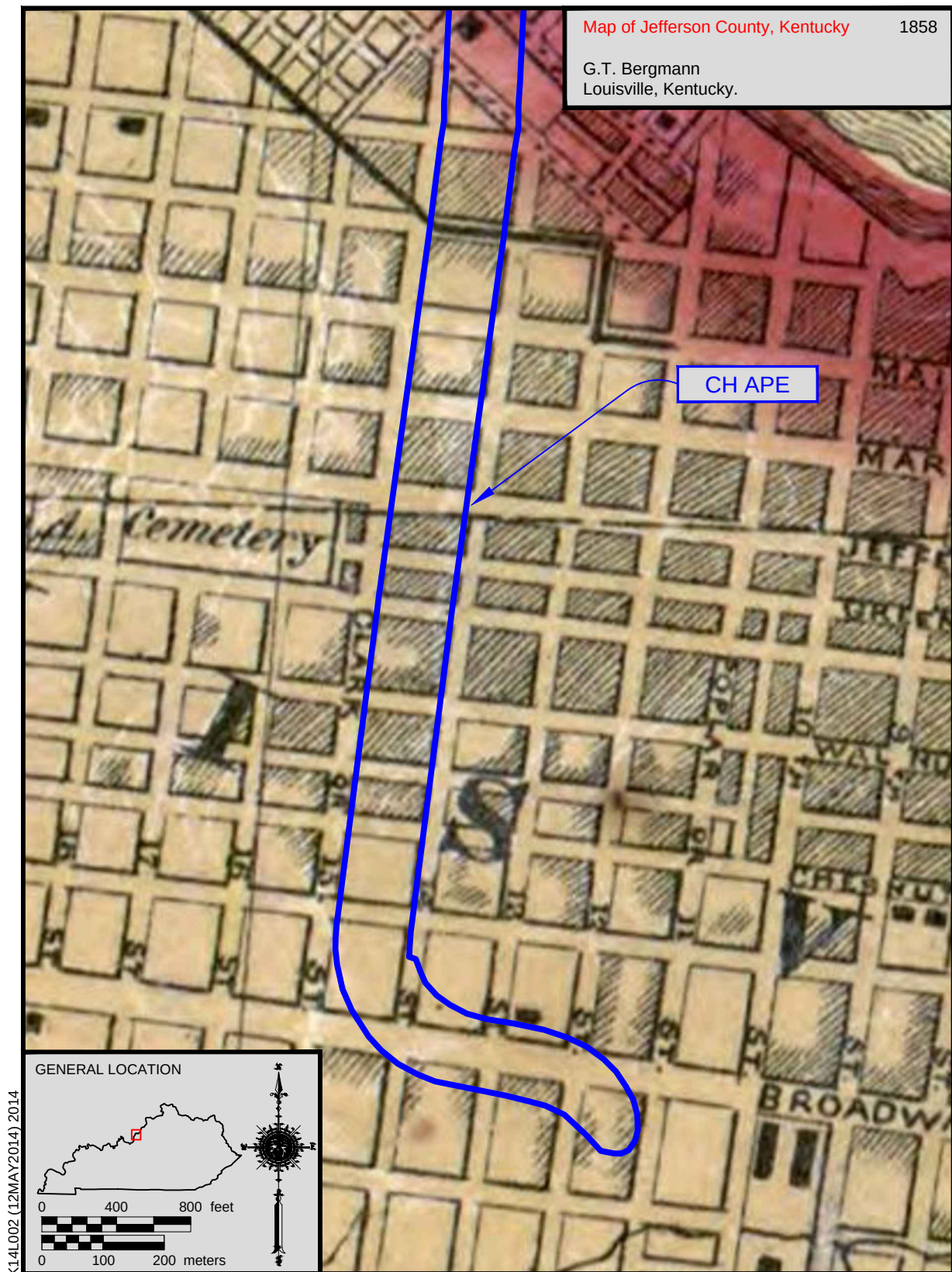


Figure 8b. APE depicted on a portion of the 1858 Map of Jefferson County, Kentucky.

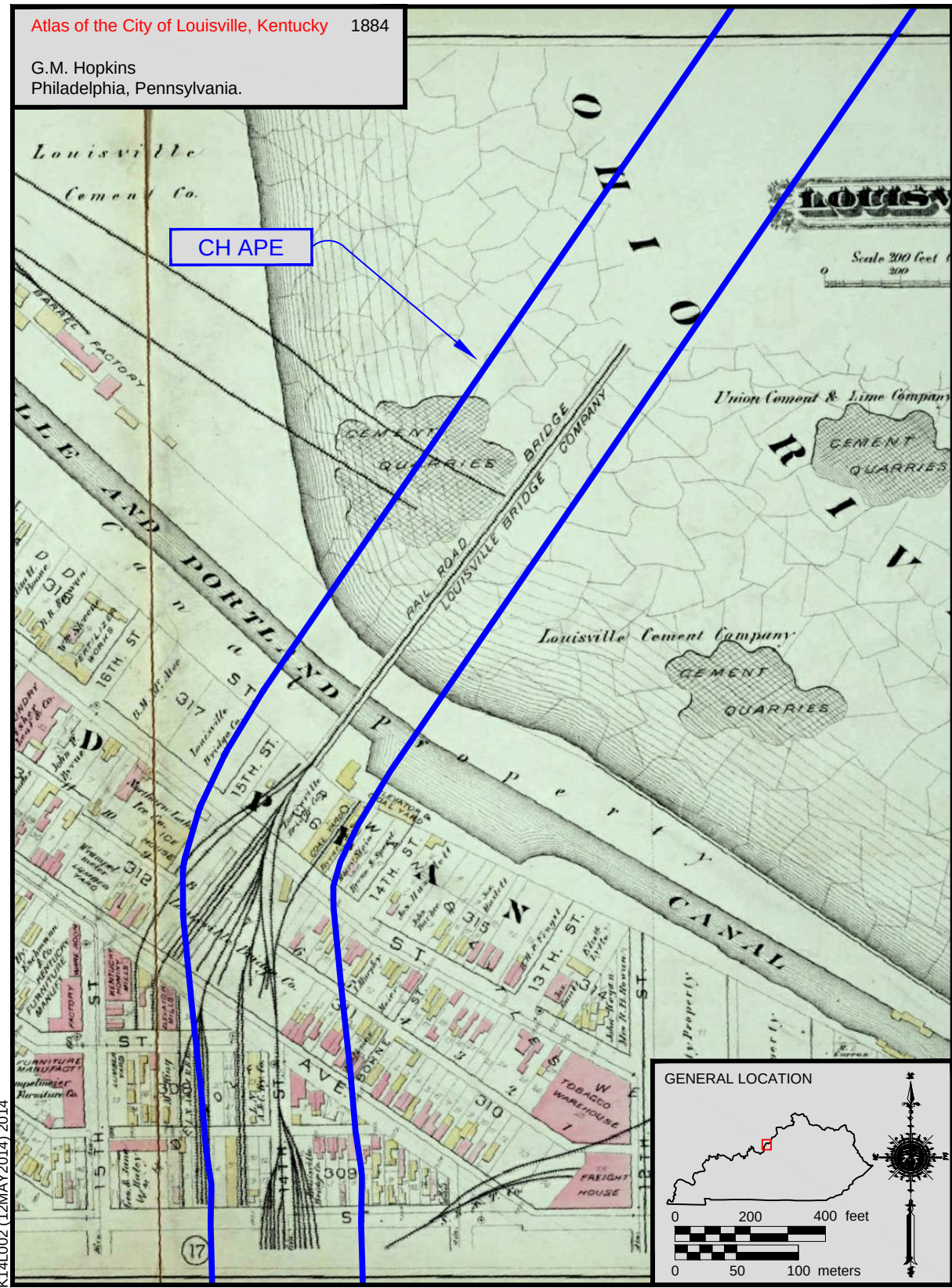


Figure 9a. APE depicted on a portion of the 1884 Atlas of the City of Louisville, Kentucky, and Environs.

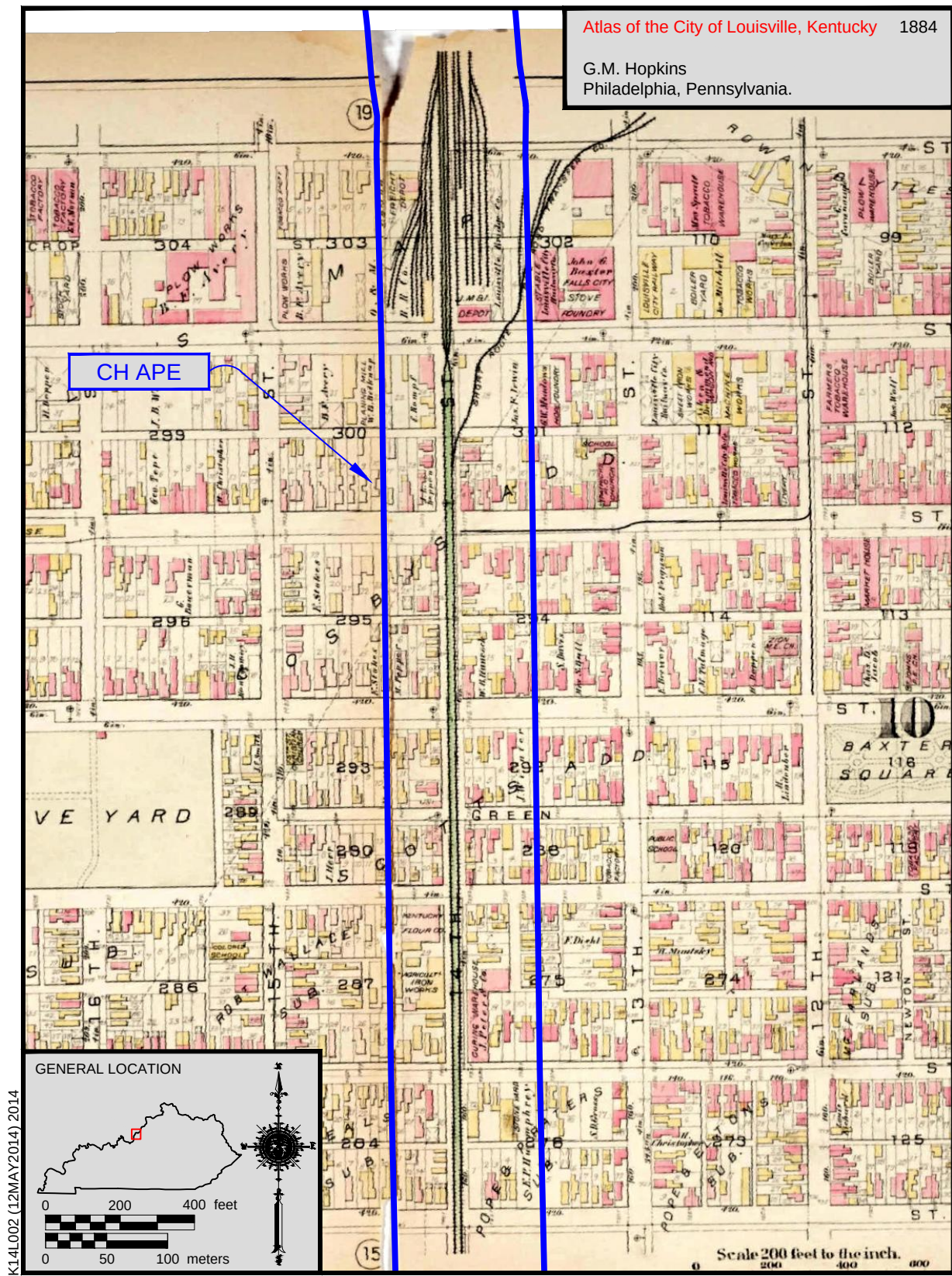


Figure 9b. APE depicted on a portion of the 1884 Atlas of the City of Louisville, Kentucky, and Environs.

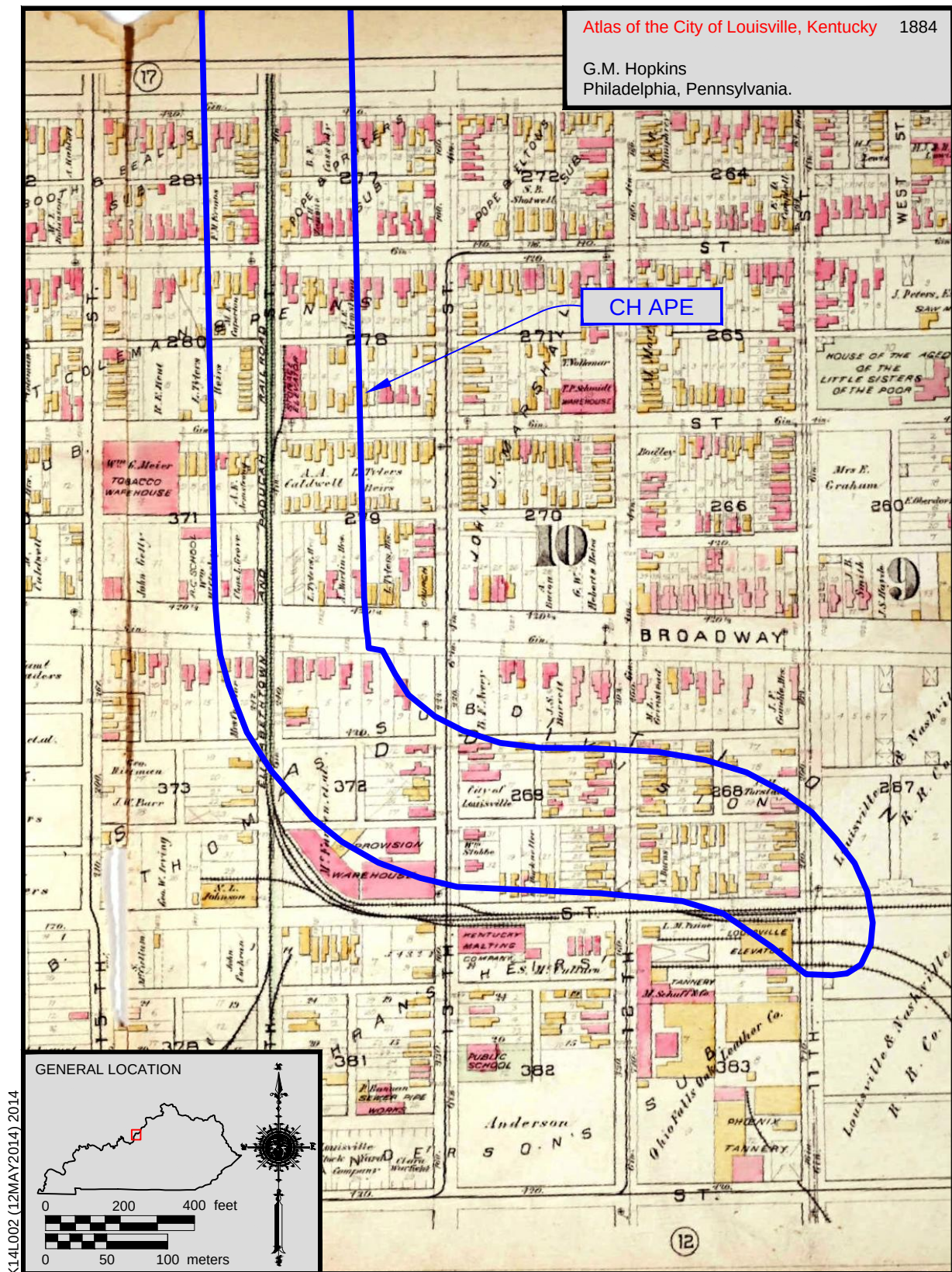


Figure 9c. APE depicted on a portion of the 1884 Atlas of the City of Louisville, Kentucky, and Environs.

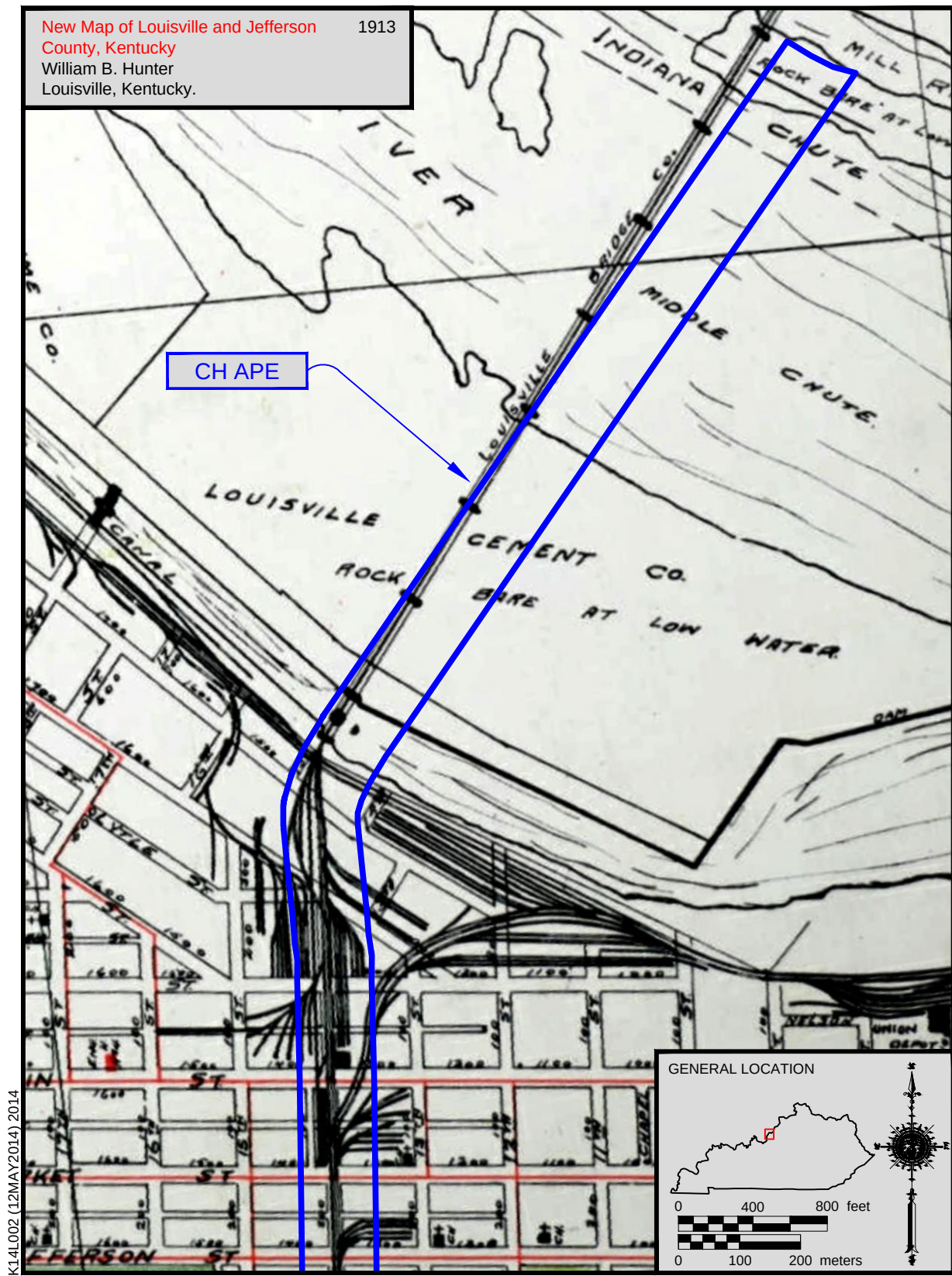


Figure 10a. APE depicted on a portion of the 1913 New Map of Louisville and Jefferson County, Kentucky.

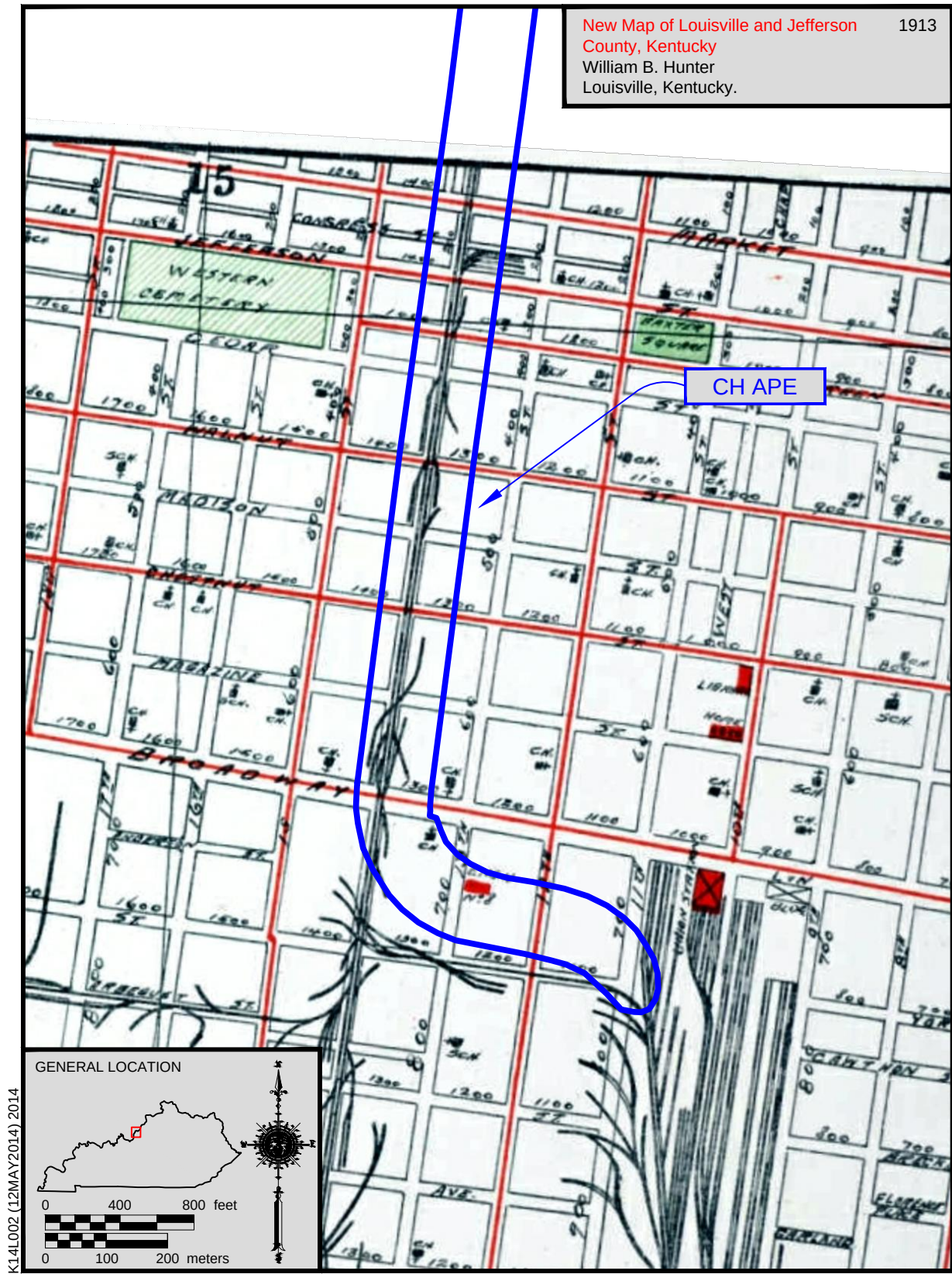


Figure 10b. APE depicted on a portion of the 1913 New Map of Louisville and Jefferson County, Kentucky.

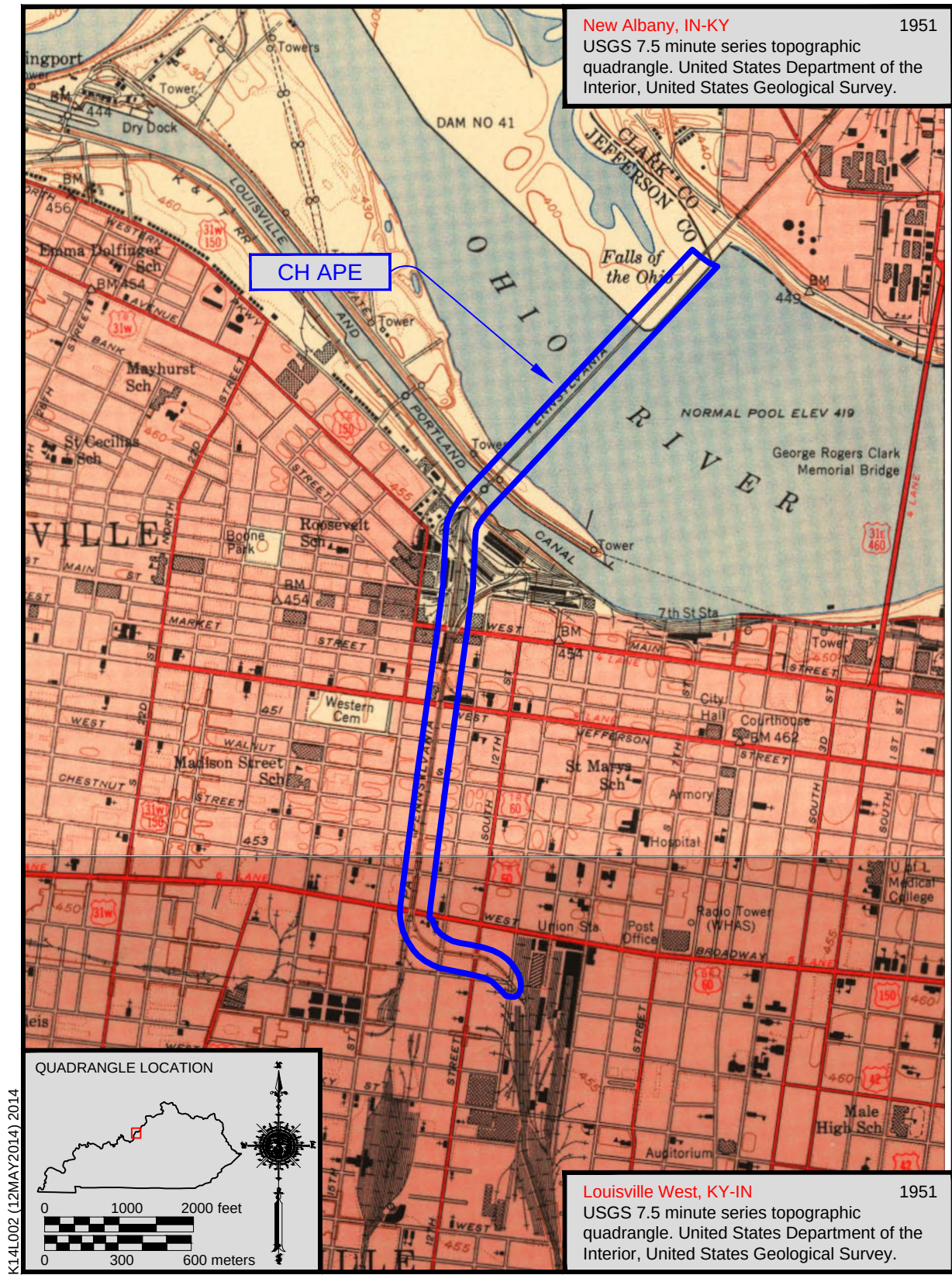


Figure 11. APE depicted on a portion of the 1951 New Albany, IN-KY and the 1951 Louisville West, KY-IN 7.5' topographic quadrangles.

The 1983 Louisville West, KY-IN 7.5-minute topographic quadrangle depicts eight structures, Sites 23, 25, 29, 31, and 35–38 (JFWR 3839, 3840, JFSW 980, 982, 986–988, and 401). The 1992 New Albany, IN-KY 7.5-minute topographic quadrangle depicts 10 structures, Sites 1–5, 10, 12, 16, 19 and 21 (JFWP 327, 528, 614, 164, 615, JFWR 3826, 3828, 3832, 3835, and 3837). Due to the scale of the maps, little other detail is shown since the proposed project is located within an urban area.

The 1892, 1905, 1928 (updated 1941), and 1928 (updated 1951) Sanborn maps were also consulted, which tell the most about the development of the area. In the late nineteenth century, the majority of the APE was still residential in nature, with a few industrial buildings located along the railroad. The northern portion of the APE was already industrial in nature, with large numbers of rail spurs from the main line leading to various industries and freight depots. A roundhouse and turntable were located just north of Portland Avenue, where Site 2 (JFSW 528) is currently located. Very few industrial buildings are located along the railroad south of Main Street in the late nineteenth century, but a few industrial buildings are situated along the railroad at Walnut Street (now Muhammad Ali Boulevard), Magazine Street, West Broadway, and Maple Street.

By the publication date of the 1905 Sanborn map, the area still remained primarily residential, but several large depots, including Sites 4 and 6, were constructed along the railroad north of West Main Street and along Jefferson Street in the late nineteenth century. Industrial buildings also remained clustered around Walnut Street, Magazine Street, West Broadway, and Maple Street. During the first quarter of the twentieth century, industrialization of the areas along the railroad exploded and was no longer primarily concentrated north of West Main Street. Industrial buildings were now located at almost every cross street. According to the 1928 (updated 1941) Sanborn map, the only dwellings still located along the railroad were on Market Street. By 1951, the transformation of the area adjacent to the railroad into a strictly industrial area was

complete, as no dwellings are located along the railroad on the 1928 (updated 1951) Sanborn map. However, numerous vacant lots in the area suggest that the abandonment of the neighborhoods after World War II was well underway.

Additional documents identified during the archival research are listed in the bibliography. The sources identified during this research were used to develop Section V. Historic Context.

Following the preliminary archival research, CRA staff conducted a field survey of the APE during which all properties 50 years of age or older were identified. A topographic map and aerial photographs were used to determine the locations of potential historic properties within the project area (Figures 2 and 3). During the field survey, 8 previously identified and 30 previously unidentified resources (Sites 1–38) were documented and a Kentucky Individual Building Survey Form (KHC 2007–1) was completed for each resource. The surveyed properties were evaluated to determine their eligibility for inclusion in the NRHP under Criterion A, B, or C. The descriptions and evaluations for these resources are found in Section VI. Inventory of Historic Resources.

Buildings, structures, and other pertinent resources were mapped and photographed, and when appropriate, CRA personnel attempted to obtain owner permission to document and analyze the interiors of outbuildings. Specific instances in which CRA personnel were unable to secure landowner permission to access the interiors of outbuildings are noted in the descriptions of the respective resources.

In addition to documenting individual properties, CRA also considered the potential for historic districts within the APE. Even though the area is industrial in nature, there are no groups of buildings that retain enough integrity as a whole to facilitate a proposed historic district. The 10 historic railroad bridges located within the APE (Sites 5, 10, 12, 16, 19, 21, 23, 25, 31, and 36 [JFWP 615, JFWR 3826, 3828, 3832, 3835, 3837, 3839, 3840, JFSW 982 and 987]) as a group are very similar and are a defining feature of the landscape in this area. The construction of these bridges helped to

further facilitate postwar industrial development in the area that occurred with the growth of automobile traffic. These sites could be considered eligible for the NRHP as an expansion to the proposed Railroad Bridges of West Louisville MPS.

In general, in order for a property to be eligible for listing in the NRHP, it must be at least 50 years old and possess both historic significance and integrity. Significance may be found in three aspects of American history recognized by these National Register Criteria:

- A. association with historic events or activities;
- B. association with important persons; or
- C. distinctive design or physical characteristics.

A property must meet at least one of the criteria for listing. Integrity must also be evident through historic qualities, including location, design, setting, materials, workmanship, feeling, and association.

V. HISTORIC CONTEXT

Jefferson County

Jefferson County is located in north-central Kentucky at the Falls of the Ohio River. It was created in May 1780 by the Virginia legislature while Thomas Jefferson was serving as governor. At the time, Kentucky County was divided into Jefferson, Fayette, and Lincoln Counties. Originally, Jefferson County contained 7,800 sq mi of land between the Green and Ohio rivers (Kleber 1992:464).

European American settlement began at the Falls of the Ohio because of the natural barrier to downstream navigation the falls presented. Settlement started at the falls in 1778 when Lieutenant Colonel George Rogers Clark of Virginia led an expedition down the Ohio River to capture the British posts north of the Ohio at Kaskaskia and Vincennes (Kleber 1992:195). The same year, Clark's group stopped at Corn Island at the head of the falls to await reinforcements. When the main army moved downriver in June, a group of camp followers and military personnel remained behind on the

island. By the spring of 1779, the Corn Island settlers moved ashore and established what would later become Louisville. One source states that by 1786, there were 50–60 residences in Louisville. Fort Nelson was the first permanent fortification constructed in the future site of Louisville. The fort was built between the 600 and 800 blocks of present-day West Main Street. A number of stations or forts had been constructed along the Middle Fork of Beargrass Creek by the end of the eighteenth century (City of Louisville 1979:38–39; Cullinane 1973:7:1; Kleber 1992:195; Kleber 2001:xvi; Wade 1959:14–15; Yater 1979:2–6).

Settlers came to Jefferson County along two main routes. It is likely that a majority took flatboats from some point on the upper Ohio and landed at the mouth of Beargrass Creek. Other settlers came through the Cumberland Gap and up the western branch of the Wilderness Road. By the 1790s, with Native American attacks along the Ohio River ending, the river route became far more popular than the trail through the mountains (Yater 1979:2–5). The town, however, did not live up to its expectations. It developed a reputation for sickness, and most new arrivals moved into the countryside. Those with adequate financial resources began to consolidate landholdings outside Louisville and construct residences on their farms. Louisville had only 359 inhabitants in 1800 (City of Louisville 1979:40; Kleber 2001:xvi; Wade 1959:17).

Flatboats transported agricultural products down the Ohio River to New Orleans. Until the arrival of the steamboat, few manufactured goods reached Louisville from downriver. Flatboats had to rely on manpower to counter the current and often took months to reach Louisville from New Orleans (Kleber 2001:xvi).

Louisville's location at the Falls of the Ohio was advantageous, as merchandise and products traveling downstream had to stop at the city and be carried around and below the falls. Two early communities formed west of the falls on the Kentucky side of the river in Jefferson County: Shippingport and Portland (Hedgepeth 1983:8:1).

Before 1810, Louisville and Jefferson County developed more slowly than the more populous Inner Bluegrass region around Lexington. The arrival of the steamboat in 1815 from New Orleans set in motion an economic and transportation revolution that brought prosperous economic times to Louisville and the Falls region. In 1817, there were 17 steamboats totaling 3,290 tons on the Ohio-Mississippi system. By 1830, with the opening of the Louisville and Portland Canal at the Falls of the Ohio, there were 187 boats with combined tonnage of 29,481. In 1829, over 1,000 steamboat landings were made at Louisville. Originally, Washington and Water Streets were located between Main Street and the Ohio River in downtown Louisville. Water Street, which has since disappeared, probably served the wharf area with its steamboat landing. This stimulated the growth of a wide range of businesses, including taverns, hotels, distilleries, hemp-processing factories, machine shops, and warehouses. Between 1810 and 1820, Louisville's population tripled to 4,012 residents. Louisville's economic success continued into the next decade while landlocked Lexington's economy stagnated. By 1830, Louisville was the commonwealth's largest city, with 11,345 residents (Jones and McNulty 1976:7:1; Kleber 2001:xvi; Wade 1959:190–191; Yater 1979:37).

A visitor to Louisville in 1831 found few manufacturing facilities in the city. Industries such as a pottery, cotton mill, machine shops, a large distillery, and flour mills were located in Louisville in the early 1830s. But manufacturing was limited in part by the existence of slavery. One source states that machinists avoided the city due to the lower wages paid because of the available labor pool of slaves (Kleber 2001:xvii).

Natural disasters destroyed numerous structures in downtown Louisville over the years. A flood in 1832 and fires in 1840, 1857, 1865, and 1889 damaged and destroyed buildings along Main Street (Jones and McNulty 1976:8:5–6).

During the antebellum years, Jefferson County's farmers were among Kentucky's most

productive. In 1860, they led the state in the value of animals slaughtered, the production of hay, market gardening, and orchards. Protestant and Catholic German immigrants arriving in the 1840s and 1850s owned a number of farms in the county (Kleber 1992:465). The strength of the agricultural sector encouraged investment in processing industries. In the 1850s, Louisville served as one of the nation's largest pork centers, processing over 300,000 swine a year. Much of this activity, including the slaughtering and tanning operations, took place in Butchertown in the eastern portion of Louisville (Kleber 2001:xvii; Yater 1979:75).

Another large group of immigrants included the Irish. This group, almost entirely of the Catholic faith, began arriving in the late 1840s and 1850s because of the famine in their homeland. The majority of Irish immigrants arriving in Louisville at the time were former tenant farmers with few assets or skills. The introduction of both the German and Irish immigrants would bring new cultural and religious institutions to Louisville, including churches, cathedrals, and schools (Kleber 2001:xviii).

James Guthrie, a local attorney and politician, instigated public works projects in Louisville. During the 1830s, the city constructed a new courthouse designed by architect Gideon Shryock. During Guthrie's tenure on the city's finance committee, other improvements included paving of streets, creating public schools, and installation of gas street lights (Kleber 2001:xvii). In the 1840s, Guthrie led a movement in Louisville's business community to improve trade through the construction of railroads. Consequently, the Louisville and Frankfort Railroad opened in 1851. More important, however, was the opening of the Louisville and Nashville Railroad in 1859, which greatly strengthened sales of the city's manufactured goods to Southern markets (Kleber 1992:578–79; Yater 1979:75).

After the opening of the Louisville and Nashville Railroad, Louisville businessmen envisioned a prosperous future for the city, as Southern markets could be reached throughout the year without the continued sole reliance on

river traffic. The Civil War years halted Louisville's continued growth through the Southern markets. The promise of future profits through shipping the city's goods on the Louisville and Nashville Railroad was pushed aside until the cessation of hostilities (Kleber 2001:xix).

The end of the Civil War brought profound social and economic change to Louisville. After the end of the war, thousands of former slaves flocked to the city. The community also attracted a significant number of former Confederate officers who did not want to live in the occupied South. These new arrivals found a city unscathed by war and in the midst of robust economic growth. Agriculture in the county continued to flourish. Louisville's economy expanded throughout the Reconstruction, with the manufacture of steam engines and boilers the largest industry (Yater 1979:95, 102). Other industries included the manufacturing of glass, furniture, whiskey, cement, agricultural tools, and white lead for paint. The number of residents employed in manufacturing concerns increased in Louisville from 7,396 in 1860 to 21,937 in 1880 (Kleber 2001:xxi). Perhaps the most telling sign of this progress occurred in 1867, when the Louisville and Nashville Railroad began constructing the longest iron bridge in the United States over the Ohio River at the falls. It was dedicated in 1870 (Yater 1979:95–96, 99–101).

In the years after the Civil War, Louisville continued to expand its railroad connections to develop new markets for its products. A railroad line to Cincinnati was completed in 1869. A railroad extending through Indiana and Illinois connected Louisville and St. Louis in 1890. A route along the Ohio River through Kentucky linked Louisville to Evansville (Kleber 2001:xxi).

The first wave of suburban development began after the Civil War, as the railroad expanded passenger service to nearby communities. Street railways and interurban lines were constructed, totaling over 125 miles by 1887. Introduced in 1889, electric streetcars eventually replaced the mule cars previously in use. These electric lines reached far beyond the

original mule routes, opening more areas for development. Suburban development from the 1890s to the 1920s emphasized proximity to streetcar lines. Louisville had a population of 161,129 in 1890. By 1900 the city had 204,000 residents. At the same time the number of residents employed in manufacturing concerns rose from 17,921 to 29,926 (City of Louisville 1979:51; Kleber 1992:577; Kleber 2001:xxii; Hedgepeth 1989:35).

In the late nineteenth century, working-class suburbs formed near job locations, especially those associated with the railroad. Many of these rail and streetcar suburbs developed as small communities, including churches, schools, and stores. Suburban growth expanded rapidly in the 1920s, taking over large tracts of agricultural land (Hedgepeth 1989:25–27; Kleber 1992:466).

Interurban lines developed in the early twentieth century, further promoting suburban development and connecting nearby communities to Louisville. Seven interurban lines were constructed downtown to nearby existing communities. The Louisville and Interurban Railroad Company was the major operator of the interurban lines, purchasing the lines of the Louisville and Eastern Railroad in 1911. The interurban to Jeffersontown opened in 1904, while the LaGrange line was completed in 1907. The interurban line to Shelbyville, completed in 1910, was expected to extend to Frankfort. The 11 mi Prospect branch line was electrified in 1904. The interurban lines provided safe, reliable, convenient, and fast service to the downtown area for nearby residents. Subdivisions soon followed near stops along the line between the downtown and outlying cities. The streetcar lines continued to be well utilized into the 1920s, and a system of feeder buses was added in 1928. With the advent of the automobile, improved streets, and the Great Depression, the interurban lines began to cease operations. The Jeffersontown line closed in 1932 and Shelbyville line in 1934. Use of the LaGrange and Prospect lines ended in 1935 (Hedgepeth 1989:35; Hilton and Due 1964:291; Kleber 1992:454, 466; Kleber 2001:418–420).

After the Second World War, suburbanization and industrial growth began

again, this time at an unprecedented pace. The number of registered vehicles grew from 64,000 in 1930 to 150,000 in 1950. Plans for an inner beltway had begun prior to the war, and by the early 1950s the beltway, known as I-264 or the Watterson Expressway, was completed. The north-south I-65 was completed in 1957, which also increased the rate of sprawl to the south. Along the Watterson Expressway between I-65 and Shelbyville Road, farmland was quickly converted to residential use, with commercial development at major interchanges, including Preston Highway, Bardstown Road, and Shelbyville Road. Between 1950 and 1960, the county population outside the Louisville city limits reached 220,308 residents, almost twice the total of the previous decade. By 1960, some 30 independent suburban cities ringed Louisville (City of Louisville 1978:170; Kleber 1992:466; Kleber 2001:861).

As suburbanization was taking place, so were changes to Louisville's downtown area. Louisville had experienced damages due to flooding of the Ohio River in 1882, 1883, 1884, 1913, and 1945. One of the worst floods on record occurred in January 1937. Approximately 60 percent of the city was inundated by the flood waters of the Ohio River, and over 230,000 residents were forced to leave their homes during the 1937 flood. The United States Army Corps of Engineers began construction of the Louisville flood walls and levees. The project was completed by 1957. The flood control infrastructure in Louisville consisted of 4.5 mi of poured concrete walls and 12.5 mi of levees (Kleber 2001:296-297).

Social change came to the city as well. In 1945, most of the county's African American population lived in Louisville, which was essentially a Southern segregated city. Under the administration of Mayor Charles Farnsley (1948-1953), the city began a slow process of dismantling Jim Crow laws. The public library, major hospitals, and all the county colleges were integrated. Farnsley's successor, Andrew Broaddus, integrated public parks. Nevertheless, the process was slow. In 1975, the federal courts ordered busing to integrate what was still a de facto segregated school system (Kleber 2001:148; Yater 1979:219, 233).

The last half of the twentieth century witnessed great economic growth and the development of manufacturing in the county. Ford located a 20-acre plant southeast of the airport, north of Northern Ditch, and west of I-65. In 1951, the General Electric Company announced that it was moving its home appliance manufacturing operation to Jefferson County and chose a site in Buechel. Before the end of the decade, GE employed more than 16,000 workers at the plant. In 1969, the Ford Motor Company opened the world's largest truck plant in eastern Jefferson County, creating over 4,000 jobs (Kleber 1992:467, 577; Yater 1979:220, 229; City of Louisville 1978:209).

It was through urban renewal in the 1960s that much of the residential architecture between Ninth and Fifteenth Streets was demolished. Historic public and religious structures remained in the area in the early 1980s, and infill included public housing developments and light industry (Hedgepeth 1983:8:2).

In 1970, Jefferson County's population reached its peak, with a total population of 695,055. By 1972, the county suburbs exceeded the city in population. The county population decreased in 1980 to 685,004, in large part because residents moved to adjoining counties to become commuters. The population declined again in 1990 to 664,937 as suburbanization continued to adjacent counties. Jefferson County is by far the state's largest metropolitan area, with a population of 693,604 in 2000 and 741,096 in 2010 (Kleber 1992:467; Kleber 2001:411; Yater 1979:220, 229, 232-233; USBOC 2010).

Shippingport

Shippingport, comprising the northern portion of the project area, was established in the 1780s. The steamboat increased Shippingport's importance as a trading port. Industries such as rope walks and boat construction/repair were established in the town (Hedgepeth 1983:8:1). The construction of the Louisville and Portland Canal in 1830 had made the early Shippingport a virtual island. It was further disrupted by the enlargement of the canal after the Civil War, and its enlargement again in the 1920s and 1950s.

Flooding of the community took place during the 1937 flood. The construction of the hydroelectric plant removed any remaining evidence of Shippingport as a vital river town in Jefferson County's history. The Army Corps of Engineers demolished the few remaining structures associated with Shippingport in 1958 (Hedgepeth 1983:8:1). Historically associated with industry along the river, only the western end of the island is used for activities related to McAlpine Dam; the remainder of the island is forested.

Portland

The northern portion of the project area runs through the easternmost portion of the city of Portland, which was originally established in 1811 on a portion of 3,000 acres purchased by General William Lytle from Henry Clay and Fortunatus Cosby and was located further west than Shippingport. French, Irish, and German immigrants were all early residents of Portland. Commercial buildings began going up quickly, with the first erected in 1812. The town became so busy that a seven-story warehouse was constructed at the wharf shortly thereafter. The community was later connected to Louisville by a plank road (Hedgepeth 1983:7:1, 8:1).

By 1830 the Louisville and Portland Canal had opened on the south bank of the Ohio River, effectively allowing river traffic to bypass the falls. The construction of the canal served as a catalyst for economic and residential expansion. Between 1845 and 1852 the U. S. Marine Hospital, a national landmark today, was constructed near the river between Twenty-third and Carter Streets in Portland to care for the health needs of boatmen on the rivers (Yater 2001:xix; Castner 2001:528–529; Portland Museum 2001). According to the Portland Museum, "The site selection committee determined that Louisville, from its position at the falls and being a place of deposit and transfer, was the central point of trade on the entire Ohio River" (Portland Museum 2001). Portland was annexed by Louisville in 1852.

The enlargement of the canal in 1871 started the gradual decline of the wharf and the warehouses that lined the riverfront. The Flood

of 1937 and the Flood of 1945 destroyed many buildings along the river, and the flood wall that was constructed destroyed even more. With the construction of Interstate 64 during the 1950s and 1960s, Portland was no longer located along the riverfront (Herron 1989), and its industrial development solely shifted to the railroads that developed during the mid- to late nineteenth century and that run through the community, the majority of which is centered along the L&I Railroad. Many of its stately homes remain, however, and in 2006, Portland was honored as one of the first five neighborhoods in the nation to be designated as an official Preserve America Neighborhood by the Preserve America White House initiative program spearheaded by First Lady Laura Bush (Hedgepeth 1983; Portland Museum 2008).

Russell

The Russell neighborhood, through which the project area runs, is named after Harvey Clarence Russell, Sr., a teacher and dean of Kentucky State College and president of Kentucky Industrial College and West Kentucky State Vocational School, and a nationally known African-American educator. The area was settled primarily by German immigrants in the 1870s and has historically been a mixture of upper and working class residents (Winston Baye 1989).

German immigrant Basil Doerhoefer, the president of the American Tobacco Works, was a primary land developer in the area during the 1870s and 1880s. It was due to him that the area became a "fashionable place to live" for wealthy white families wanting to escape crowded downtown areas. Other prominent early residents include architect Max Drach, who designed numerous buildings in the neighborhood, and Michael Blatz, owner of the Falls City Stone Works (Winston Baye 1989; Kleber 2001:773). African-American and working class white families also constructed smaller homes along back alleys and side streets during this time. It was also during this time that industrial development began to replace residential areas within the eastern portion of the neighborhood due to the construction of the railroad along what was Fourteenth Street.

Beginning in the 1890s, these wealthy white families began leaving the neighborhood for more desirable suburban developments in the southern and eastern portions of the city. Middle class African Americans purchased the larger homes and working class families moved into the smaller homes vacated by middle class families, moving westward through the neighborhood. It was during this period that the first African-American library in the nation, the West Branch of the Louisville Free Public Library, opened in 1908. Numerous churches were also established (Winston Baye 1989). Industrial development that had begun replacing residential areas in the eastern portion of the neighborhood during the 1870s and 1880s began in earnest during this period. As middle class African Americans purchased the larger homes vacated by white families, the smaller homes along the railroad were demolished so that industries could utilize the prime shipping real estate by constructing freight depots and rail spurs to their factories, particularly after the turn of the century.

By the 1940s, Russell was the premier African-American neighborhood in the city, with businesses lining Walnut Street (now Muhammad Ali Boulevard). However, after World War II, many wealthier residents moved away from the area and the neighborhood began to decline. Urban renewal projects of the 1960s decimated the area, as abandoned homes were demolished. Crime became rampant and the city had much difficulty finding buyers for property during the 1980s, even when it was offered for as little as one dollar (Winston Baye 1989). However, even though the area was greatly affected by urban renewal, the majority of the neighborhood was listed in the NRHP in 1980.

California

The California neighborhood, comprising the southern portion of the project area, was originally called Henderson and was settled by German immigrants around 1849. It is supposedly called California because it was settled right after the gold rush and it is in what was then the far west part of Louisville. After the Civil War, many African Americans began settling in the neighborhood, which was at the time working class, with a mixed population of

whites and African Americans. The California Colored School and the local branch of the Freedman's Bureau were established during this period (Kleber 2001:156).

During the late nineteenth century, white families began moving to new suburban developments in the southern and eastern parts of the city and the area became predominantly an African American neighborhood. Like the Russell neighborhood, industrial areas developed along the railroad as white families left the area during the late nineteenth and early twentieth centuries.

After World War II, the California neighborhood also experienced large numbers of residents vacating the area as the city became more and more integrated. Large portions of the neighborhood were subject to demolition during urban renewal in the 1960s and the area became plagued by crime. The neighborhood lost 50 percent of its residents and 40 percent of its single family housing during this period (Kleber 2001: 156). While there have been some attempts at revitalization, the neighborhood is largely comprised of low income families and vacant lots in addition to large swaths of industrial areas along the railroad and around Union Station.

VI. INVENTORY OF HISTORIC RESOURCES

The results of the cultural historic survey are presented in Table 1, and the locations of the cultural historic resources are mapped on Figures 2 and 3. All surveyed historic resources (at least 50 years old) are described below. Information obtained from the Jefferson County Property Valuation Administration (PVA) office, historic maps, and architectural analysis was used to establish an approximate date of construction for each resource. CRA personnel did not have access to the interior of surveyed resources. All statements regarding the number of rooms or size of each resource were made with information gathered from records of the PVA office. Each resource has been assessed to determine if it appears eligible for listing in the NRHP. Evaluations are found after each description.

Table 1. Surveyed Architectural Resources.

CRA Resource #	KHC Inventory #	Name/Description of Property	Construction Date	Initial Assessment	Photo Figure #
1	JFWP 327	Pennsylvania Railroad Bridge	1916-1919	eligible	12-16
2	JFWP 528	Peaslee-Gaulbert Paint Manufacturing Complex	1919-1920	eligible	17-21
3	JFWP 614	former C.I.&L (Monon) freight station	1935	eligible	22-24
4	JFWP 164	Pennsylvania Railroad Freight Depot	1888	eligible	25-26
5	JFWP 615	riveted steel girder bridge	1940	eligible	94
6	JFWP 148	Monon Freight Depot	1905	listed	27-29
7	JFWP 149	National Foundry and Machine Company	1895, 1900	listed	30-33
8	JFWP 616	one-story, monitor roof warehouse	circa 1925-1949	ineligible	34-35
9	JFWP 3825	two-story, shallow side-gabled, steel frame warehouse	circa 1925-1949	ineligible	36-37
10	JFWP 3826	riveted steel girder bridge	1940	eligible	95, 105
11	JFWP 3827	one-story, flat roof, L-shaped industrial building	circa 1950-1974	ineligible	38-39
12	JFWP 3828	riveted steel girder bridge	1940	eligible	96, 105
13	JFWP 3829	three-story, flat roof, Neoclassical warehouse	1909	ineligible	40-41
14	JFWP 3830	one-story, flat roof brick warehouse	1945	ineligible	42-43
15	JFWP 3831	former Porter Paint Company factory	circa 1950-1974	ineligible	44-45
16	JFWP 3832	riveted steel girder bridge	1940	eligible	97, 105
17	JFWP 3833	former International Harvester Company warehouse	1922	ineligible	46-49
18	JFWP 3834	one-story, side-gabled concrete block garage	1954	ineligible	50
19	JFWP 3835	concrete girder bridge	1940	eligible	101, 105
20	JFWP 3836	one-story, front-gabled concrete block warehouse	circa 1950-1974	ineligible	51-52
21	JFWP 3837	riveted steel girder bridge	1940	eligible	98, 105
22	JFWP 3838	Magazine Substation	1924	ineligible	53
23	JFWP 3839	concrete girder bridge	1940	eligible	102, 105
24	JFSW 436	Axton-Fisher Tobacco Company Warehouse	1921	listed	54-56
25	JFWP 3840	riveted steel girder bridge	1940	eligible	93, 99, 105
26	JFSW 404	Whiteside Bakery	1908	listed	57-59
27	JFWP 3841	Louisville Plate Glass Co.	1911	ineligible	60
28	JFSW 979	five-story, side-gabled industrial building	circa 1925-1949	ineligible	61-62
29	JFSW 980	St. Augustine Roman Catholic Church and parish office	1912, 1958	eligible	63-66
30	JFSW 981	former Fire Co. #8 firehouse	circa 1875-1899	ineligible	67
31	JFSW 982	concrete girder bridge	1940	eligible	103, 105
32	JFSW 983	former Louisville Paper Company factory	1865	eligible	68-73
33	JFSW 984	one-story, flat roof triangular shaped industrial building	1945	ineligible	74-75
34	JFSW 985	Louisville Stove and Tin Company Building	circa 1932	eligible	76-81
35	JFSW 986	two-story, flat roof brick industrial building	circa 1925-1949	ineligible	82-83
36	JFSW 987	riveted steel girder bridge	1940	eligible	100, 105
37	JFSW 988	C.T. Dearing Printing Company complex	circa 1925-1949; 1950-1974	ineligible	84-89
38	JFSW 401	Union Station	1889-1891	listed	90-92

Site 1

KHC Survey #: JFWP 327

Photographs: Figures 12–16

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607436 N: 4235507

E: 607580 N: 4235672

E: 607902 N: 4236025

E: 608437 N: 4236618

Property Address: Ohio River at Fourteenth St.

Parcel Number: N/A

Owner Information: N/A

Deed: N/A

Construction Date: 1916–1919

Description: Site 1 is comprised of the Pennsylvania Railroad Bridge and signal tower. The bridge spans the Louisville and Portland Canal and the Ohio River, connecting west Louisville to Clarksville, Indiana (Figures 12–13). The signal tower is located adjacent to the west side railroad tracks between I-64 and the canal. The original bridge in this location was completed in 1870 by the Louisville Bridge Company for the Louisville & Nashville (L&N) railroad. This was a single-track bridge that was approximately a mile in length. The original bridge included a swing bridge over the Louisville and Portland Canal.

The original bridge was completely rebuilt between 1916 and 1919 as a double-track span using the stone piers and abutments of the original bridge. According to the 1994 KHC survey form, the vertical lift bridge over the canal is a Waddell vertical lift bridge (Figure 14), which was patented in 1909 (Burgess and Kennedy 1949:215, 548; Community Transportation Solutions, Inc. 2002a:VI-74; Kentucky Heritage Council, Survey and National Register Files). The remainder of the bridge consists of two Pennsylvania through trusses and numerous Warren deck trusses. The longest span, the northernmost Pennsylvania through truss, is 644 ft, the longest of its kind

when it was constructed in 1918 (Community Transportation Solutions, Inc. 2012). The vertical lift bridge has a single track entering the portal at the current time and utilizes large concrete blocks at either end as counterweights to lift the bridge so that barges and other river traffic may pass unobstructed through the Louisville and Portland Canal. A riverside walking/jogging path passes underneath a poured concrete slab span to the southwest of the railroad bridge.

The signal tower is located adjacent to the railroad tracks and abutment on the northwest side of the tracks at the Kentucky terminus of the bridge, near the vertical lift bridge (Figure 15). It is a two-story, hip roof structure situated on a full raised basement constructed of rusticated stone block beneath an asphalt shingle roof. The entire building appears to taper as it extends upward. The first floor is located at grade with the decking of the bridge. The primary entry, exhibiting a single-leaf door, is located at the southern corner of the southwest elevation of the first floor and is reached by metal steps. The steps extend upward to the second floor, where an additional single-leaf entry is located above the primary entry. A basement entry is located at the center of the northwest elevation. Three enclosed windows are located along the first floor of the southeast elevation. Second-story windows exhibit one-over-one, double-hung vinyl sashes.

NRHP Evaluation: Eligible. Site 1 was previously surveyed for the *Louisville- Southern Indiana Ohio River Bridges Project, Addendum Expanded APE, Kentucky Cultural Historic Sites*. The site was determined eligible for listing in the NRHP in this report under Criterion A “for its association with the railroad networks which once served Louisville” and under Criterion C as “a significant engineering structure” (Community Transportation Solutions, Inc. 2002a:VI-74– VI-76). The same report states that the KHC concurred with this determination in a letter dated February 13, 2002 (Community Transportation Solutions, Inc. 2002a:20, VI- 74). It was again surveyed in the *Cultural Historic Survey for the Proposed River Road Extension from Seventh Street West to Northwestern Parkway in Louisville, Jefferson*



Figure 12. Site 1 (JFWP 327): Southern portion of the bridge.



Figure 13. Site 1 (JFWP 327): Northern portion of the bridge.



Figure 14. Site 1 (JFWP 327): Waddell vertical lift bridge.



Figure 15. Site 1 (JFWP 327): Signal tower.

County, Kentucky (Item No. 5-91.08), which found that the signal tower and the Pennsylvania Railroad Bridge retain the historic qualities of location, design, materials, workmanship, and association that contribute to the integrity of the site (Spurlock 2006:100). The current survey confirmed that the bridge and tower continue to be eligible for NRHP listing.

The proposed NRHP boundary for the Pennsylvania Railroad Bridge and signal tower is the footprint of the bridge and signal tower, as stated in the *Louisville-Southern Indiana Ohio River Bridges Project, Addendum Expanded APE, Kentucky Cultural Historic Sites* report (Community Transportation Solutions, Inc. 2002a:VI-74). This proposed boundary is illustrated in Figure 16.

Determination of Effect: No Adverse Effect. The Pennsylvania Railroad Bridge and signal tower (Site 1) was constructed for railroad use and historically handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train timetable for the L&N railroad states that there were 8 incoming and 8 outgoing trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which were probably much more numerous given the large number of industries and freight depots located along the railroad. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the property because it was constructed for this use, and the significance of the site is directly related to its historic and continued function as a railroad bridge. Therefore, the increase in rail traffic resulting from the proposed project will not adversely affect the qualities for which Site 1 is eligible for listing in the NRHP.

Site 2

KHC Survey #: JFWP 528

Photographs: Figures 17–21

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607312 N: 4235706

Property Address: 226 N Fifteenth St.
Louisville, KY 40203

Parcel Number: 015B00400000

Owner Information: Self Enterprises LLC
1416 Lytle St.
Louisville, KY 40203

Deed: 9150 0425

Construction Date: 1919–1920

Description: Site 2 comprises the Peaslee-Gaulbert Paint Manufacturing Plant complex located north of the intersection of North Fifteenth Street and Portland Avenue and south of Northwestern Parkway (Figure 17). The parcel has been divided into two parcels, with the southern portion of the complex now known as Shippingport Business Park and located on a separate parcel. All of the structures are situated between gravel and asphalt parking areas. A stack constructed of structural tile that was connected to the boiler room has been demolished since the property was last surveyed in 2006.

Six buildings and structures associated with the complex remain. They include a two-story masonry building with multi-light metal casement windows in the upper story located at the center of the west side of the NRHP boundary. According to the 1928 (updated 1941) Sanborn map, this building was the boiler room constructed in 1923 (Figure 18). This structure is not located within the APE for the current proposed project.

To the immediate north of the former boiler room building is a one- and two-story structure along the west edge of the property. This section contained the “cooking” and “varnish stacks” as labeled on the 1928 (updated 1941) Sanborn map. This section contains the massive masonry stack, with four paired chimney extensions constructed of metal. All windows have been enclosed with corrugated metal panels. This building is also not within the APE for the current proposed project.

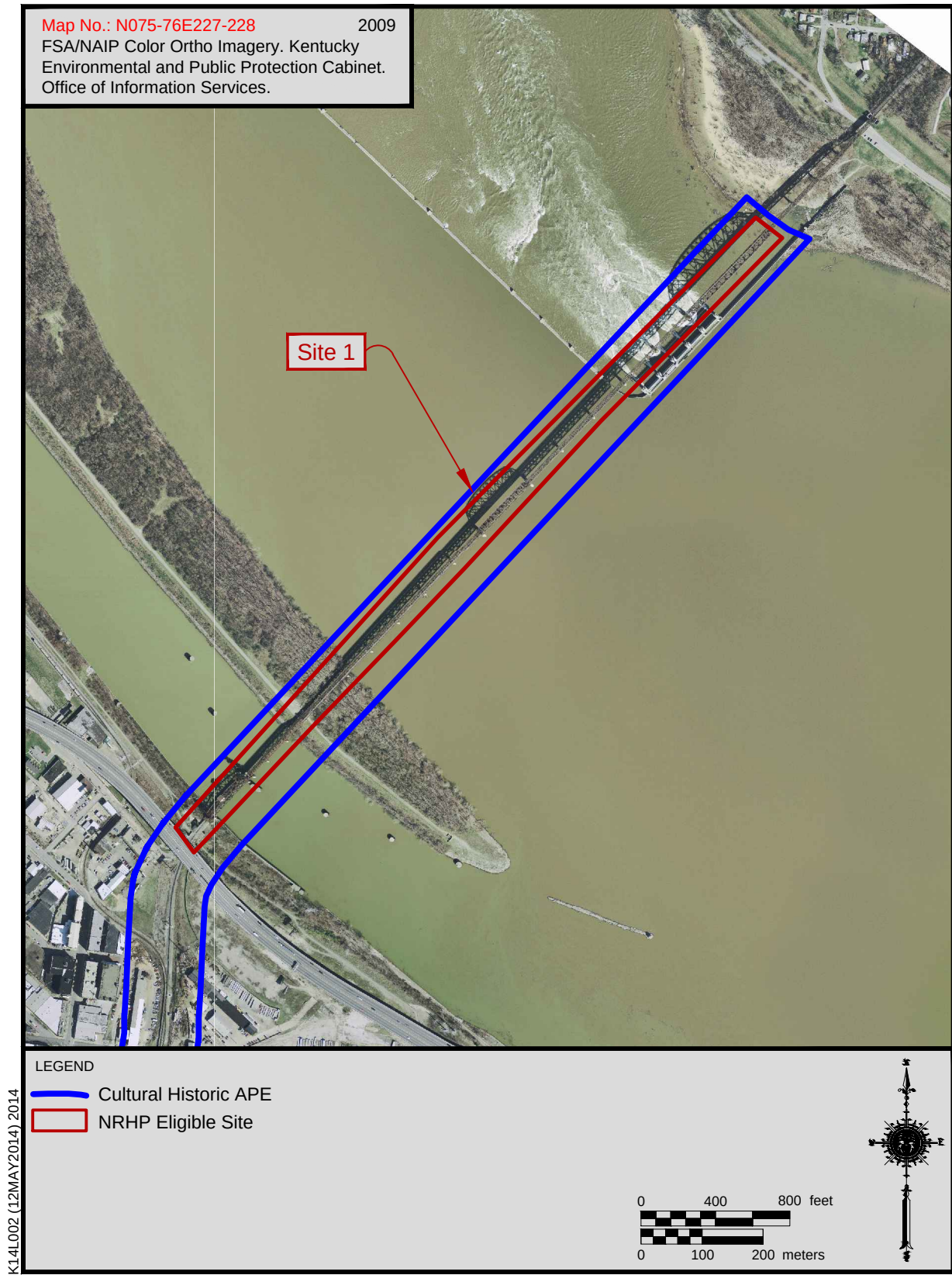


Figure 16. Site 1 (JFWP 327): Recommended NRHP boundary.



Figure 17. Site 2 (JFWP 528): Overview of the Peaslee-Gaulbert Paint Manufacturing Complex.

A two-story, brick building located at the northern boundary of the complex is adjacent to the previous structure (Figure 19). This building has brick pilasters and a corbelled cornice. The pilasters divide the northeast and northwest elevations into bays, some with ten-light windows along the second floor. A metal and concrete loading dock runs along the northeast and northwest elevations. The windows along the first floor have six-light metal casements. Other window openings have been enclosed. This building, which according to the 1928 (updated 1941) Sanborn map was constructed in 1919, rests on a stone foundation. The 1928 (updated 1941) Sanborn map also indicates the building housed the varnish tank room and the filling filter room.

Along the northeast property boundary, adjacent to an abandoned portion of the Northwestern Parkway, is a three-story building connected to the former varnish tank building that, according to the 1928 (updated 1941) Sanborn map, was constructed in 1923 (Figure 20). A portion of the southeast elevation appears to be constructed of brick; the northeast,

southeast, and southwest elevations have been partially clad in metal with poured concrete in the voids between the metal panels. A one-story concrete block addition is located along the southeast elevation of the building. The 1928 (updated to 1941) Sanborn map indicates the building contained a filling and shipping room and another varnish tank room.

Two structures are located along the eastern property boundary (Figure 17). A one-story masonry building that is identified as the filling room was constructed in 1919, according to the 1928 (updated 1941) Sanborn map (Sanborn Map Company 1928 [updated 1941], volume 2:Sheet 10w). This building has four large window openings along the northeast elevation that appear to be covered in metal. The elevation's parapet has an inverted arch above each of the window openings. South of the former filling room is a one-story brick building constructed in 1919 and used for drum and equipment storage, according to the 1928 (updated 1941) Sanborn map. The entry exhibits a metal door with a single light sheltered beneath a canvas awning.

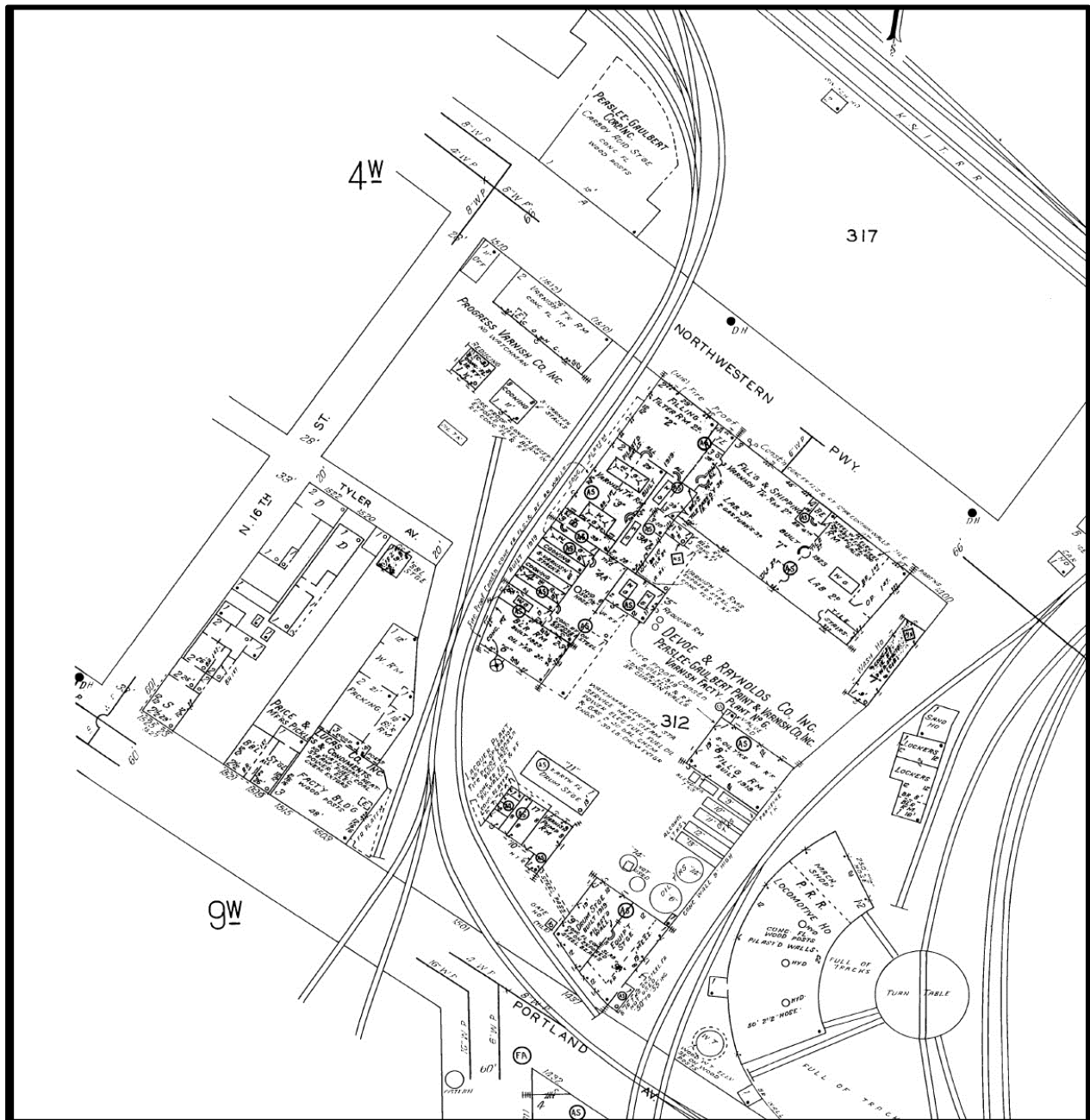


Figure 18. Site 2 (JFWP 528): 1928 (updated 1941) Sanborn Map depicting the Peaslee-Gaulbert Paint Manufacturing Plant.



Figure 19. Site 2 (JFWP 528): Southerly view of the former varnish tank building.



Figure 20. Site 2 (JFWP 528): Westerly view of the former shipping building.

All windows have been enclosed, with the exception of the southernmost façade window, which has been resized to fit three ribbon windows. A non-historic garage is located between these structures.

NRHP Evaluation: Eligible. The Peaslee-Gaulbert Paint Manufacturing Plant complex was determined eligible as a contributing member to the Peaslee-Gaulbert/Fifteenth Street manufacturing district, named after the largest industry located within its boundaries, in the *Louisville-Southern Indiana Ohio River Bridges Project, Addendum Expanded APE, Kentucky Cultural Historic Sites* report. The district represents a “small manufacturing area within the City of Louisville.” The complex was determined eligible under “Criterion A as a contributing member of a proposed manufacturing district.” According to the *Louisville-Southern Indiana Ohio River Bridges Project, Addendum Expanded APE, Kentucky Cultural Historic Sites* report, the Peaslee-Gaulbert Company was established in 1867. By 1920 the company consisted of a varnish factory at Sixteenth and High (current Northwestern Parkway) Streets, a paint factory at Fifteenth and Lytle Streets, warehouses at Fifteenth Street and Portland Avenue, and a mirror factory at Floyd and A Streets. The Peaslee-Gaulbert Company was affiliated with the New York based Devoe and Reynolds by 1940 (Community Transportation Solutions, Inc. 2002a:VI-52–VI-53). It was again surveyed in the *Cultural Historic Survey for the Proposed River Road Extension from Seventh Street West to Northwestern Parkway in Louisville, Jefferson County, Kentucky (Item No. 5-91.08)*, where it was found to retain the historic qualities of location, design, materials, and association that contribute to the integrity of the district (Spurlock 2006:125). While several changes have been made to the facility overall, most notably the demolition of the large structural tile stack, the complex still retains integrity of association, feeling, design, materials, and workmanship to remain eligible for listing in the NRHP as a contributing member of the Peaslee-Gaulbert/Fifteenth Street historic district. The proposed NRHP boundary for the district and Site 2 is depicted on Figure 21.

Determination of Effect: No Adverse Effect. The former Peaslee-Gaulbert Paint Manufacturing Plant complex (Site 2) is located adjacent to the railroad, which it historically utilized. The railroad historically handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train timetable for the L&N railroad states that there were 8 incoming and 8 outgoing trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which were probably much more numerous given the large number of industries and freight depots located along the railroad. Train pass-bys are a common occurrence, and train noise is already a common component of the audible environment. Additionally, the site is located adjacent to Interstate 64, which already disrupts the audible environment. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the property because of its historic association. The railroad has always been an integral part of the building’s association and feeling; therefore, the increase in rail traffic resulting from the proposed project will not adversely affect the qualities for which Site 2 is eligible for listing in the NRHP.

Site 3

KHC Survey #: JFWP 614

Photographs: Figures 22–24

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607325 N: 4235429

Property Address: 1403 Rowan St.
Louisville, Kentucky 40203

Parcel Number: 015B00660000

Owner Information: Jericho Cook
8419 Manson Way
Louisville, KY 40258
Deed: 9114 0795

Construction Date: 1935

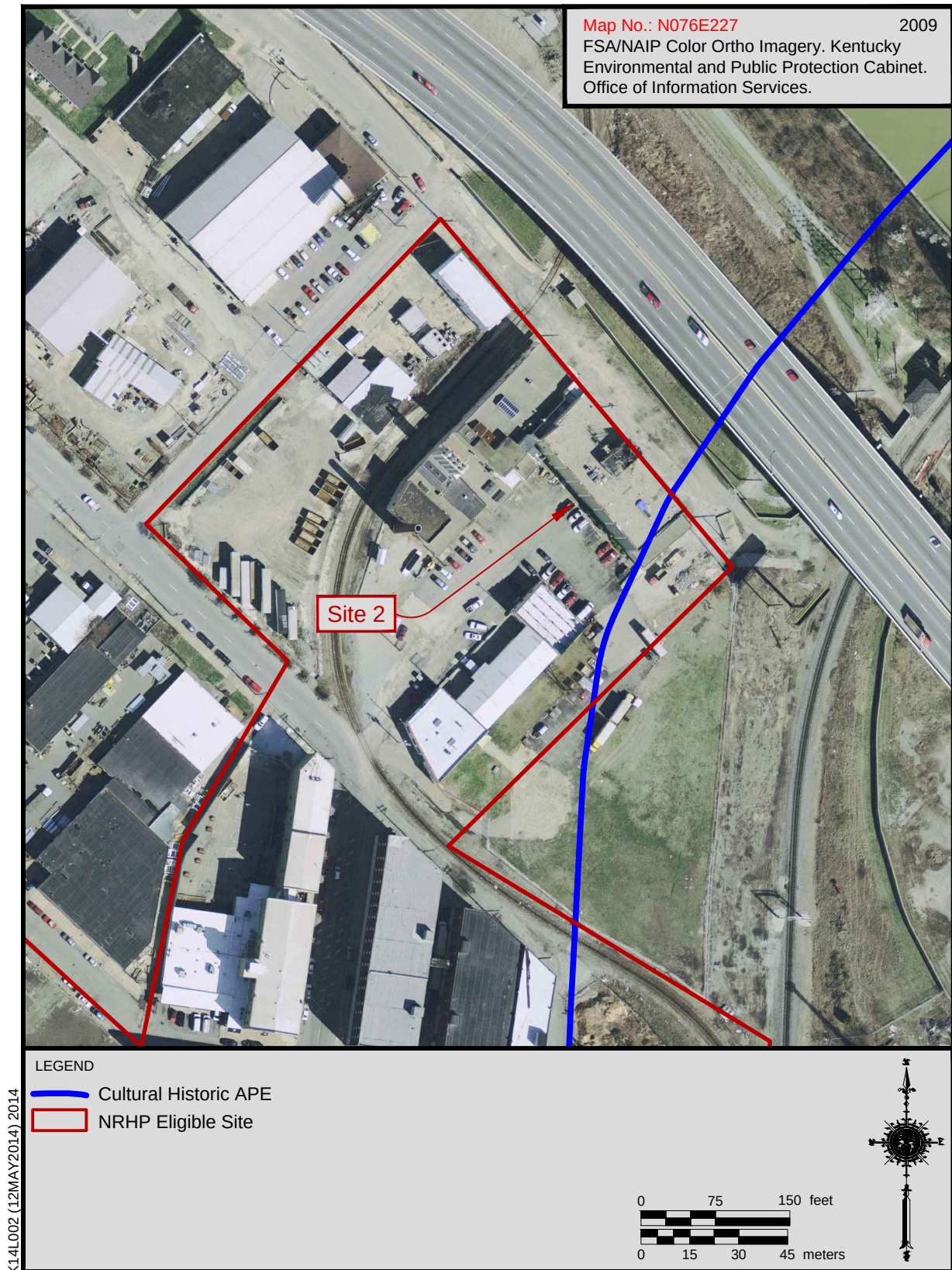


Figure 21. Site 2 (JFWP 528): Recommended NRHP Boundary for Site 2 in the proposed Peaslee-Gaulbert Historic District.

Description: Site 3 consists of a warehouse located at 1403 Rowan Street, on the north side of where the street dead ends into the western side of the rail line. A garage constructed in 1965 is also associated with the property; it is located to the west of the warehouse. The structures are situated on an approximately 2.495-acre parcel comprised almost entirely of a gravel lot; a concrete parking area is located east of the building. Chain-link fences line the perimeter of the parcel. The building appears on the 1928 (updated to 1941) Sanborn map as a Chicago, Indianapolis and Louisville (Monon) Railroad freight station (Figure 22). The warehouse is located within the proposed

eligible Peaslee-Gaulbert Historic District as a contributing resource and was not previously surveyed in the 1999 Milner report for an unknown reason.

The warehouse is a one-story, three-bay (w/d/w), extremely shallow front-gabled frame building (Figure 23) situated on a poured concrete foundation and clad with metal panels. The southern quarter of the building comprises the office, with the remainder comprising a warehouse and loading dock. A large eave extends from the east and west elevations and is supported by metal brackets. This eave extends beyond the rear elevation along the west side of the building and is supported by steel posts.

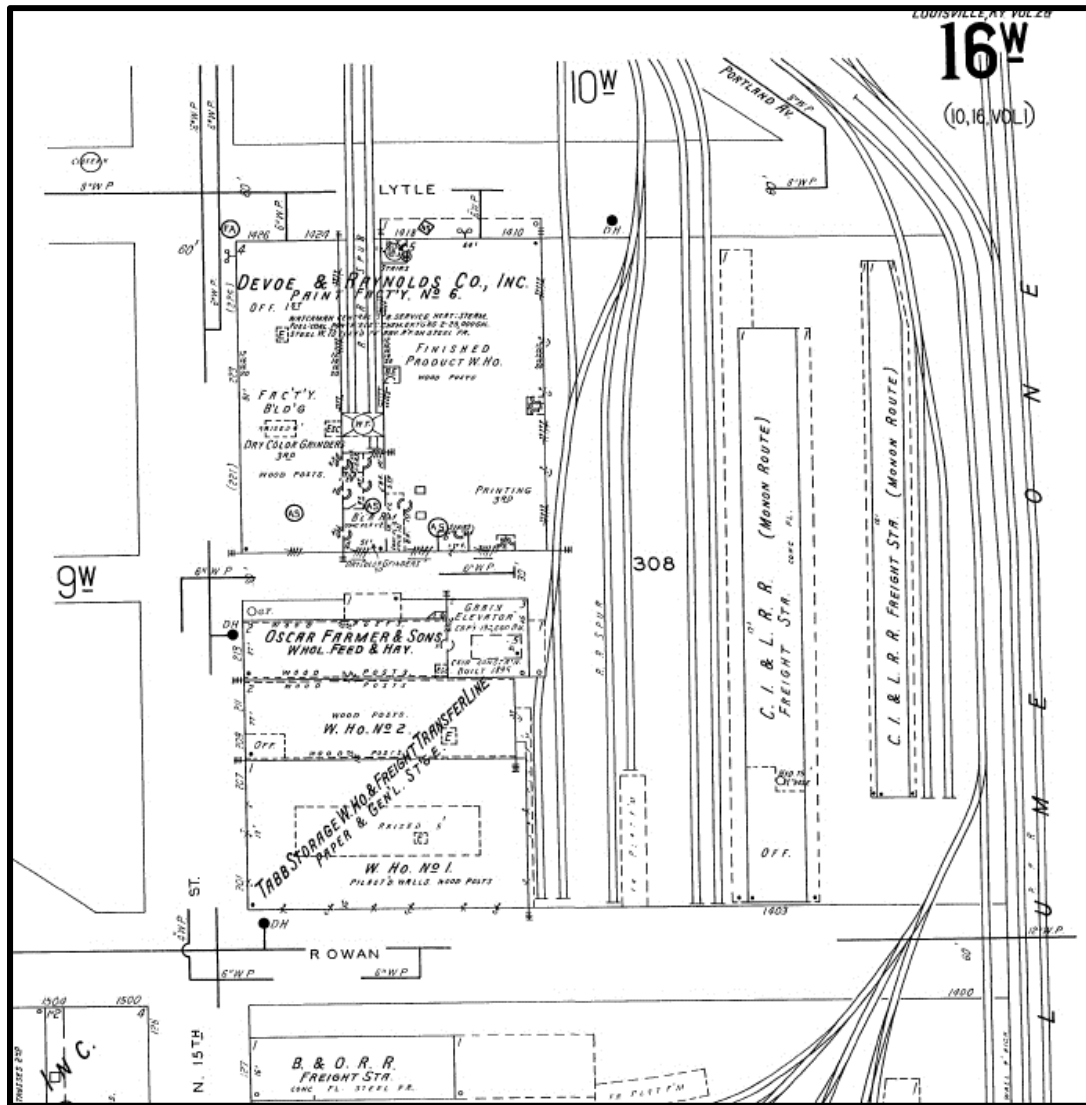


Figure 22. Site 3 (JFWP 614): 1928 (updated to 1941) Sanborn map depicting the former C.I.&L. freight station.



Figure 23. Site 3 (JFWP 614): Southeasterly view of warehouse.

The primary entry exhibits a metal door with a single light that opens onto a concrete stoop leading to double concrete steps that lead to the sidewalk; it is sheltered beneath a canvas awning. A secondary entry is located at the northern corner of the office portion of the building, along the east elevation; it opens onto concrete steps. Windows exhibit rotating vinyl sashes with snap in grids, and the upper portions of the windows are enclosed with metal panels. Façade windows are also sheltered beneath canvas awnings. Windows along the east and west elevations are grouped in threes.

The loading dock portion of the building exhibits six loading bays fronted by vinyl garage doors that open onto the concrete loading dock/platform. In between each bay are windows that exhibit multi-light rotating metal sashes. What appears to be an original sliding wood door is leaning against the building.

NRHP Evaluation: Eligible. Site 3 was recommended eligible as a contributing resource to the Peaselee-Gaulbert/Fifteenth Street Historic District in the 1999 John Milner

Associates, Inc., report, *Final Recommendations: Historic and Architectural Survey West Louisville, Zone C, Jefferson County, Kentucky*, although it was not surveyed at that time for an unknown reason. However, it was marked as a contributing resource to the district on the map accompanying the proposed district in the report (John Milner Associates, Inc. 1999:22). While no longer directly used by the railroad, the building retains its integrity of location, setting, association, and feeling that rendered it eligible for listing in the NRHP as a part of the proposed district, and it therefore remains eligible for listing in the NRHP as a contributing resource. The proposed NRHP boundary for the district and Site 3 is depicted on Figure 24.

Determination of Effect: No Adverse Effect. The former Monon Freight Station (Site 3) was historically associated with the railroad, which historically handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train

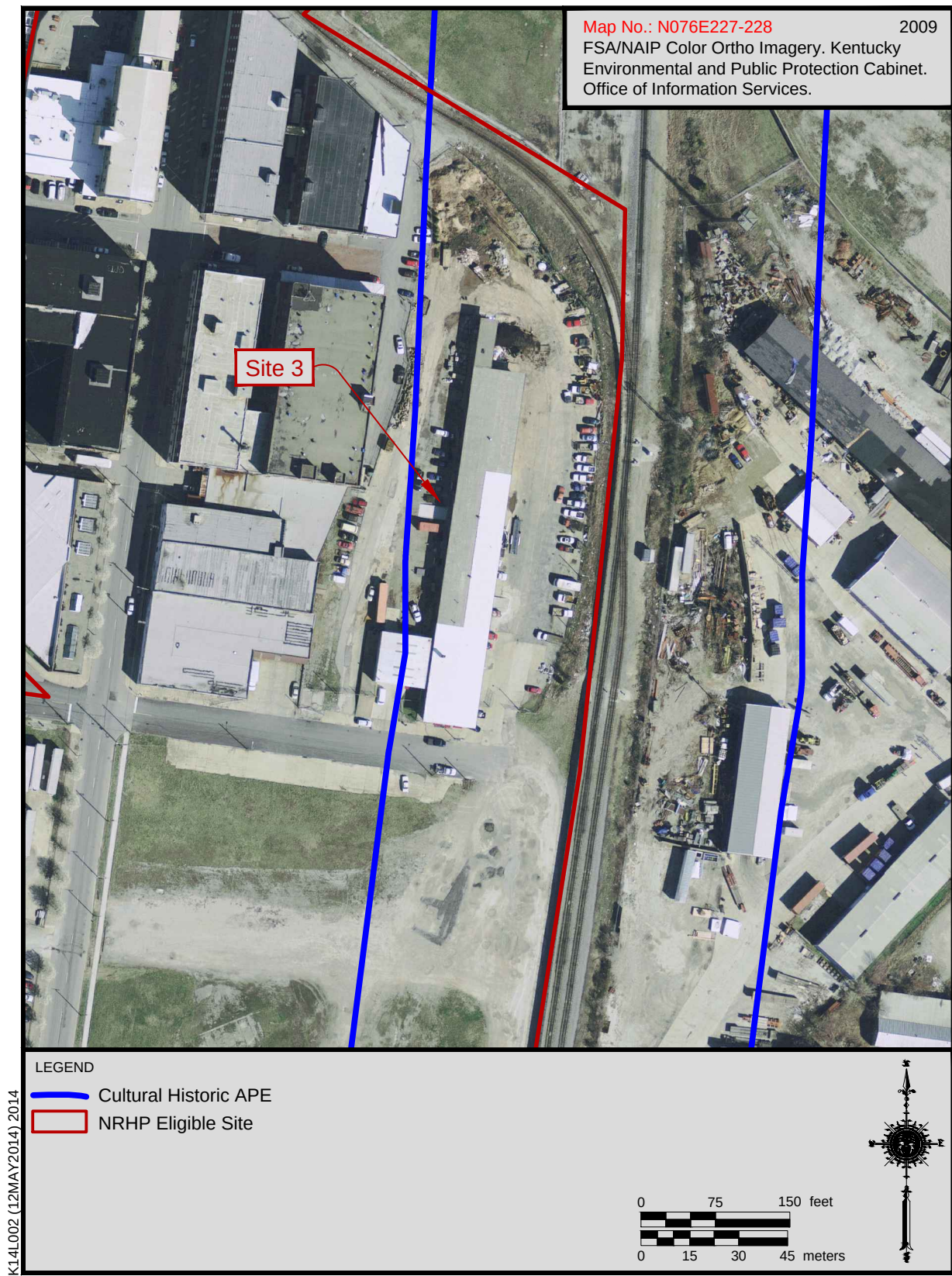


Figure 24. Site 3 (JFWP 614): Recommended NRHP Boundary.

timetable for the L&N railroad states that there were 8 incoming and 8 outgoing trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which were probably much more numerous given the large number of industries and freight depots located along the railroad. Train pass-bys are a common occurrence, and train noise is already a common component of the audible environment. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the depot because of its historic association—it is a rail-related structure that would not exist but for the adjacent railroad. The railroad has been an integral part of the building's association and feeling; therefore, the increase in rail traffic resulting from the proposed project will not adversely affect the qualities for which Site 3 is eligible for listing in the NRHP.

Site 4

KHC Survey #: JFWP 164

Photographs: Figures 25–26

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607462 N: 4235447

Property Address: 1301 Portland Ave.
Louisville, KY 40203

Parcel Number: 015B00650000

Owner Information: Adkins Construction Co.
1301 Portland Ave.
Louisville, KY 40203

Deed: 6957 0391

Construction Date: 1888

Description: Site 4 consists of the Pennsylvania Railroad Freight Depot, located northwest of the intersection of North Thirteenth and Rowan Streets (Figure 25). Two non-historic structures constructed in 1997 and 2006 are also associated with the property and are located southwest of the depot. The structures are situated on a triangular, approximately 2.564-acre parcel with an asphalt

parking area located to the southwest and a gravel area located to the northeast of the building. According to the previous KHC survey forms from 2006 and 1979, the structure was constructed in 1888 for the Jeffersonville, Madison, and Indianapolis Railroad Company. It was later utilized as the Pennsylvania Lines Freight Depot until 1919. The building was then purchased by the Louisville Bridge and Terminal Railroad Company (Community Transportation Solutions, Inc. 2002a:VI-44; Kentucky Heritage Council, Survey and National Register Files). The building appears on the 1928 (updated to 1950) Sanborn map as the Pennsylvania Railroad Freight Station (Sanborn Map Company 1928 [updated 1950], volume 1:Sheet 85).

The southeastern portion of the building is a two-story, five-bay (w/d/x/x/w), side-gabled brick structure that historically served and currently serves as office space. It is situated on a mortared rough cut stone foundation beneath an asphalt shingle roof, and the brick is laid in seven course common bond. Pilasters along the southwest and northeast elevations of the two-story portion of the building divide the elevations into bays, and a corbelled cornice is located between the pilasters. An exterior brick chimney is attached to the northern corner of the southeast (side) elevation.

The primary single-leaf entry sheltered by a modern awning is located in a former window bay. Windows are comprised of one-over-one, double-hung vinyl sashes set into segmentally arched stone window hoods with keystones and stone sills. Two of the façade window openings have been enclosed with brick. One window on the second story of the façade has replacement nine-over-nine double-hung sashes. The window openings on the rear elevation are similar to those found on the southwest elevation. The northwest bay of the northeast elevation has a different type of brick and was likely reconstructed. The window openings of this bay also do not have the window hoods found throughout the remainder of the two-story section, further suggesting this bay has been modified. Attached by an enclosed breezeway to the northeast elevation of the two-story section is a non-historic Amtrak passenger railroad car.



Figure 25. Site 4 (JFWP 164): Pennsylvania Railroad Freight Depot.

The majority of the building consists of a one-story, side-gabled, brick railroad train shed that extends to the northwest from the two-story office section. The brick is also laid in seven course common bond beneath an asphalt shingle roof and is situated on a rough cut stone foundation. The southwest elevation of the train shed exhibits 15 bays delineated by brick pilasters. Brick corbelling is found along each of the bays. Loading dock openings are constructed with three-course brick segmental arches. Some of the openings have been enclosed, and one opening has been enlarged. The loading bays are fronted by wood or replacement metal garage doors. The eave along the southwest elevation of the train shed projects from the wall plane of the building to shelter the loading docks and is supported by heavy timber brackets that rest on a stone corbel. The northeast elevation of the train shed section of the building also has an eave that projects from the original wall plane of the building; it has been enclosed with modern

metal siding, concealing the original fenestration of this elevation.

NRHP Evaluation: Eligible. This site was previously surveyed for the *Louisville- Southern Indiana Ohio River Bridges Project, Addendum Expanded APE, Kentucky Cultural Historic Sites* report. The site was determined eligible for listing in the NRHP in the previous report under Criteria A and C as “an intact example of the form of freight depots used by railroads serving the Louisville area at the turn of the century” (Community Transportation Solutions, Inc. 2002a:VI-44–VI-45). The previous report states the KHC concurred with this determination in a letter dated February 13, 2002 (Community Transportation Solutions, Inc. 2002a:20, VI-44–VI-45). It was again surveyed in the *Cultural Historic Survey for the Proposed River Road Extension from Seventh Street West to Northwestern Parkway in Louisville, Jefferson County, Kentucky (Item No. 5-91.08)*, where it was found to retain the historic qualities of location, design, materials, and association that

contribute to the integrity of the site (Spurlock 2006:88). It continues to retain these qualities and therefore remains eligible for listing in the NRHP.

In the *Louisville-Southern Indiana Ohio River Bridges Project, Addendum Expanded APE, Kentucky Cultural Historic Sites* report, the NRHP boundary for Site 4 is stated to be the footprint of the building (Community Transportation Solutions, Inc. 2002a:VI-45). The proposed NRHP boundary as illustrated in the *Louisville-Southern Indiana Ohio River Bridges Project, Indiana-Kentucky Assessment of Effects* report is triangular in shape and includes the lot to the southwest of the building (Community Transportations Solutions, Inc. 2002b:162a). The expanded boundary was again recommended in the *Cultural Historic Survey for the Proposed River Road Extension from Seventh Street West to Northwestern Parkway in Louisville, Jefferson County, Kentucky (Item No. 5-91.08)* report (Spurlock 2006:88). This NRHP boundary is illustrated in Figure 26.

Determination of Effect: No Adverse Effect. The Pennsylvania Railroad Freight Depot (Site 4) was historically associated with the railroad, which historically handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train timetable for the L&N railroad states that there were 8 incoming and 8 outgoing trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which were probably much more numerous given the large number of industries and freight depots located along the railroad. Train pass-bys are a common occurrence and train noise is already a common component of the audible environment. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the depot because of its historic association - it is a rail-related structure that would not exist but for the adjacent railroad. The railroad has been an integral part of the building's association and feeling throughout its history. Therefore, the increase in rail traffic resulting from the proposed project will not

adversely affect the qualities for which Site 4 is eligible for listing in the NRHP.

Site 5

Site 5 is described as part of a group at the end of VI. Inventory of Historic Resources.

Site 6

KHC Survey #: JFWP 148

Photographs: Figures 27–29

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607315 N: 4235123

Property Address: 1400 W. Main St.
Louisville, KY 40203

Parcel Number: 014B00800000

Owner Information: West Main Leasing Co.
1402 W. Main St.
Louisville, KY 40203

Deed: 8773 0872

Construction Date: 1905

Description: Site 6 consists of the former Monon Freight Depot, located at 1400 West Main Street just west of the L&I railroad. It is currently situated on an approximately 4.08 acre parcel that is shared with Site 7, the National Foundry and Machine Company. Historically, Sites 6 and 7 were not situated on the same parcel but separated by Monon Avenue.

The depot is a long, narrow, two-story, one-bay (d), flat roof brick structure with the façade constructed into the grade so that a raised basement is visible (Figures 27–29). The façade and rear elevations are clad with coursed rusticated stone. A five-sided turret is projected from the northwest corner of the façade; it is supported by four large stone modillions. Pilasters line the east and west (side) elevations, dividing them into bays. Brick corbelling is found along each bay.

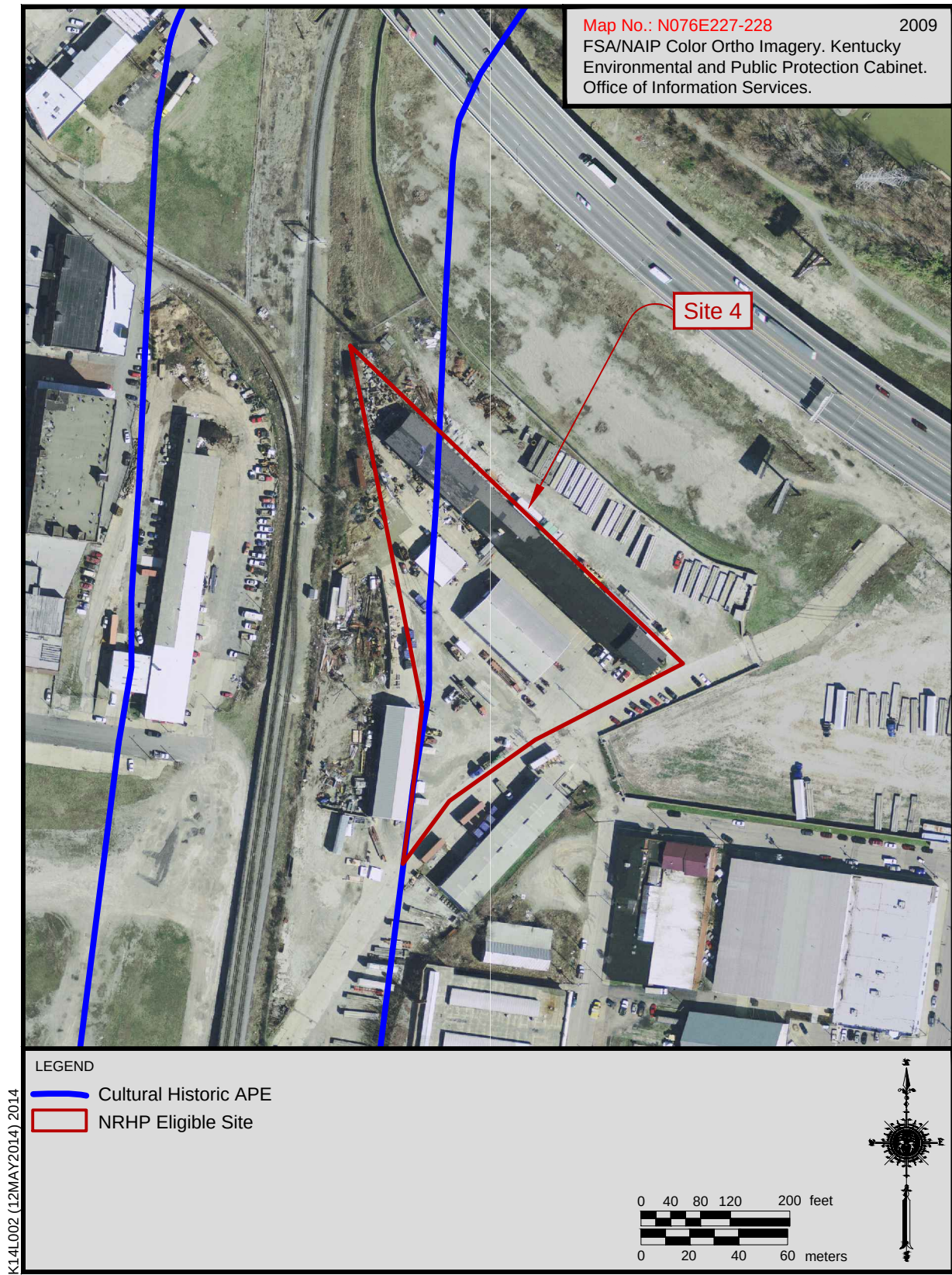


Figure 26. Site 4 (JFWP 164): Recommended NRHP Boundary.



Figure 27. Site 6 (JFWP 148): Monon Freight Depot.



Figure 28. Site 6 (JFWP 148): Rear elevation of the Monon Freight Depot.

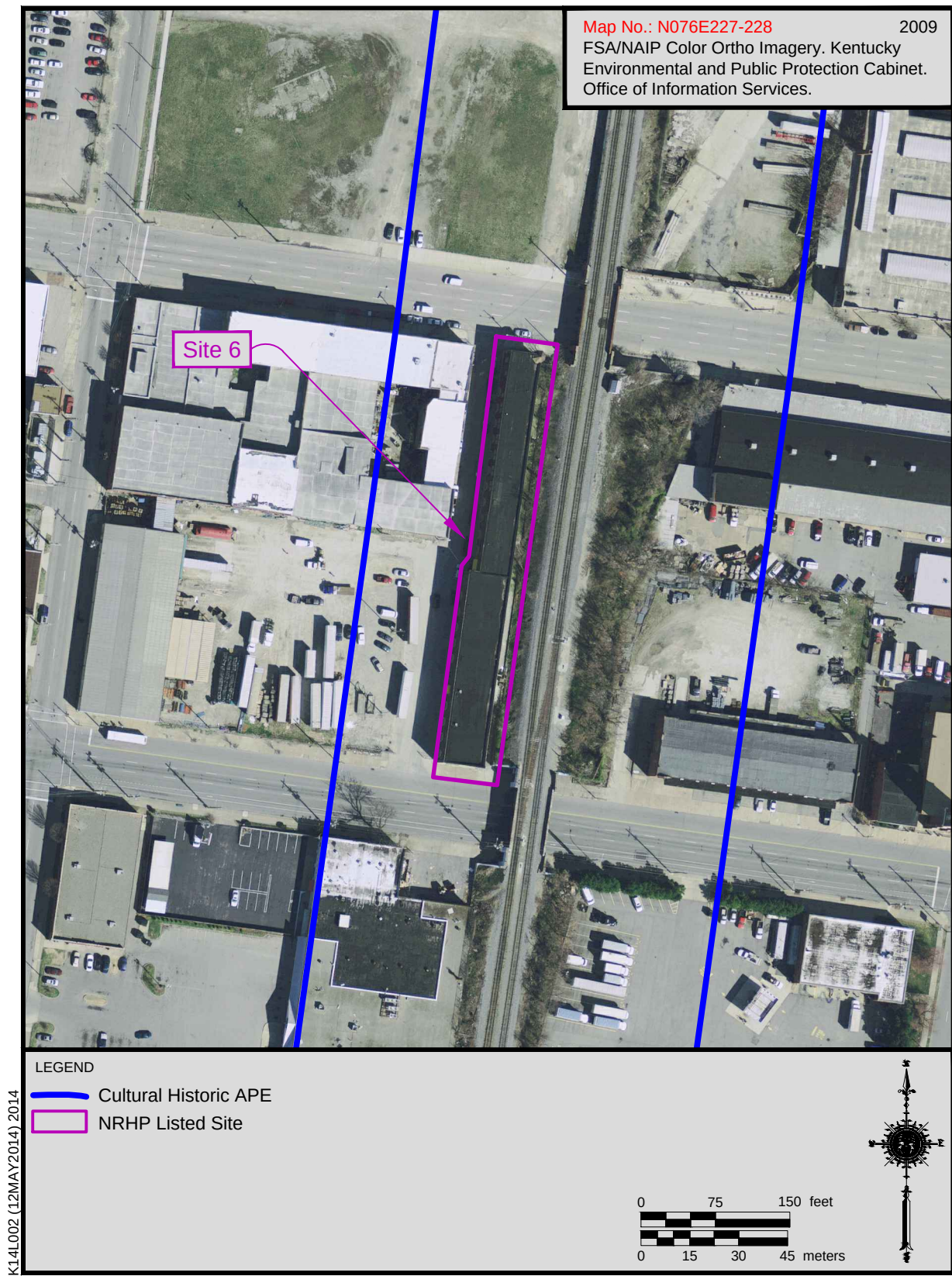


Figure 29. Site 6 (JFWP 148): NRHP Boundary.

The primary entry is recessed beneath a round arch and exhibits a metal door that opens onto a double concrete staircase. Two additional entries are located along the west elevation and are sheltered beneath canvas awnings. The loading dock openings have all been enclosed with plywood. All windows exhibit glass block, with the east and west elevation windows partially enclosed with plywood. Only the upper half of the window is visible.

NRHP Evaluation: Listed. The Monon Freight Depot was listed in the NRHP as part of the West Louisville MRA as the only example of Richardson Romanesque architecture in the area and as an excellent example of the style applied to a utilitarian commercial structure (Hedgepeth 1983). It was constructed in 1905 as a freight depot by the Chicago, Indianapolis and Louisville Railroad, known as the Monon (Kentucky Heritage Council, Survey and National Register Files). While there have been some changes to the depot, such as the enclosure of the side elevation loading bays, the depot still retains the qualities for which it was listed in the NRHP, including its Richardsonian Romanesque façade. The NRHP boundary for Site 6 is the property historically associated with the depot (Figure 29).

Determination of Effect: No Adverse Effect. The Monon Freight Depot (Site 6) was constructed specifically for railroad use and historically handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train timetable for the L&N railroad states that there were 8 incoming and 8 outgoing trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which were probably much more numerous given the large number of industries and freight depots located along the railroad. Train pass-bys are a common occurrence, and train noise is already a common component of the audible environment. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the depot because of its historic association—it is a rail-related structure that would not exist but for the adjacent railroad.

The railroad has always been an integral part of the building's association and feeling; therefore, the increase in rail traffic resulting from the proposed project will not adversely affect the qualities for which Site 6 is eligible for listing in the NRHP.

Site 7

KHC Survey #: JFWP 149

Photographs: Figures 30–33

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607256 N: 4235188

Property Address: 1402 W. Main St.
Louisville, KY 40203

Parcel Number: 014B00800000

Owner Information: West Main Leasing Co.
1402 W. Main St.
Louisville, KY 40203

Deed: 8773 0872

Construction Date: 1895, 1900

Description: Site 7 consists of the former National Foundry and Machine Company, now known as Caudill Seed Company, Inc., located at 1402 West Main Street. The property is comprised of the main factory building, constructed in 1895, an additional factory building constructed in 1900, and other attached factory buildings that were constructed throughout the twentieth century. The buildings are situated on an approximately 4.08-acre parcel shared with Site 6. However, historically these sites were located on separate parcels.

The main factory building is a three-story, five-bay (ww/ww/d/ww/ww), flat roof brick building (Figure 30). The bays are separated by pilasters with brick corbelling above. The primary entry has been resized and exhibits a single metal door. Windows are comprised of fixed, four-light metal sashes; the third-story windows have been enclosed with particle board. A three-story, four-bay (ww/ww/ww/wd), flat roof building capped by a parapet is attached



Figure 30. Site 7 (JFWP 149): Former National Foundry and Machine Company.

to the west elevation of the main factory building. A wood garage door fronts the westernmost façade opening. Windows exhibit six-over-six, double-hung metal sashes. According to the 1928 (updated 1951) Sanborn map, these two buildings housed the factory (Figure 31). Two one-story, two-bay (d/w) and three-bay (w/d/w), respectively, flat roof brick buildings are attached to the west elevation of this building. The one-story buildings exhibit multi-pane metal windows, and a metal sliding door fronts the garage opening at the center of the westernmost building. According to the 1928 (updated 1951) Sanborn map, these buildings housed the machine shop and finished products. The office, a two-story, three-bay (ww/ww/wdw), flat roof brick building, is attached to the east elevation of the original factory building. The primary entry for the entire complex is located within this section and exhibits a single leaf entry flanked by large metal sidelights, all sheltered beneath a canvas awning. First-story façade windows exhibit fixed aluminum sashes sheltered beneath canvas awnings, while second-story windows exhibit

paired one-over-one, double-hung metal sashes. First-story windows located along the east elevation have been enclosed with particle board and second-story windows exhibit paired and single one-over-one, double-hung metal sashes.

A large, primarily one-and-one-half-story, shallow gabled, rectangular brick building is attached to the rear elevations of the buildings located along West Main Street (Figure 32); the center portion is comprised of a single story. This building is connected to the remainder of the buildings at its center, east, and west ends, forming two interior courtyards. According to the 1928 (updated 1951) Sanborn map, the western portion of this building housed a factory, whereas the remainder was used as general storage. Brick pilasters separate the building into bays, with corbelling above. Almost all of the windows have been enclosed; only the large windows located along the eastern third of the south elevation remain. They exhibit multi-light pivot sashes.

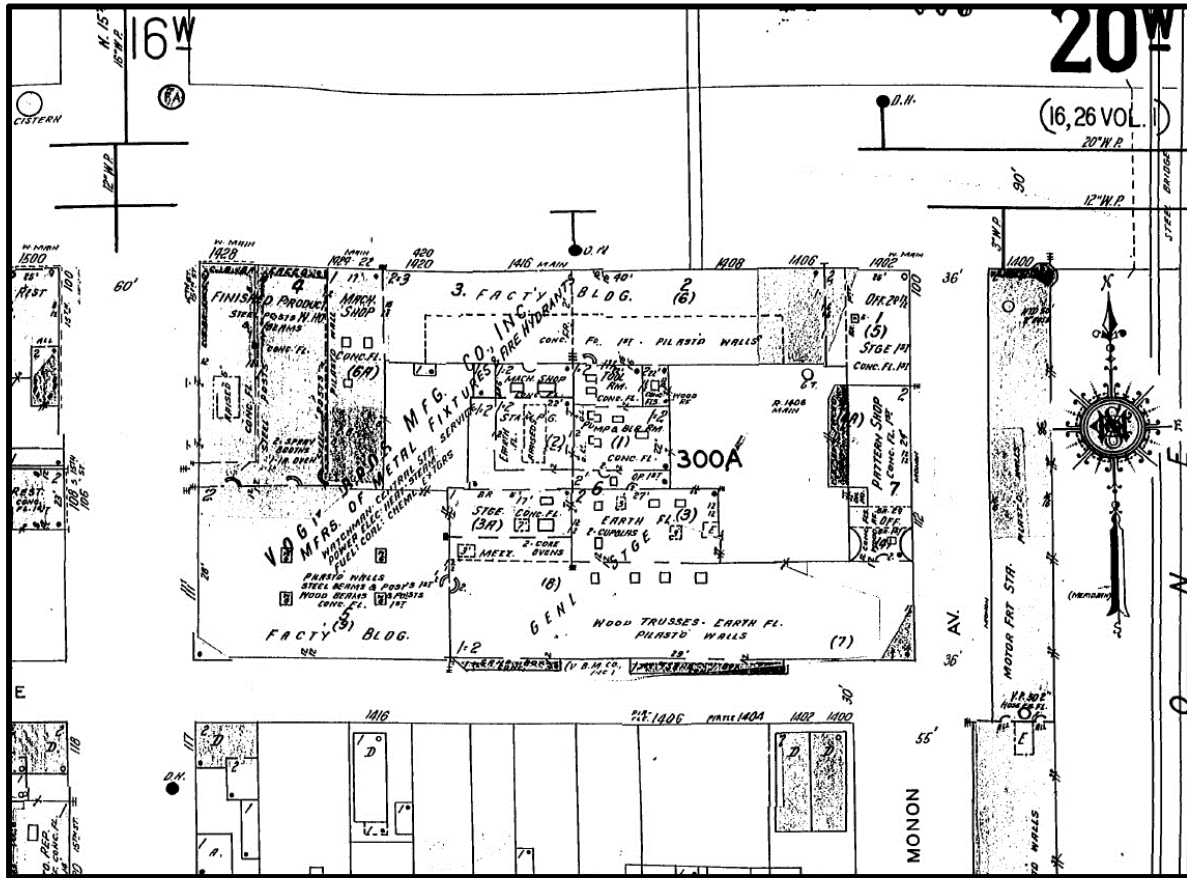


Figure 31. Site 7 (JFWP 149): 1928 (updated 1951) Sanborn map depicting the National Foundry and Machine Company.



Figure 32. Site 7 (JFWP 149): Rear elevation of the former National Foundry and Machine Company.

NRHP Evaluation: Listed. The National Foundry and Machine Company was originally surveyed as part of the Historic Resources of West Louisville MRA but was individually listed in the NRHP in May 1980 under Criterion A as an excellent example of an early-twentieth-century manufacturing complex. The National Foundry, created in 1895, made cast-iron pumps under the brand name Reilly. It was bought out by Adam Vogt in 1915 and became the Vogt Brothers Manufacturing Company, a nationally known supplier of pumps, fire hydrants, and metal valves and fittings (Foshee 1979: 3). Even though some changes have occurred to the building throughout its history, such as the enclosure of some windows, it still retains the qualities that made it eligible for listing in the NRHP. The NRHP boundary for Site 7 is depicted on Figure 33.

Determination of Effect: No Adverse Effect. The former National Foundry and Machine Company (Site 7) historically utilized the railroad and is located adjacent to a former freight depot (Site 6), which historically handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train timetable for the L&N railroad states that there were 8 incoming and 8 outgoing trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which were probably much more numerous given the large number of industries and freight depots located along the railroad. Train pass-bys are a common occurrence, and train noise is already a common component of the audible environment. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the property because of its historic utilization of the railroad. The railroad has been an integral part of the building's association and feeling; therefore, the increase in rail traffic resulting from the proposed project will not adversely affect the qualities for which Site 7 is eligible for listing in the NRHP.

Site 8

KHC Survey #: JFWP 616

Photographs: Figures 34–35

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607414 N: 4235153

Property Address: 1300 W. Main St.
Louisville, KY 40203

Parcel Number: 014B01150000

Owner Information: Mueller Brothers Property
Inc.
P.O. Box 2258
Louisville, KY 40201

Deed: 5816 0217

Construction Date: circa 1925–1949

Description: Site 8 consists of a warehouse located at 1300 West Main Street adjacent to the L&I railroad. The structure is situated on an approximately 1.49-acre parcel; a large asphalt parking area is located to the south. The Jefferson County PVA dates the warehouse to 1853. However, the building is first depicted on the 1928 (updated 1951) Sanborn map as the Schmutz Manufacturing Company and Foundry. Based on its current form and appearance, it dates to the second quarter of the twentieth century; if any portion of the building dates to 1853, it has been altered such that it is no longer recognizable.

The warehouse is a large, one-story, fourteen-bay (d/x/x/x/x/x/x/x/x/x/x), monitor roof steel frame building (Figure 34) clad with a brick veneer beneath a metal panel roof. The corners of the building and the center of the north elevation are clad with limestone blocks, giving the impression of pavilions. These pavilions are parapeted, as are the gable ends. The pavilion at the northeast corner of the building exhibits a flat roof extension that is clad with v-crimp metal. Metal roof ventilators are located along the center of the roof. A two-story, shed roof section is located at the southwest corner of the building.



Figure 33. Site 7 (JFWP 149): NRHP Boundary.



Figure 34. Site 8 (JFWP 616): Southwesterly view of warehouse.

The former primary entry, located at the eastern corner of the north elevation, exhibits double-leaf doors that open onto concrete steps. However, this entry has been gated and is no longer in use. Two single-leaf entries sheltered beneath metal hoods are located at the center of the rear elevation (Figure 35). A window opening located at the northern corner of the east elevation has been reconfigured to a garage opening that is fronted by a metal rolling garage door. All other window openings have been enclosed with v-crimp metal panels.

NRHP Evaluation: Not Eligible. Schmutz Manufacturing Company and Foundry was founded in 1923 by Julius Schmutz as a printing machinery company (White 1979: 616–617). Research did not identify any information to suggest that Schmutz or his company made contributions to, or had notable associations with, significant events in local, state, or national history that would make the building eligible for listing in the NRHP under Criterion A or B. While the building does exhibit some detailing, such as the pavilions and parapets, that

elevate the architectural interest of the structure, the enclosure of all windows and the recladding of the northeastern parapet has compromised its integrity of design, materials, and workmanship to the point that it can no longer be considered for NRHP listing under Criterion C. Consequently, CRA recommends that Site 8 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.

Site 9

KHC Survey #: JFWR 3825

Photographs: Figures 36–37

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607394 N: 4235067

Property Address: 1311 W. Market St.
Louisville, KY 40203



Figure 35. Site 8 (JFWP 616): Rear elevation.

Parcel Number: 014B00820000

Owner Information: Midwest Investment
Properties LLC
P.O. Box 1008
Naples, FL 34106-1008

Deed: 9197 0035

Construction Date: circa 1925–1949

Description: Site 9 consists of a warehouse building located at 1311 West Market Street, adjacent to the L&I railroad. It is situated on an approximately 1.1-acre parcel with a concrete parking area along the street and a gravel parking area to the north of the building. The Jefferson County PVA states that the building was constructed in 1895, but it is first depicted on the 1928 (updated 1941) Sanborn map as a motor freight station. If the building does date to 1895, it has been altered so much that it is no longer recognizable. It is currently occupied by Midwest Construction Products.

The warehouse is a two-story, thirteen-bay (w/d/d/d/d/d/d/d/d/www/www/wdw),

extremely shallow side-gabled steel frame building (Figure 36) clad with a brick veneer. The east and west ends of the building exhibit gabled parapets that extend downward into pilasters, giving the impression of pavilions. Brick pilasters divide the bays at the center of the façade with brick corbelling above. An exterior chimney is located at the center of the east elevation, and two brick stacks extend from the roof at the western end of the building.

The primary, single-leaf entry, located at the eastern corner of the building at the center of the pavilion, is flanked by aluminum sidelights and set below a transom window; the entry opens onto the parking area. The garage bays are fronted by wood paneled garage doors; the easternmost garage bay is fronted by a metal rolling garage door. All are sheltered beneath a flat roof supported by wood brackets. First-story windows exhibit fixed metal sashes, whereas the arched windows along the second story have been enclosed with corrugated metal panels. The windows located at the center of the western pavilion have also been enclosed with metal

panels. The window above the entry exhibits three double-hung wood sashes; the center window is larger than the flanking windows. The west elevation exhibits a garage opening located at the center of the elevation (Figure 37), which is flanked by two large, narrow window openings and displays an arched window opening above. However, all of these have been enclosed with metal panels. According to the 1928 (updated 1951) Sanborn map, a large concrete loading dock is located along the rear elevation.

NRHP Evaluation: Not Eligible. The building originally functioned as a truck freight depot and is one of many such buildings that were constructed along the railroad to load and unload freight. Research has yet to reveal significant associations between Site 9 and persons or events of historical significance. Stylistically, the building exhibits some detailing, such as arched window openings, pilasters, and gabled parapets. It does retain original elements, such as its garage doors. However, it is a building type commonly found in industrial areas from the early to mid-twentieth century. Consequently, CRA recommends that Site 9 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.

Site 10

Site 10 is described as part of a group at the end of VI. Inventory of Historic Resources.

Site 11

KHC Survey #: JFWR 3827

Photographs: Figures 38–39

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607288 N: 4235009

Property Address: 1404 W. Market St.
Louisville, KY 40203

Parcel Number: 014B01230000

Owner Information: The Donna M. Wilmes
Living Trust

Deed: N/A

Construction Date: circa 1950–1974



Figure 36. Site 9 (JFWR 3825): Northwesterly view of building.



Figure 37. Site 9 (JFWR 3825): Northeasterly view of building.

Description: Site 11 consists of an industrial building located at 1410 West Market Street, adjacent to the L&I railroad. It is situated on an approximately .79-acre parcel, and asphalt parking areas are located east and west of the building. The south elevation of the building is connected to the shopping center.

The building is a one-story, four-bay (x/d/d/wdw), flat roof steel frame, roughly L-shaped structure (Figure 38) clad with a brick veneer. It is oriented to the west, toward the parking lot. A loading dock addition extends from the rear elevation to the east.

The primary, single leaf entry is flanked by aluminum sidelights sheltered beneath a cloth awning, and it opens onto the asphalt parking lot. Two garage bays fronted by rolling metal doors are located north of the entry. The northernmost bay has been enclosed with brick. A secondary entry exhibiting a metal door is located at the center of the north elevation. Four windows exhibiting fixed, multi-light metal windows are located east of this entry. Another garage bay is located just north of the center of

the rear elevation, and it is fronted by a rolling garage door.

Six garage bays are located along the north elevation of the loading dock addition (Figure 39). One of the center bays has been resized for a pedestrian entry exhibiting a metal door that opens onto a metal loading dock. The other five bays are fronted by wood and metal garage doors.

NRHP Evaluation: Not Eligible. Research has yet to reveal significant associations between Site 11 and persons or events of historical significance. The industrial building located at Site 11 is an undistinguished building form that does not exhibit the architectural significance necessary to warrant NRHP eligibility under Criterion C. It is not of a specific style or significant design, nor does it represent a significant construction method but is a building type commonly found in industrial areas throughout the twentieth century. Consequently, CRA recommends that Site 11 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.



Figure 38. Site 11 (JFWR 3827): Southeasterly view of industrial building.



Figure 39. Site 11 (JFWR 3827): Southwesterly view of industrial building.

Site 12

Site 12 is described as part of a group at the end of VI. Inventory of Historic Resources.

Site 13

KHC Survey #: JFWR 3829

Photographs: Figures 40–41

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607281 N: 4234940

Property Address: 1407 W. Jefferson St.
Louisville, KY 40203

Parcel Number: 014B01240000

Owner Information: Russell Plaza Shopping
Center, LLC
1115 S. Fourth St. Apt 1
Louisville, KY 40203

Deed: 8109 0914

Construction Date: 1909

Description: Site 13 consists of a warehouse located at 1407 West Jefferson Street, adjacent to the L&I railroad. The property encompasses approximately 2.87 acres, largely comprised of an asphalt parking lot. According to the 1928 (updated 1941) Sanborn map, the building was the Louisville Public Warehouse Company. The building has been integrated into the Russell Plaza Shopping Center that was constructed in 1966. An additional building housing a Family Dollar store was constructed in 2000 and is located at the northwest corner of the property.

The warehouse is a three-story, five-bay (ww/wxw/www/www/www), flat roof, rectangular plan brick building (Figure 40) ornamented with Neoclassical elements such as concrete water tables and entry surround. It was constructed into the grade so that the basement along the eastern half of the building is partially above grade. The brick of the façade along the third story has been reconstructed.

The former primary entry has been enclosed with concrete block but retains its sidelights and

Classical surround; primary entry to the building is now through the integrated one-story shopping center (Figure 41). First-story windows exhibit one-over-one, double-hung wood sashes; upper-story windows exhibit paired two-over-two, double-hung wood sashes. Windows along the west elevation above the shopping center exhibit one-over-one, double-hung wood sashes. A large metal fire escape is attached to the center of the east elevation. A one-story, shed roof frame addition is attached to the building just north of the fire escape.

NRHP Evaluation: Not Eligible. Research has yet to reveal significant associations between Site 13 and persons or events of historical significance. While the industrial building located at Site 13 does display some Neoclassical elements, the building as a whole has been altered by the enclosure of the primary entry, the partial reconstruction of the façade, and by its integration into the Russell Plaza Shopping Center. These alterations have compromised the building's integrity of design, materials, and workmanship. Consequently, CRA recommends that Site 13 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.

Site 14

KHC Survey #: JFWR 3830

Photographs: Figures 42–43

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607346 N: 4234839

Property Address: 1328 W. Jefferson St.
Louisville, KY 40203

Parcel Number: 014G01680000

Owner Information: Abby Properties LLC
P.O. Box 2347
Louisville, KY 40201

Deed: 7449 0120

Construction Date: 1945



Figure 40. Site 13 (JFWR 3829): Northerly view of building.



Figure 41. Site 13 (JFWR 3829): Large fire escape attached to the east elevation.

Description: Site 14 consists of a warehouse located at 1328 West Jefferson Street, adjacent to the L&I railroad. The building is situated on an approximately .45-acre parcel and comprises the entire parcel except for the sidewalk. The building is first depicted on the 1928 (updated 1951) Sanborn map as a Machine Shop; it also consisted of only the western third of the current structure. Overhead Door Company currently occupies the building.

The original portion of the warehouse is a one-story, flat roof, rectangular plan brick structure (Figure 42). Two window openings along the north elevation have been enclosed with brick. A pedestrian entry exhibiting a metal door is located at the northern corner of the east elevation of the original section that extends beyond the façade of the addition.

The primary entry is located at the center of the large one-story frame addition that is clad with metal panels (Figure 43) and exhibits a recessed single leaf entry that opens onto the sidewalk. An additional, secondary entry is

located east of the primary entry; it exhibits a single metal door. Two garage bays fronted by rolling metal doors are located east of this secondary entry. The larger of the two is located at the eastern corner of the façade; the smaller is recessed. Two additional garage bays are located at the east and west corners of the rear elevation and are also fronted by rolling metal doors.

NRHP Evaluation: Not Eligible. Research has yet to reveal significant associations between Site 14 and persons or events of historical significance. The industrial building located at Site 14 is an undistinguished building form that does not exhibit the architectural significance necessary to warrant NRHP eligibility under Criterion C. It is not of a specific style or significant design nor does it represent a significant construction method but is a building type commonly found in industrial areas throughout the twentieth century. Consequently, CRA recommends that Site 14 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.



Figure 42. Site 14 (JFWR 3830): Original portion of the building constructed in 1945.



Figure 43. Site 14 (JFWR 3830): Later addition.

Site 15

KHC Survey #: JFWR 3831

Photographs: Figures 44–45

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607341 N: 4234695

Property Address: 1327 W. Muhammad Ali
Blvd.
Louisville, KY 40203

Parcel Number: 014G01700000

Owner Information: PPG Architectural
Finishes, Inc.
1 PPG Place
Pittsburgh, PA 15272

Deed: 7216 0802

Construction Date: circa 1950–1974

Description: Site 15 consists of a large factory building located at 1327 West Muhammad Ali Boulevard. The building is situated on an approximately 5.74-acre parcel, of which the northern and southern thirds are comprised of asphalt parking areas. The original portion of the building is depicted on the 1928 (updated 1941) Sanborn map as the Porter Paint Company factory building and it comprises the southwest corner of the building.

The factory building is a large, primarily three-story, fourteen-bay (dd/d/d/d/d/d/d/d/d/d/d/d/d/d/d/d), flat roof, rectangular, steel frame building clad with a brick veneer (Figure 44). The center of the building extends a full story above the rest of the building, and a one-story, flat roof addition is attached to the east elevation. A shed roof, metal clad addition is attached to the eastern corner of the rear elevation; it was constructed in 2005.

The recessed primary entry exhibits paired metal doors with three lights that open onto the

asphalt parking lot. A secondary entry is located at the center of the façade and exhibits a single door sheltered beneath a cloth awning. A large secondary entry consisting of a metal door with a small, single light is located adjacent to the central entry. Six garage bays fronted by rolling metal doors are located on either side of these two entries. A band of three-light metal fixed sash windows separated by spandrels is located above the central entry.

Single and paired metal pivot sash windows are located along the rear elevation (Figure 45). A garage bay fronted by a rolling metal door is located at the center of the south elevation of the shed roof addition. Fourteen metal tanks are located at the center of the parking lot and are attached to the building via metal latticework concealing a metal pipe.

NRHP Evaluation: Not Eligible. Research has yet to reveal significant associations between Site 15 and persons or events of historical significance. The industrial building located at Site 15 is an undistinguished building form that does not exhibit the architectural significance necessary to warrant NRHP eligibility under Criterion C. It is not of a specific style or

significant design, nor does it represent a significant construction method but is a building type commonly found in industrial areas from the early to mid-twentieth century. The later additions to the building also compromise its integrity of design, materials, and workmanship. Consequently, CRA recommends that Site 15 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.

Site 16

Site 16 is described as part of a group at the end of VI. Inventory of Historic Resources.

Site 17

KHC Survey #: JFWR 3833

Photographs: Figures 46–49

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607296 N: 4234560



Figure 44. Site 15 (JFWR 3831): Southwesterly view of Site 15.



Figure 45. Site 15 (JFWR 3831): Rear elevation.

Property Address: 1316 W. Muhammad Ali
Blvd.
Louisville, KY 40203

Parcel Number: 013B01380000

Owner Information: Louisville Central
Community Centers
1300 W. Muhammad Ali
Blvd.
Louisville, KY 40203

Deed: 7582 0899

Construction Date: 1922

Description: Site 17 consists of a former warehouse located at 1316 West Muhammad Ali Boulevard, adjacent to the L&I railroad. An automotive center constructed in 1966 is also associated with the property; it is located east of the warehouse and is connected via a shed roof breezeway. The structures are situated on an approximately 2.89-acre parcel, and there is an asphalt parking area south of the buildings. A chain-link fence surrounds the property. The

warehouse is depicted on the 1928 (updated 1941) Sanborn map as an International Harvester Co. auto and farm machinery warehouse. The building is currently used by Louisville Central Community Centers, Inc.

The former warehouse is a four-story, five-bay (www/www/d/www/www), flat roof rectangular concrete frame structure clad with a brick veneer (Figure 46). A small, square portion of the building extends above the fourth story at the southwest corner of the building. A two-story, shed roof addition is attached to the west elevation, and a full height, concrete, steel frame and glass stairwell is attached to the northeast corner.

The former primary entry exhibits double-leaf doors beneath a transom window with a Classical surround. Windows surrounding the entry have been enclosed. A single-leaf entry is located at the northern corner of the east elevation of the stairwell addition. First-story façade windows exhibit fixed metal sashes beneath three-light transom windows set in

threes; the window opening of the two-story addition has been enclosed with brick. Upper-story façade windows exhibit fixed metal sashes beneath a single transom window, also set in groups of three. East elevation windows exhibit the same fenestration as the façade. Rear elevation windows also exhibit the same sash in groups of three (Figure 47); however, they are only located on the upper stories.

The breezeway connecting the warehouse with the automotive center is a one-story, shed roof steel frame structure (Figure 48). The façade is stepped to give the appearance that the roof is stepped. The current double-leaf primary entry is located at the center of the breezeway; it is sheltered beneath a flat porch roof with the words “Old Walnut Street” attached. The wall of the façade is constructed of plate glass windows. Another secondary entry exhibiting double-leaf doors flanked by fixed metal windows is located at the eastern corner of the rear elevation of the breezeway.

The automotive center is a one-story, flat roof building (Figure 49). The northeast corner

exhibits a stepped parapet with a curved glass block wall beneath. A secondary entry exhibiting a metal door is located at the western corner of the façade. Metal ribbon windows are located at the center.

NRHP Evaluation: Not Eligible. Research has yet to reveal significant associations between Site 17 and persons or events of historical significance. The industrial building located at Site 17 is an undistinguished building form that does not exhibit the architectural significance necessary to warrant NRHP eligibility under Criterion C. The incompatible additions to the building and replacement windows and doors also compromise its integrity of design, materials, and workmanship. Due to the incompatible additions, the site’s integrity of association and feeling have also been compromised. Consequently, CRA recommends that Site 17 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.



Figure 46. Site 17 (JFWR 3833): Southwesterly view of Site 17.



Figure 47. Site 17 (JFWR 3833): Rear elevation.



Figure 48. Site 17 (JFWR 3833): Breezeway.



Figure 49. Site 17 (JFWR 3833): Automotive center.

Site 18

KHC Survey #: JFWR 3834

Photographs: Figure 50

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607284 N: 4234493

Property Address: 1316 W. Muhammad Ali
Blvd.
Louisville, KY 40203

Parcel Number: 013B01380000

Owner Information: Louisville Central
Community Centers
1300 W. Muhammad Ali
Blvd.
Louisville, KY 40203

Deed: 7582 0899

Construction Date: 1954

Description: Site 18 consists of a garage located along the north side of West Madison Street, adjacent to the L&I railroad. The building is currently associated with Site 17 and is situated on the same, approximately 2.89-acre parcel, at the southwest corner. It is currently used to house utilities and for storage. The building was surveyed separately because it was not historically associated with Site 17, although it now sits on the same parcel.

The building is a one-story, five-bay (d/d/d/d/d), side-gabled concrete block structure situated on a poured concrete foundation (Figure 50). A parapet is located above the gable ends; a steel stack extends above the roof at the southern end of the building. Two pedestrian entries exhibiting metal doors are located at the center and southern end of the east elevation. Garage bays are fronted by wood and metal garage doors. The central garage bay opens onto a concrete loading dock and ramp. Three window openings along the south elevation have been enclosed with concrete block.



Figure 50. Site 18 (JFWR 3834): Northwesterly view of Site 18.

NRHP Evaluation: Not Eligible. Research has yet to reveal significant associations between Site 18 and persons or events of historical significance. The garage located at Site 18 is an undistinguished building form that does not exhibit the architectural significance necessary to warrant NRHP eligibility under Criterion C. It is not of a specific style or significant design, nor does it represent a significant construction method but is a building type commonly found in industrial areas throughout much of the twentieth century. Consequently, CRA recommends that Site 18 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.

Site 19

Site 19 is described as part of a group at the end of VI. Inventory of Historic Resources.

Site 20

KHC Survey #: JFWR 3836

Photographs: Figures 51–52

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992

UTMs: E: 607226 N: 4234443

Property Address: 1424 W. Madison St.
Louisville, KY 40203

Parcel Number: 013B01960000

Owner Information: Deanna V. O'Bryan
4437 Savage Dr.
Louisville, KY 40216

Deed: 10178 0549

Construction Date: circa 1950–1974



Figure 51. Site 20 (JFWR 3836): Southeasterly view of Site 20.



Figure 52. Site 20 (JFWR 3836): West elevation.

Description: Site 20 consists of a warehouse located at 1424 West Madison Street, adjacent to the L&I railroad. It is situated on an approximately .51-acre parcel, with a concrete parking area located to the west. The property is enclosed with a chain-link fence. According to the Jefferson County PVA, the building dates to 1950; however, it does not appear on the 1928 (updated 1951) Sanborn map. Based on its form and appearance, it likely dates to circa 1950–1974.

The building is a one-story, five-bay (w/w/d/w/w), front-gabled concrete block structure (Figure 51), with the façade exhibiting ribbed concrete block. A stepped parapet is located above the north gable end. The west elevation is delineated by concrete block pilasters.

The primary entry exhibits a metal door with a single light that opens onto a concrete sidewalk and is sheltered beneath a flat roof hood supported by metal cables. Windows exhibit fixed metal sashes set behind metal security bars. Additional, identical secondary entries are located at the northern and southern ends of the west elevation (Figure 52). A garage bay fronted by a metal sectional garage door is located at the center of the elevation. Three fixed metal sash windows set behind metal security bars are also located along the elevation.

NRHP Evaluation: Not Eligible. Research has yet to reveal significant associations between Site 20 and persons or events of historical significance. The industrial building located at Site 20 is an undistinguished building form that does not exhibit the architectural significance necessary to warrant NRHP eligibility under Criterion C. It is not of a specific style or significant design, nor does it represent a significant construction method but is a building type commonly found in industrial areas throughout the twentieth century. Consequently, CRA recommends that Site 20 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.

Site 21

Site 21 is described as part of a group at the end of VI. Inventory of Historic Resources.

Site 22

KHC Survey #: JFWR 3838

Photographs: Figure 53

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607340 N: 4234136

Property Address: 1326 Magazine St.
Louisville, KY 40203

Parcel Number: 013G00200000

Owner Information: Louisville Gas & Electric
Company

Deed: 4917 0317

Construction Date: 1924

Description: Site 22 consists of the Magazine Substation, located at 1326 Magazine Street, at the southwest corner of its intersection with South Thirteenth Street. It is situated on an approximately 1.92-acre parcel comprised primarily of a gravel lot with electrical equipment. According to the 1928 (updated 1941) Sanborn map, the substation was constructed in 1924. The building is located outside of the APE, but because the western portion of the property lies within it is included in the survey.

The substation is a one-story, one-bay (d), flat roof, rectangular brick building (Figure 53) situated on a concrete foundation. It exhibits Classical Revival elements, such as concrete water tables and corner blocks, brick belt courses, and recessed panels. The foundation along the façade has been reconstructed with concrete block. A parapet runs along the roof, and six interior brick chimneys extend from it.



Figure 53. Site 22 (JFWR 3838): Northwesterly view of Site 22.

The only entry, located at the southern corner of the façade, exhibits a metal door with a single light set behind a metal security gate that opens onto concrete steps flanked by brick railings. Two metal plaques with the words “Louisville Gas & Electric Company, Magazine Substation, Pioneers in Public Service, Founded in 1838” flank the entry. Two windows are located along the south elevation; the eastern window is comprised of a two-over-two, double-hung metal sash, and the western window exhibits a six light metal pivot sash. Both are set behind metal grates. Metal duct work runs into the building at the center of the north elevation.

NRHP Evaluation: Not Eligible. Site 22 was constructed by the Louisville Gas & Electric Company, which was formed in 1838 as Louisville Gas & Water. The company provided gas streetlights by selling gas from its local coal plant to fuel the gas lights. The company changed its name to Louisville Gas in 1842, after deciding not to construct a waterworks, and became Louisville Gas & Electric in 1913 through the merger of Louisville Gas, Louisville Lighting, and Kentucky Heating (About LG&E 2014). However, even though the building is associated with the oldest power company in

Louisville, other LG&E buildings throughout the city better illustrate the history of the company. It does exhibit some Classical Revival elements, such as belt courses, recessed panels, and concrete water tables, but it is not a significant example of the style. Consequently, CRA recommends that Site 22 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.

Site 23

Site 23 is described as part of a group at the end of VI. Inventory of Historic Resources.

Site 24

KHC Survey #: JFSW 436

Photographs: Figures 54–56

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607100 N: 4234100

Property Address: 1403 W. Broadway
Louisville, KY 40203

Parcel Number: 013G00070000

Owner Information: Cross Land Development
LLC
P.O. Box 15247
Fort Lauderdale, FL
33318

Deed: 9993 0241

Construction Date: 1921

Description: Site 24 consists of the former Axton-Fisher Tobacco Company Warehouse. The building is situated on an approximately .82-acre parcel, with an asphalt parking lot comprising the western third. The original iron gates providing access to the parking lot are located at the southeast corner of the parking lot. The building was originally constructed for the Frank A. Menne Candy Company but became part of the Axton-Fisher Tobacco Company when it was purchased in 1932 for use as a warehouse to store loose leaf tobacco. The Axton-Fisher Company, the largest independent tobacco company in America during the Great Depression, utilized the building until it was sold to Phillip Morris in 1944, who then sold it again as it was not part of Phillip Morris's plan for Louisville operations (Neary 2002). According to the 1928 (updated 1951) Sanborn map, the building was used as offices for the Department of Veterans Affairs during the mid-twentieth century; it is now vacant.

The building is a large, five-story with a raised basement, six-bay (xx/www/www/www/wd), flat roof, reinforced concrete, rectangular plan structure (Figure 54) with Beaux Arts details, such as brick belt courses, a concrete water table, recessed panels, and concrete keystones above the windows. The façade is clad with brick and topped with a parapet that is gabled and ornamented with scrolls at each corner, giving the impression of pavilions. A yellow glazed brick cornice runs along the roof line. Brick pilasters with concrete bases and capitals divide the bays. The other elevations exhibit exposed concrete. A large brick stack is attached to the northeast corner of the building. A large steel crane is located within a rectangular, steel frame structure located at the center of the roof.

The recessed primary entry located at the eastern corner of the façade exhibits paired wood doors that open onto concrete steps and feature a single light. A frosted glass window is located above. The window adjacent to the entry has been resized for an identical frosted glass window. The former primary entry located at the center of the western pavilion has been enclosed with concrete block; paired metal doors are located at the western corner, adjacent to the enclosed entry. One-over-one, double-hung wood sash windows located above these entries have also been enclosed with plywood. The entry and windows are situated within a concrete surround. A one-story, flat roof garage addition is attached to the east elevation; the garage bay has been resized to hold paired fixed wood sash windows. Upper story windows exhibit eight-over-eight, double-hung metal sashes; several windows have been enclosed with plywood, primarily along the third and fifth floors. Four-over-four, double-hung metal sash windows are located along the east and west elevations in groups of four and five.

The center of the west elevation exhibits three recessed loading dock bays separated by concrete piers (Figure 55). Four garage bays fronted by metal garage doors open onto the loading dock. Another one-story, flat roof concrete block garage addition is attached to the northern half of the west elevation; a metal garage door fronts the garage opening.

NRHP Evaluation: Listed. Site 24, the Axton-Fisher Tobacco Manufacturing Warehouse, was listed in the NRHP in April 2003. It was listed under Criterion A for local significance in the area of Industry for its role in the manufacturing and distribution of consumer tobacco products during the early to mid-twentieth century. The Axton-Fisher Tobacco Company introduced individually packaged cigarettes and was the first tobacco company to manufacture menthol cigarettes (Neary 2002: 8-1, 8-4). While there have been some changes to the building since its NRHP listing, it still conveys the association and feeling necessary to remain listed in the NRHP. The NRHP boundary for Site 24 is depicted on Figure 56.



Figure 54. Site 24 (JFSW 436): Axton-Fisher Tobacco Company Warehouse.



Figure 55. Site 24 (JFSW 436): West elevation.

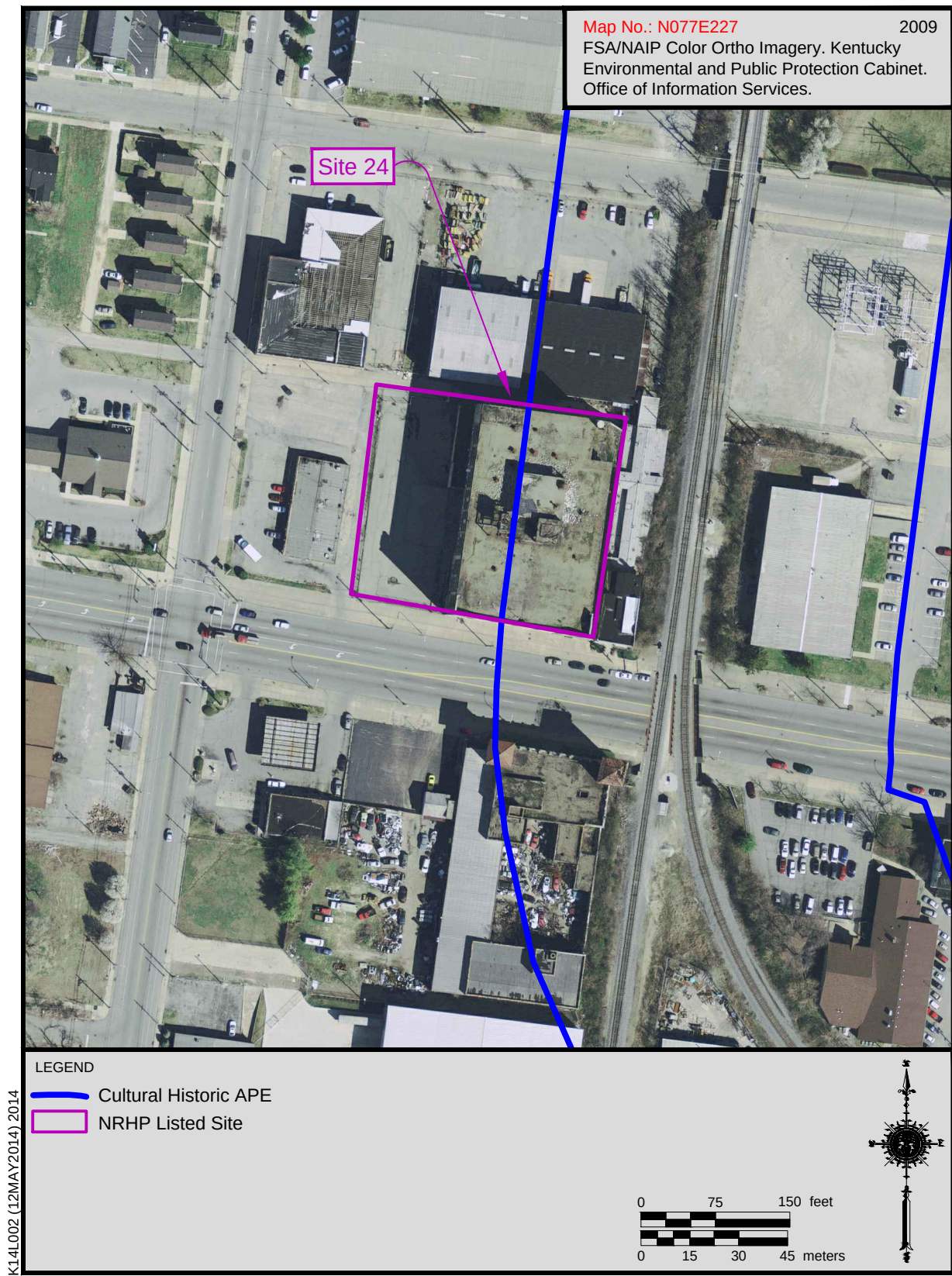


Figure 56. Site 24 (JFSW 436): NRHP Boundary.

Determination of Effect: No Adverse Effect. The former Axton-Fisher Tobacco Company Warehouse (Site 24) historically utilized the railroad, which historically handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train timetable for the L&N railroad states that there were 8 incoming and 8 outgoing trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which were probably much more numerous given the large number of industries and freight depots located along the railroad. Train pass-bys are a common occurrence, and train noise is already a common component of the audible environment. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the property because of its historic association. The railroad has always been an integral part of the building's association and feeling; therefore, the increase in rail traffic resulting from the proposed project will not adversely affect the qualities for which Site 24 is eligible for listing in the NRHP.

Site 25

Site 25 is described as part of a group at the end of VI. Inventory of Historic Resources.

Site 26

KHC Survey #: JFSW 404

Photographs: Figures 57–59

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607157 N: 4234016

Property Address: 1400 W. Broadway
Louisville, KY 40203

Parcel Number: 036D01530000

Owner Information: Broadway Castle
Properties LLC
8710 Stoney Point Rd.
Charlestown, IN 47111

Deed: 9368 0168

Construction Date: 1908

Description: Site 26 consists of the former Whiteside Bakery, located at 1400 West Broadway adjacent to the L&I railroad. The building is situated on an approximately 1.23-acre parcel, and there's an asphalt parking lot to the west of the building. The building was constructed by Arthur Loomis in 1908 for bakery magnate I.F. Whiteside. The bakery was acquired by General Baking Company of New York, who modernized the bakery in 1929. The bakery produced Bond Bread before it was sold to Dixie Baking Company in 1966 (Kane 1978: 8-3, 8-4). The building is currently used as an auto warehouse.

The building is a two-story with a raised basement, seven-bay (www/ww/www/x/www/ww/www), flat roof brick Mission style rectangular building with a stucco veneer situated on a rusticated stone foundation (Figure 57). The roofline is dominated by two hip roof square towers that extend from the corners of the façade and are asymmetrical. The clay tile roof of each tower is supported by bracketed eaves. The eastern tower is taller and once held an electric clock, of which the outline is visible (Figure 58). Remnants of the Bond Bread sign are attached to the metal scaffolding above the roof. Recessed arched windows are located beneath the eave on the west side of the tower. Concrete gargoyles are located at each corner. The western tower is shorter, with squat columns recessed into the bracketed eaves that support a low arch framing the windows on each tower face. Corbelled brick balconies protrude from each side of the tower, exhibiting post and lintel balustrades. Limestone shields flank the balustrades. Five narrow windows are located beneath the balconies on each tower face. The roof between the towers is castellated, with decorative lion's head cornice beneath.

The former primary entry, situated beneath a round arch with an arched transom window, has been enclosed with vertical board. Limestone voussiors frame the door, and a concrete arch frames the entry. Windows exhibit one-over-one, double-hung wood sashes with wood



Figure 57. Site 26 (JFSW 404): Whiteside Bakery.



Figure 58. Site 26 (JFSW 404): Detail of eastern tower and Bond Bread sign.

transom windows above; windows flanking the entry exhibit three-light transoms. A corbelled limestone balcony is located directly above the entry; a wrought-iron balustrade runs the perimeter of the balcony. A recessed, tripartite arch is located at the center of the balcony. Quatrefoil windows flank the balcony. Additional corbelled balconies with wrought-iron railings are located along the second floor beneath the towers.

A two-story, flat roof brick addition is attached to the west elevation, with a rusticated stone veneer façade that wraps around the corner of the west elevation. The current primary entry is located at the center of the façade of the addition and exhibits a single-leaf entry flanked by plate glass windows sheltered beneath a mansard roof overhang covered with asphalt shingles. Fixed windows are located along the second story of the west elevation.

NRHP Evaluation: Listed. Site 26, Whiteside Bakery was originally surveyed in January 1977 as part of the Historic Resources of West Louisville MRA but was individually listed in the NRHP in March 1979 under Criterion A in the areas of Commerce and Industry as a superb example of early-twentieth-century industrialization in the food processing industry and under Criterion C in the area of Architecture as an excellent example of the California Mission Style, which is rare in the Louisville area. At the time of its construction, it utilized the most advanced technology available to provide efficient and sanitary handling methods. It provided up to 170,000 loaves of bread to Louisville alone daily (Kane 1978: 8-4). While there have been some changes to the building since its NRHP listing, it still conveys the association and feeling necessary to remain listed in the NRHP. The NRHP boundary for Site 26 is depicted on Figure 59.

Determination of Effect: No Adverse Effect. The former Whiteside Bakery (Site 26) historically utilized, and is located adjacent to, the railroad, which historically handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train timetable for the L&N railroad states that there were 8 incoming and 8 outgoing

trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which were probably much more numerous given the large number of industries and freight depots located along the railroad. Train pass-bys are a common occurrence, and train noise is already a common component of the audible environment. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the property because of its historic association. The railroad has always been an integral part of the building's association and feeling; therefore, the increase in rail traffic resulting from the proposed project will not adversely affect the qualities for which Site 26 is eligible for listing in the NRHP.

Site 27

KHC Survey #: JFWR 3841

Photographs: Figure 60

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607179 N: 4234072

Property Address: 1401 W. Broadway
Louisville, KY 40203

Parcel Number: 013G00080000

Owner Information: Bill Stone Real Estate
LLC
1401 W. Broadway
Louisville, KY 40203

Deed: 8547 0167

Construction Date: 1911

Description: Site 27 consists of the Louisville Plate Glass Co. building, located at 1401 West Broadway, adjacent to the L&I railroad. The building is situated on an approximately .2369-acre parcel comprised entirely of the building. The company was founded in 1911 and is the longest serving provider of architectural glass products in the Midwest and Mid-South (Louisville Plate Glass Co. 2014).

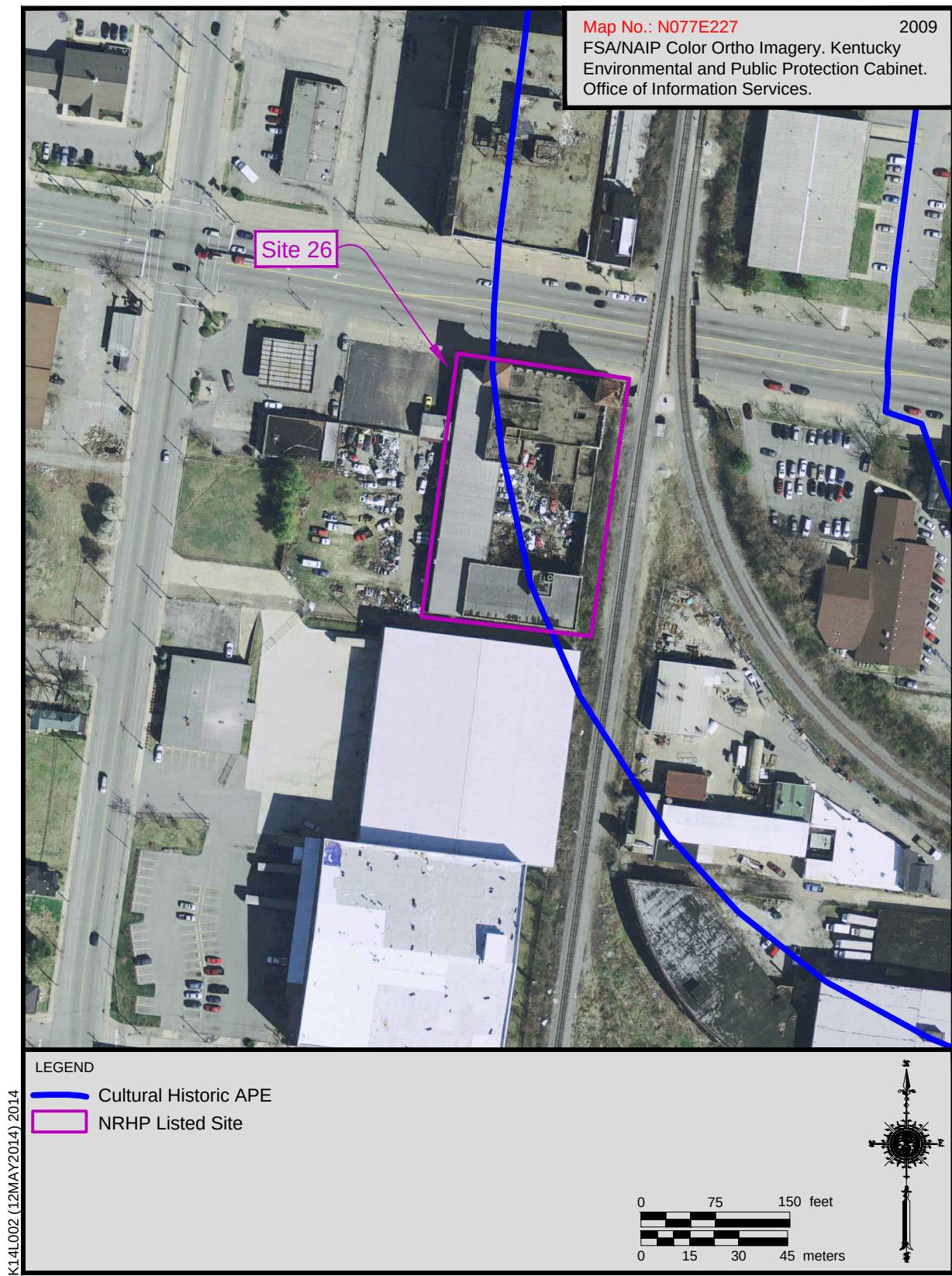


Figure 59. Site 26 (JFSW 404): NRHP Boundary.

The building is a three-story, three-bay (www/wdw/www), flat roof, rectangular reinforced concrete commercial building clad with a brick veneer (Figure 60). According to the 1928 (updated 1941) Sanborn map, the southern third of the building is comprised of offices, with the remainder comprised of a factory. A parapet runs around the roof of the office portion, and a clerestory in the shape of a cross extends from the factory portion of the building. The west elevation is connected to the east elevation of Site 24.

The primary, single-leaf entry is flanked by aluminum sidelights beneath a transom window that opens onto concrete steps. First-story windows exhibit large, aluminum storefront windows in groups of three beneath large metal vents. A sign with the words “Louisville Plate Glass Co.” is centered above the first story. Second-story windows exhibit one-over-one, double-hung aluminum sashes with fixed sash windows located above and below. Third-story windows exhibit the same configuration but without the fixed sash window above. Numerous window openings are located along the east

elevation; however, they were not readily visible from the ROW.

NRHP Evaluation: Not Eligible. The Louisville Plate Glass Co. has been in existence for over 100 years; however, while notable, research did not identify any significant associations between this company and events or persons of historic significance that would make Site 27 eligible for inclusion in the NRHP under Criterion A or B. The commercial/industrial building located at Site 27 is an undistinguished building form that does not exhibit the architectural significance necessary to warrant NRHP eligibility under Criterion C. It is not of a specific style or significant design, nor does it represent a significant construction method but is a building type commonly found in industrial areas from the early to mid-twentieth century. The addition of replacement windows and doors has also compromised its integrity of design, materials, and workmanship. Consequently, CRA recommends that Site 27 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.



Figure 60. Site 27 (JFWR 3841): Northwesterly view of the Louisville Plate Glass Co. building.

Site 28

KHC Survey #: JFSW 979

Photographs: Figures 61–62

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607127 N: 4233865

Property Address: 745 S. Fifteenth St.
Louisville, KY 40203

Parcel Number: 036D01870000

Owner Information: Kentucky Packaging
Service LP
1100 W. Market St.
Louisville, KY 40203

Deed: N/A

Construction Date: circa 1925–1949

Description: Site 28 consists of an industrial building located at 745 South Fifteenth Street, adjacent to the L&I railroad. A non-historic garage is also associated with the property; it is located at the northwest corner. The structures are situated on an approximately 3.25-acre parcel, with a large gravel and asphalt parking

lot located west of the structures. According to the 1928 (updated 1941) Sanborn map, the building housed several businesses: Hutting Sash and Door Co., Lamppin Transfer Line, Lamppin Warehouse Co., and Lewis and Co., Inc.

The building is a large, five-story, multi-bay, side-gabled frame building clad with a brick veneer beneath a metal panel roof (Figure 61). A partial-width concrete loading dock sheltered beneath a shed roof is attached to the west elevation. A large, one-story, side-gabled metal frame addition that is clad with ribbed metal is attached to the north elevation (Figure 62). The addition was constructed in 2007 according to the Jefferson County PVA.

The primary entry is located at the center of the south elevation; however, this was inaccessible because of a chain-link gate enclosing the property. The entry is situated beneath a canvas awning. A secondary entry that exhibits a metal door is located at the southern corner of the loading dock. Six loading bays are located beneath the loading dock; however, they were obscured by trucks at the time of the survey. A concrete ramp leads down to the parking lot at the northern end of the loading dock.



Figure 61. Site 28 (JFSW 979): Southeasterly view of Site 28.



Figure 62. Site 28 (JFSW 979): Non-historic addition and garage.

NRHP Evaluation: Not Eligible. Research has yet to reveal significant associations between Site 28 and persons or events of historical significance. The industrial building located at Site 28 is an undistinguished building form that does not exhibit the architectural significance necessary to warrant NRHP eligibility under Criterion C. It is not of a specific style or significant design, nor does it represent a significant construction method but is a building type commonly found in industrial areas from the early to mid-twentieth century. The large, non-historic addition has compromised its integrity of design, materials, and workmanship. Consequently, CRA recommends that Site 28 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.

Site 29

KHC Survey #: JFSW 980

Photographs: Figures 63–66

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607269 N: 4233970

Property Address: 1306 W. Broadway
Louisville, KY 40203

Parcel Number: 036E00070000

Owner Information: Roman Catholic Bishop
Of Louisville
P.O. Box 1073
Louisville, KY 40201

Deed: 7099 0488

Construction Date: 1912, 1958

Description: Site 29 consists of St. Augustine Roman Catholic Church and parish offices, located at 1306 W. Broadway, adjacent to the L&I railroad. The buildings are situated on an approximately 1.0646-acre parcel, with asphalt parking lots located at the northwest and southeast corners of the parcel. The current St. Augustine Church was constructed in 1912, although the parish has been in existence since 1870 and was the first African-American parish in the Archdiocese of Louisville. The parish offices were originally St. Augustine Roman Catholic School, constructed in 1958 and closed

in 1967 (Saint Augustine 2014). Only the parish office lies within the APE for the proposed project.

The church is a two-story, three-bay (w/d/w), flat roof frame Renaissance Revival structure clad with stucco (Figure 63). The corners of the façade are ornamented with quoins. The center of the building is clad with rusticated stone, giving the appearance of a pavilion. A hip-roof cupola is located above the pavilion; a concrete balustrade runs the perimeter beneath the roof. A concrete statue of St. Augustine is located at the center of a recessed arch beneath the cupola.

The primary entry exhibits paired wood doors with a single light beneath an arched transom window, and they open onto a concrete staircase and ramp that wraps around to the west elevation. The entry is situated beneath a recessed arch with a concrete cross above the keystone. A secondary entry exhibiting a wood door is located at the southern corner of the west elevation. It opens onto concrete steps sheltered beneath a shed roof hood; a plexi-glass panel provides a wind break along the south side of the steps. Windows exhibit one-over-one, double-hung metal sashes. The façade windows are set

into arched concrete surrounds; the upper sash of the second story windows is also arched. A one-over-one, double-hung metal sash window with an arched transom is located above the entry.

The parish office is located west of the church. It is a one-story, two-bay (dd/ww), side-gabled concrete block structure clad with brick veneer panels at the gable ends beneath an asphalt shingle roof (Figure 64). An interior brick chimney extends from the slope of the roof above the west elevation.

The primary entry exhibits paired metal doors with a single light that open onto a concrete porch. The porch is sheltered beneath a shed porch roof supported by brick and metal columns. Windows exhibit fixed metal sashes and are set into the exposed concrete block. A large, front-gabled addition is attached to the rear elevation; its roofline is higher than that of the northern portion of the building. A side-gabled, concrete block addition is also attached to the west elevation (Figure 65). A double-leaf entry with a transom window above is located at the center of the north elevation of this addition, situated at the center of a front-gabled entryway. Windows exhibit fixed metal sashes.



Figure 63. Site 29 (JFSW 980): St. Augustine Roman Catholic Church.



Figure 64. Site 29 (JFSW 980): Parish Office.



Figure 65. Site 29 (JFSW 980): Side-gabled addition.

NRHP Evaluation: Eligible. Criteria Consideration A states that for a religious property to be considered eligible for the NRHP, it must derive its primary significance from architectural or artistic distinction or historical importance. Site 29 was constructed as the third church for St. Augustine Roman Catholic Parish in 1912 at its new location. The parish was established in 1870 as the first Catholic parish for African Americans in the Archdiocese of Louisville. Located along West Broadway, one of the main thoroughfares in west Louisville, the church has historically been a center of education via its elementary school and high school, and it functioned as a gathering place for the California and Russell neighborhoods. With 500 parishioners, the parish continues to hold an important place in the African-American community, as it has hosted the National Convention of the Knights of Peter Claver, the Mid-Eastern Conference of Negro Welfare, and various music workshops and festivals. It continues to serve the poor, homeless, and needy through several outreach ministries (Saint Augustine 2014).

Architecturally, the church is a good example of an intact Renaissance Revival building in west Louisville, a style not common to the area, with its stucco cladding, quoins, rusticated stone ornamentation, cupola, and pavilions. Even though the school, now the parish offices, has been altered by additions, the property as a whole retains the integrity of location, setting, association, feeling, materials, design, and workmanship that convey the significance of the property. Therefore, CRA recommends that Site 29 is eligible for listing in the NRHP under Criterion A in the areas of African American Ethnic Heritage and Religion as being the first African American parish in the Archdiocese of Louisville and serving as a prominent community gathering place and under Criterion C in the area of Architecture as an intact example of Renaissance Revival architecture in west Louisville. The proposed NRHP boundary is depicted in Figure 66 and includes only the land historically associated with the church. The parish office, while over

50 years in age and associated with the church, is not a contributing resource to the site. It replaced an older school that was in the same location on the property according to the 1928 (updated 1951) Sanborn map. The school had been in existence for much of the parish's history, and the current building only functioned as such for nine years before the elementary school was closed in 1967.

Determination of Effect: No Adverse Effect. Site 29 is located adjacent to the railroad, which handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train timetable for the L&N railroad states that there were 8 incoming and 8 outgoing trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which was probably much higher given the large number of industries and freight depots located along the railroad. Train pass-bys are a common occurrence, and train noise is already a common component of the audible environment. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the property because the wayside noise from the railroad has historically been a part of the site's audible environment. The church building is located outside of the APE and will experience a minimal noise increase that will not negatively impact its use for worship. It is currently within and will remain within the 65 dBA range for the railroad, so there will be no significant increase in noise due to the proposed project. Therefore, the increase in rail traffic resulting from the proposed project will not adversely affect the qualities for which Site 29 is eligible for listing in the NRHP.

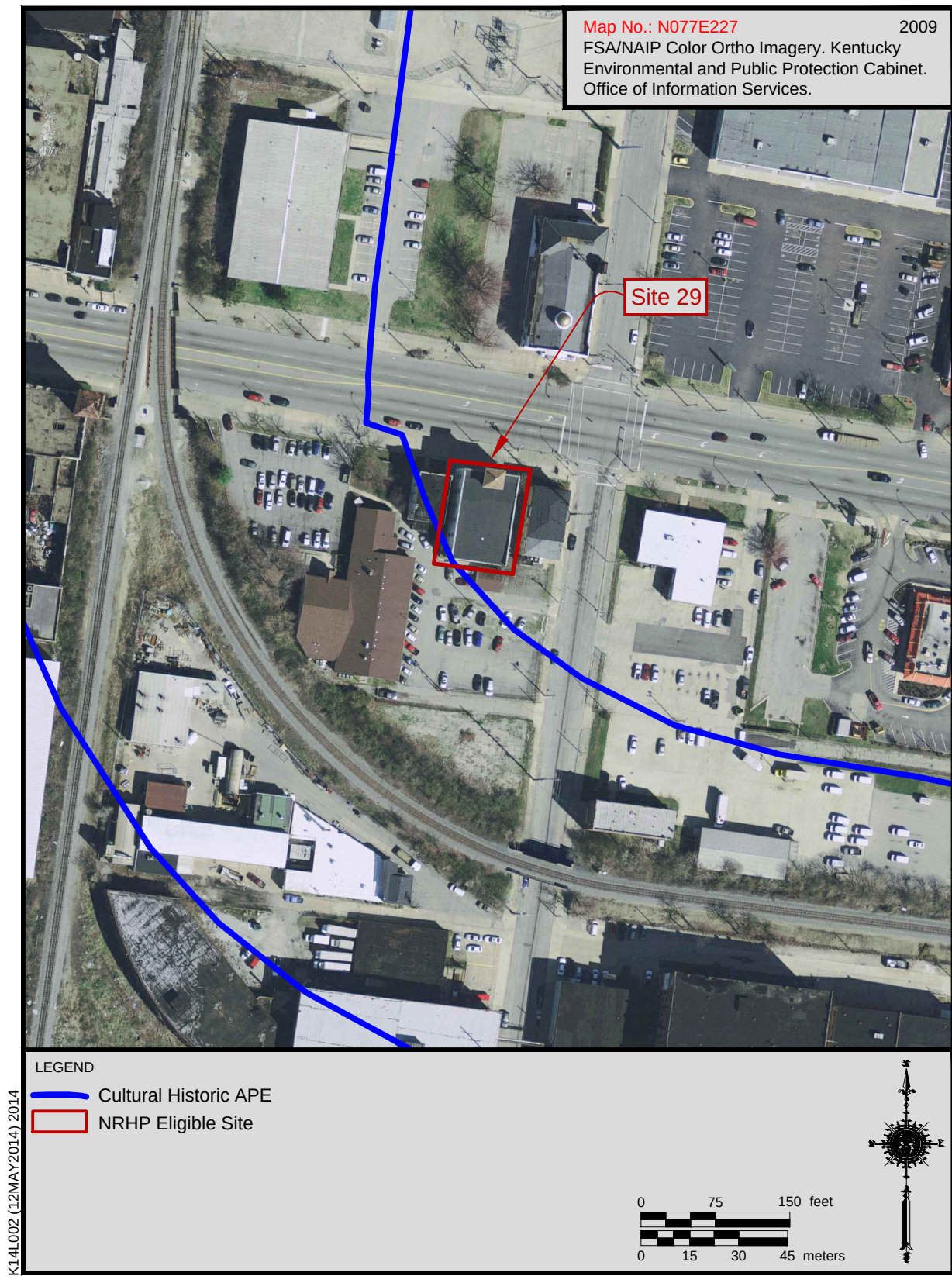


Figure 66. Site 29 (JFSW 980): Recommended NRHP Boundary.

Site 30

KHC Survey #: JFSW 981

Photographs: Figure 67

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607351 N: 4233898

Property Address: 725 S. Thirteenth St.
Louisville, KY 40210

Parcel Number: 036E00160000

Owner Information: Peter and Brad Baumert
1234 W. Broadway
Louisville, KY 40203

Deed: 6033 0482

Construction Date: circa 1875–1899

Description: Site 30 consists of the former Fire Company Number 8 firehouse, located at 725 South Thirteenth Street, adjacent to the L&I railroad. A non-historic garage is also associated with the property and located to the east of the firehouse. The structures are situated on an approximately .1395-acre parcel, with a large

asphalt parking lot located to the north. According to the 1905 Sanborn map, the railroad was located south of its current location, along Maple Street.

The building is a two-story, one-bay (x), flat roof, rectangular brick building (Figure 67). The brick along the north and south elevations is laid in a common bond pattern; the brick along the façade has been re-laid in a running bond pattern. A parapet runs along the roof, giving it the appearance of a shed roof; it is castellated along the façade. A concrete table with the word “Eight” is located at the center of the façade portion of the parapet; concrete diamonds flank the table. Three interior brick chimneys extend from the center of the roof.

The garage bay has been enclosed with concrete block and three rows of glass block at the top. Four second-story façade windows exhibit fixed metal sashes. The current primary entry is located at the western corner of the north elevation and exhibits a metal door beneath a canvas awning. Five second-story windows exhibit fixed metal sashes set beneath canvas awnings; the easternmost window is smaller than the rest.



Figure 67. Site 30 (JFSW 981): Southeasterly view of Site 30.

NRHP Evaluation: Not Eligible. The Historic Firehouse of Louisville MPS was listed in the NRHP in November 1980. Seventeen firehouses were included, ranging in architectural styles of Greek Revival to Art Deco. However, Site 30, Fire Company #8, was not included in the MPS (Hedgepeth 1980:8-2). The listed firehouses were constructed by prominent local architects, such as the McDonald Brothers, John Bacon Hutchings, Curtin and Hutchings, Thomas and Bohne, and Briton B. Davis. No documentation of the architect of Site 30 could be found, however. The reconstruction of the façade, particularly the enclosure of the garage opening, a feature of firehouses, has compromised the building's integrity of feeling, association, design, materials, and workmanship. Consequently, CRA recommends that Site 30 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.

Site 31

Site 31 is described as part of a group at the end of VI. Inventory of Historic Resources.

Site 32

KHC Survey #: JFSW 983

Photographs: Figures 68–73

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607274 N: 4233828

Property Address: 744 S. Thirteenth St.
Louisville, KY 40210

Parcel Number: 036E00020000

Owner Information: Boyd Family Rental
800 Nottingham Pkwy
Louisville, KY 40222

Deed: 5816 0307

Construction Date: 1865

Description: Site 32 consists of a warehouse and shed located at 744 South Thirteenth Street. The structures are situated on an approximately

1.5496-acre parcel. Gravel parking areas are located north and south of the building, and a grassy area that once housed a rail spur is located to the west. The building was originally constructed in 1865 to house medical supplies during the Civil War. It housed the packing house for Magnolia Ham, owned by McFerran, Shallbross & Co. throughout the late nineteenth century (Figure 68). The company provided sugar cured hams across the nation, by 1887 producing 375,000 hams a year (The Mammoth 2014; Allison 1887:129). However, by 1905, the building was owned by the Louisville Public Warehouse Company and was no longer used as a packing plant, according to the 1905 Sanborn map. By 1941, the building was used for the Louisville Paper Company as a printing paper box factory.

The warehouse building can be divided into two sections. The eastern section was originally used for curing and storage of the hams, according to the 1892 Sanborn map. It is a three-story with a raised basement, thirteen-bay (d/w/d/w/d/w/d/w/d/w/d/w/d/w/d/w), front-gabled brick building situated on a rusticated stone foundation beneath a metal panel roof (Figure 69). Portions of the brick have been repointed and/or replaced, particularly along the corners of the building. Brick pilasters divide the bays along all elevations, and a parapet runs along the gable ends. An interior brick chimney extends above the parapet at the center of the roof.

The primary entry, located just east of the center of the south elevation, is a garage bay that has been partially enclosed to fit a metal door that opens onto a wood deck. Other garage bays are fronted by wood garage doors that open onto the remnants of a concrete loading dock. First-story windows are enclosed with concrete block, with metal vents fronting the opening. Upper-story windows are enclosed with metal panels. A vinyl fixed sash window with snap in grids is located within the lower sash of the second easternmost second-story window. Additional secondary entries exhibiting metal doors are located at the center of the east elevation and the eastern corner of the north elevation. The north elevation entry opens onto a concrete loading dock (Figure 70). All window and door openings are set beneath segmental arches.

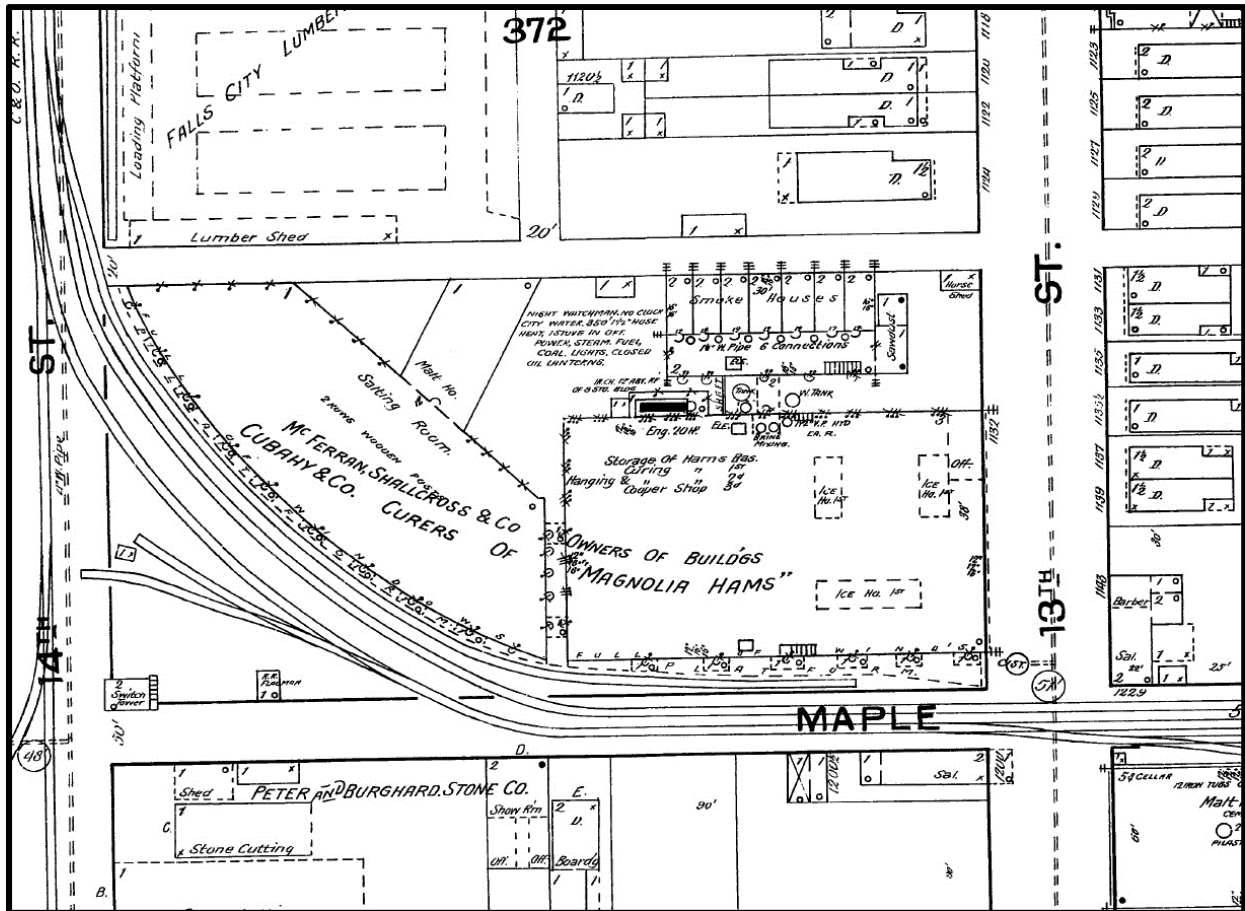


Figure 68. Site 32 (JFSW 983): 1892 Sanborn map depicting the McFerran, Shalbross & Co. Warehouse.



Figure 69. Site 32 (JFSW 983): Eastern portion of Site 32.



Figure 70. Site 32 (JFSW 983): Rear elevation of Site 32.

The western portion of the building is a one-and-one-half-story, multi-bay, flat roof brick structure that curves toward the north, following the former rail spur (Figure 71). This portion of the building is vacant, and sections of the roof have caved in or are collapsing. The bays are also divided by brick pilasters. All window and door openings have been enclosed with brick. This section of the building was used as the salt house.

The shed is located north of the building and is a one-story, wood frame structure (Figure 72) clad with corrugated metal beneath a corrugated metal roof and situated on a concrete foundation. An entry is located at the center of the south elevation and exhibits a metal door. The shed is connected to the eastern portion of the warehouse by a metal breezeway.

NRHP Evaluation: Eligible. Site 32 was constructed as a warehouse to store medical supplies during the Civil War and has been consistently associated with industrial development in the California neighborhood

throughout its history. The building was one of the first constructed in the area after the railroad was constructed in the mid-nineteenth century. The building also served as the packing house for McFerran, Shallbross & Co., the producer of Magnolia Ham, one of the leading sugar hams during the nineteenth century, and as a factory for the Louisville Paper Company during the twentieth century. While several changes have been made to the building, such as window enclosures, the building does retain the majority of its historic materials. It also retains integrity of location, setting, and design. Therefore, CRA recommends that Site 32 is eligible for listing in the NRHP under Criterion A in the area of Industry for its role in industrial development in this area of Louisville. The proposed NRHP boundary for Site 32 is depicted on Figure 73 and follows the parcel boundary, as it is the property historically associated with the building.



Figure 71. Site 32 (JFSW 983): Western portion of Site 32.



Figure 72. Site 32 (JFSW 983): Shed.

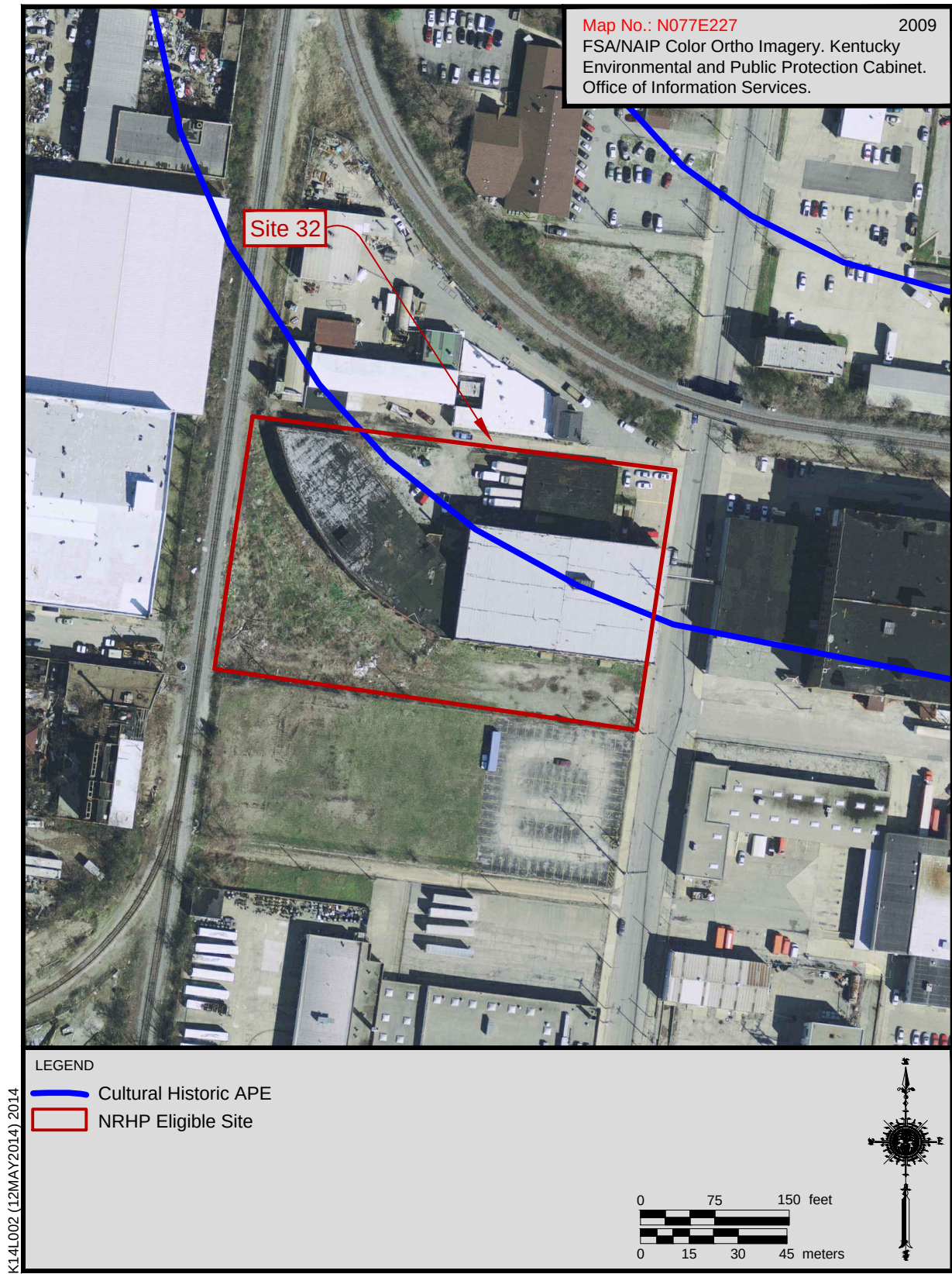


Figure 73. Site 32 (JFSW 983): Recommended NRHP boundary.

Determination of Effect: No Adverse Effect. Site 32 historically utilized the railroad, which handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train timetable for the L&N railroad states that there were 8 incoming and 8 outgoing trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which was probably much higher given the large number of industries and freight depots located along the railroad. Train pass-bys are a common occurrence, and train noise is already a common component of the audible environment. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the property because of its historic association. The railroad has been an integral part of the building's association and feeling; therefore, the increase in rail traffic resulting from the proposed project will not adversely affect the qualities for which Site 32 is eligible for listing in the NRHP.

Site 33

KHC Survey #: JFSW 984

Photographs: Figures 74–75

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607257 N: 4233884

Property Address: 728 S. Thirteenth St.
Louisville, KY 40210

Parcel Number: 036E0040000

Owner Information: DLA Properties LLC
118 Rochester Dr.
Louisville, KY 40214

Deed: 9470 0200

Construction Date: 1945

Description: Site 33 consists of an industrial building located at 728 South Thirteenth Street, adjacent to the L&I railroad. A non-historic, garage and four industrial buildings are also

associated with the property; they are located northwest of the industrial building. The buildings are situated on an approximately .9307-acre parcel surrounded by a concrete parking area and an asphalt drive. The building is first depicted on the 1928 (updated 1951) Sanborn map as a rubber goods manufacturing building. According to the current property owner, it was the Broadway Rubber Company.

The industrial building is a primarily one-story, three-bay (d/ww/ww), flat roof, triangular shaped concrete block structure (Figure 74). The office section, located at the eastern end, is comprised of two-stories beneath a hip roof. The first story of the façade is clad with a brick veneer, and the upper story is clad with ribbed metal. A metal stack extends from the center of the first story portion (Figure 75).

The primary entry exhibits a metal door with a single light that opens onto concrete steps. A metal gate runs along the southern edge of the steps. A secondary entry is located at the western corner of the north elevation along the second story; it is beneath a wood staircase enclosed with ribbed metal. Windows exhibit fixed vinyl sashes, with first-story windows set behind metal grates. An identical window is located at the southern corner of the second story of the rear elevation. Three garage bays fronted by wood garage doors are located along the north elevation. All other windows along the north and south elevations have been enclosed with concrete block.

NRHP Evaluation: Not Eligible. Research has yet to reveal significant associations between Site 33 and persons or events of historical significance. The industrial building located at Site 33 is an undistinguished building form that does not exhibit the architectural significance necessary to warrant NRHP eligibility under Criterion C. It is not of a specific style or significant design, nor does it represent a significant construction method but is a building type commonly found in industrial areas from the early to mid-twentieth century. The integrity of design, materials, and workmanship has also been compromised due to the enclosure of almost all of the windows and the addition of the



Figure 74. Site 33 (JFSW 984): Westerly view of Site 33.



Figure 75. Site 33 (JFSW 984): Southwesterly view of Site 33.

large number of non-historic buildings to the site. Consequently, CRA recommends that Site 33 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.

Site 34

KHC Survey #: JFSW 985

Photographs: Figures 76–81

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607374 N: 4233827

Property Address: 737 S. Thirteenth St.
Louisville, KY 40210

Parcel Number: 036E00230000

Owner Information: Louisville Tin & Stove Co.
P.O. Box 2767
Louisville, KY 40201

Deed: N/A

Construction Date: circa 1932

Description: Site 34 consists of the Louisville Stove & Tin Building and warehouses located at 737 South Thirteenth Street, adjacent to the L&I railroad. The structures are situated on an approximately 2.0349-acre parcel with a concrete and gravel parking area located to the north and a concrete loading dock area to the south.

The central factory building is a five-story, fifteen-bay (w/w/d/w/d/w/w/d/d/w/w/d/w/w), flat-roof, rectangular brick building (Figure 76). The fifth story of the building was originally only located at the center but has since been added to the entire building. The brick is laid in a five course common bond pattern, with the header course laid in a darker brick, giving the appearance of belt courses. The brick along the fifth story is laid in a running bond. A parapet runs along the roof. According to the 1928 (updated 1941) Sanborn map, this building was historically used as the factory building.



Figure 76. Site 34 (JFSW 985): Southeasterly view of central factory building.

The primary entry is located at the eastern corner of the western third of the north elevation and opens onto concrete steps sheltered beneath a flat roof overhang supported by metal cables. A secondary entry is located at the western corner of the façade and opens onto concrete steps sheltered beneath a hip roof hood. The remaining garage bays are recessed. Second-story windows exhibit four-over-four, double-hung metal sashes with a fixed sash located below. Third-story windows exhibit a four-over-four, double-hung metal sash. Fourth- and fifth-story windows exhibit two-over-two, double-hung metal sashes. All entries and windows are set beneath segmental brick arches.

Three loading dock bays are located at the center, eastern, and western corners of the rear elevation (Figures 77–78). They exhibit paired wood garage doors that open onto a concrete loading dock; the center loading dock is obscured by corrugated metal and eastern loading dock is obscured by plywood. The center and eastern loading docks are sheltered by a shed roof frame structure clad with corrugated metal panels. The western end of the structure is fronted by paired corrugated metal doors. The east and south elevations are open. Several fifth-

story windows located at the western corner of this elevation have been enclosed with metal panels.

The factory building is connected to the eastern building by a second-story walkway. The eastern building is a two-story with a raised basement, one-bay (d), front-gabled steel frame structure (Figure 79) situated on a poured concrete foundation and clad with ribbed metal. According to the 1928 (updated 1941) Sanborn map, this building was used as a finished products warehouse.

The primary entry, located at the southern corner of the east elevation, exhibits a metal sliding garage door that has been altered so that it no longer moves; a pedestrian entry has been cut into the door. The entry is sheltered beneath a shed roof overhang. Raised basement windows have been enclosed with metal panels. Two second-story windows located north of the entry exhibit eight light metal pivot sashes with a fixed, four-light metal sash below. Clerestory windows exhibit an identical window configuration.



Figure 77. Site 34 (JFSW 985): Rear elevation of factory building.



Figure 78. Site 34 (JFSW 985): Detail of loading dock.



Figure 79. Site 34 (JFWS 985): Eastern finished products warehouse.

The western building is located adjacent to the factory building and is a two-story, five-bay (d/w/ww/d/w), front-gabled brick building clad with ribbed metal and situated on a poured concrete foundation (Figure 80). Four of the bays are located along the western half of the façade. According the 1928 (updated 1941) Sanborn map, the building was historically used as a finished products warehouse.

The primary entry exhibits a metal door that opens onto concrete steps sheltered beneath a hip porch roof supported by metal posts. A secondary entry also exhibits a metal door that opens onto concrete steps but is sheltered beneath a flat roof overhang supported by large metal cables. Windows exhibit one-over-one, double-hung metal sashes set beneath plexiglass storm windows. Eleven identical windows are located along the west elevation. A flat roof concrete block addition is attached to the rear elevation. The southern half of the addition is supported by concrete piers, and a parking area is located below. An interior brick chimney extends from the northwest corner of the roof, and a metal roof ventilator is located at the southeast corner. Three windows are located along the west elevation.

NRHP Evaluation: Eligible. The Louisville Stove & Tin Company was incorporated in 1888 but did not move to its current location until circa 1932. The company produces sheet iron stoves, furnaces, and

heaters and is a distributor of general hardware, lawn and garden supplies, and appliances. The building was also known as Progress Refrigerator during the 1930s (Cocanougher 1975; Brown 2012:35). The building is an excellent example of an early-twentieth-century industrial factory building that retains its original fenestration and windows and door finishes. The building exhibits unique attention to detail on the exterior, utilizing different shades of brick to mimic belt courses when the majority of industrial buildings from this period exhibit little to no exterior detailing. While there have been some changes to the building, such as the addition of the fifth story, it continues to retain the historic qualities of location, design, materials, workmanship, and association that contribute to the integrity of the site, something that the majority of the surrounding industrial buildings do not, as they have been altered by numerous additions and changes to their fenestration. Therefore, CRA recommends that Site 32 is eligible for listing in the NRHP under Criterion A in the area of Industry for its role in industrial development in this area of Louisville and under Criterion C as an excellent example of an early-twentieth-century industrial building. The proposed NRHP boundary for Site 34 is depicted on Figure 81 and includes only the central factory building, as the integrity of the two other buildings located on the property is no longer intact.



Figure 80. Site 34 (JFWS 985): Western finished products warehouse.

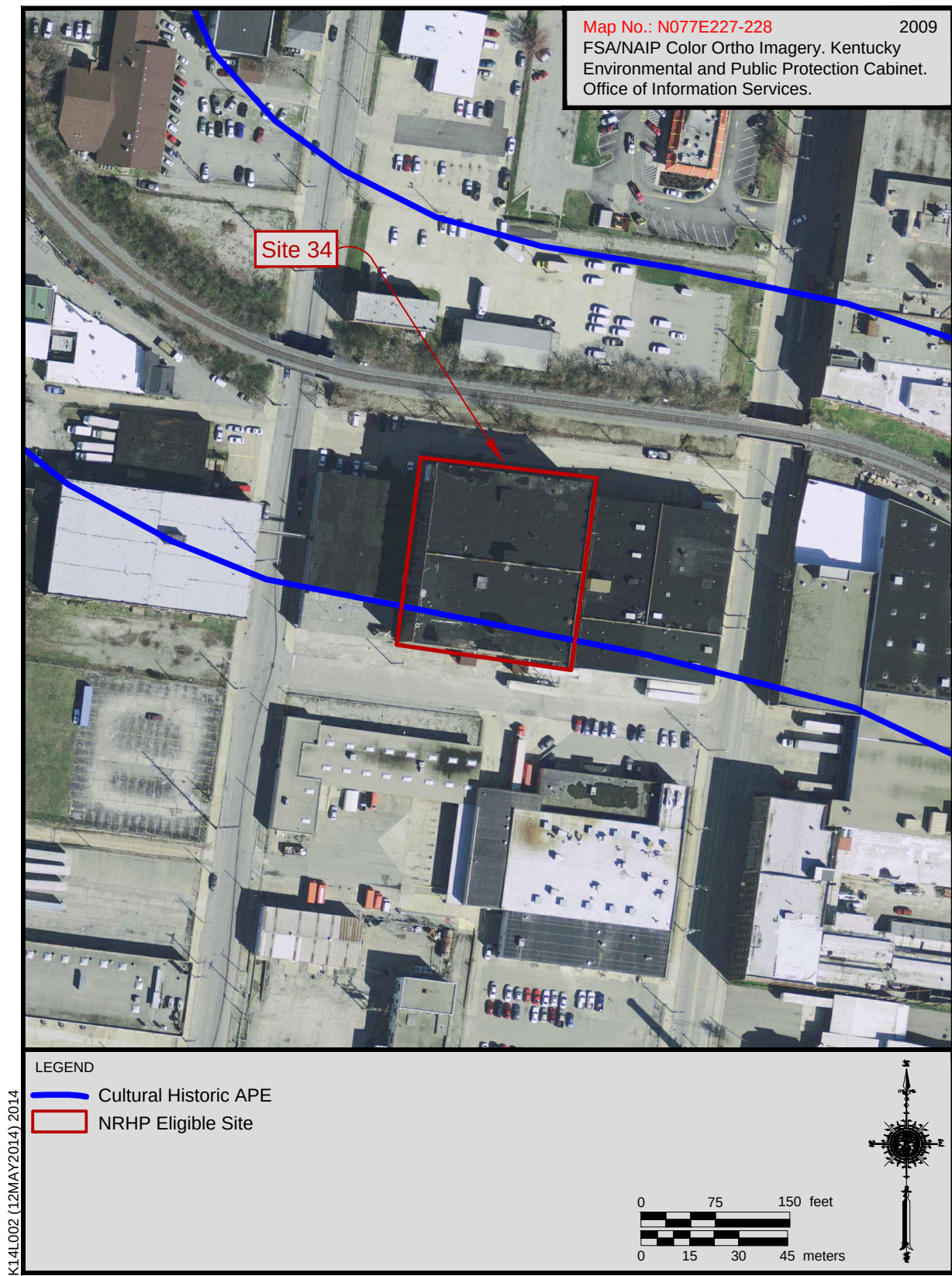


Figure 81. Site 34 (JFSW 985): Recommended NRHP Boundary.

Determination of Effect: No Adverse Effect. The former Louisville Stove and Tin Company (Site 34) historically utilized the railroad, which handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train timetable for the L&N railroad states that there were 8 incoming and 8 outgoing trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which was probably much higher given the large number of industries and freight depots located along the railroad. Train pass-bys are a common occurrence, and train noise is already a common component of the audible environment. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the property because of its historic association. The railroad has been an integral part of the building's association and feeling; therefore, the increase in rail traffic resulting from the proposed project will not adversely affect the qualities for which Site 34 is eligible for listing in the NRHP.

Site 35

KHC Survey #: JFSW 986

Photographs: Figures 82–83

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607508 N: 4233802

Property Address: 733 S. Twelfth St.
Louisville, KY 40210

Parcel Number: 036E00450000

Owner Information: Container Corporation of
America
P.O. Box 4098
Norcross, GA 30091-4098

Deed: 5965 0151

Construction Date: circa 1925–1949

Description: Site 35 consists of an industrial building located at 733 South Twelfth Street,

adjacent to the L&I railroad. It is situated on an approximately 1.3637-acre parcel with an asphalt parking area located east of the building. The building is first depicted on the 1928 (updated 1951) Sanborn map as the ink factory and raw material warehouse for the C.T. Dearing Printing Company. The building is currently used by Container Corporation of America.

The building can be divided into two sections, the western brick portion and the eastern concrete block portion. The western portion of the building fronts South Twelfth Street and is a primarily two-story, multi-bay, flat roof rectangular, reinforced concrete frame building that exhibits Art Deco elements and is clad with a brick veneer (Figure 82). It is situated on a poured concrete foundation, and the roof exhibits stone coping with the corners raised above the rest of the roof. The corners of the building are ornamented with recessed brick panels beneath the coping. The northern portion of the building is comprised of one story and is curved to the south, following the railroad.

The primary entry is located at the center of the south elevation of the two-story section and is situated within a concrete surround. However, the rest of the entry was obscured by a truck at the time of the survey. First-story, south elevation windows exhibit ten light metal pivot sash windows singly and in pairs. Other first-story windows are comprised of four light metal pivot sash windows with glass block windows beneath. The windows along the two-story portion are in pairs, with the lower portion of the southernmost windows enclosed with wood panels; windows along the one-story section are in groups of three. Second-story windows also exhibit four light metal pivot sash windows with glass block beneath; they are in pairs, with the exception of the corner windows.

The eastern portion of the building is a two-story, flat roof, rectangular concrete block building (Figure 83) that is clad with corrugated metal. The north elevation curves to the south following the railroad, and the south elevation is constructed adjacent to the building to the south that is located outside of the APE. This portion of the



Figure 82. Site 35 (JFSW 986): Northeasterly view of western portion of Site 35.



Figure 83. Site 35 (JFSW 986): Easterly view of the eastern portion of Site 35.

building extends south beyond the footprint of the western portion of the building. A seven-bay loading dock is located along the west elevation; however, it was obscured by trucks at the time of the survey. Four garage bays are located along the east elevation; two at the center and two at the northern corner.

NRHP Evaluation: Not Eligible. Research has yet to reveal significant associations between Site 35 and persons or events of historical significance. While the industrial building located at Site 35 exhibits Art Deco elements, such as the corbelled, recessed panels and parapet with limestone coping, the enclosure of the historic windows has compromised the building's integrity of design, materials, and workmanship. Consequently, CRA recommends that Site 35 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.

Site 36

Site 36 is described as part of a group at the end of VI. Inventory of Historic Resources.

Site 37

KHC Survey #: JFSW 988

Photographs: Figures 84–89

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607548 N: 4233887

Property Address: 740 S. 11th St.

Louisville, KY 40210

Parcel Number: 036E00670000

Owner Information: Stry Lenkoff Co.

P.O. Box 32120

Louisville, KY 40232

Deed: 6171 0114

Construction Date: circa 1925–1949, circa 1950–1974

Description: Site 37 consists of a large industrial complex located at 740 South Eleventh Street, adjacent to the L&I railroad. The complex is

situated on an approximately 2.77-acre parcel with an asphalt parking area located at the northeast corner of the parcel. The complex is comprised of one large building that was constructed in stages. The original building located at the southeast corner of the parcel was constructed circa 1925, with the building located at the southwest corner constructed between 1941 and 1951 according to the 1928 (updated 1941 and 1951) Sanborn maps. The portion of the building located at the northwest corner of the parcel was constructed circa 1950–1974. The building was constructed for the C.T. Dearing Printing Company, which began in the late nineteenth century (Kleber 2001:729). It is currently home to the Stry Lenkoff Company.

The original building is comprised of a two-story, four-bay (w/d/d/d), flat roof, rectangular steel frame portion (Figure 84) and a three-story, nine-bay (dd/x/x/d/d/x/x/dd), flat roof, triangular shaped steel frame portion located to the south (Figures 85–86); both are clad with a brick veneer and exhibit Art Deco elements. The façade of each section is capped with a parapet with limestone coping, and the bays are divided by brick pilasters. Corbelled, recessed panels are located at the center of the north and south corners of each section, giving the impression of pavilions. A concrete table with the words “C.T. Dearing Printing Co.” is located at the center of the parapet of the two-story section. The top of the pilasters along the two-story section are ornamented with narrow concrete panels. The three-story portion is attached to the two-story portion by a two-story, two-bay (d/d) flat roof steel frame former train shed that once housed a rail spur but is now used as a garage. According to the 1928 (updated 1941) Sanborn map, the two-story portion of the building housed shipping and printing rooms, and the three-story section housed the cylinder press room.

The three garage bays of the two-story portion are fronted by rolling metal garage doors. The first-story window exhibits a one-over-one, double-hung metal sash sheltered beneath a flat roof hood supported by metal cables. Second-story windows exhibit fixed metal sashes in groups of twos and threes surrounded by glass block. A two-story addition clad with a brick veneer and metal panels is attached to the north elevation. A recessed entry is located at the center of the addition.



Figure 84. Site 37 (JFSW 988): Two-story section of the original portion of the building.



Figure 85. Site 37 (JFSW 988): Three-story section of the original portion of the building.



Figure 86. Site 37 (JFSW 988): South elevation of the original portion of the building.

A rolling metal garage door fronts the southern garage bay of the former train shed, and a pedestrian entry exhibiting a metal door is located within the northern bay. Three second-story windows have been enclosed with glass block.

Pedestrian entries exhibiting paired metal casement doors beneath a transom window enclosed with a metal panel and a single-leaf entry with an enclosed transom window are located at the north and south corners of the three-story portion of the building. Two garage bays fronted by metal sectional garage doors are located at the center of the façade. First-story windows have been enclosed with metal panels. Upper-story windows exhibit groups of four, six-light metal pivot sash windows with glass block beneath; windows at the north and south corners have been enclosed with glass block. A garage bay is located at the western corner of the south elevation and is fronted by a sectional metal garage door. First-story windows have been enclosed with metal panels, with the exception of the second westernmost window; it

exhibits paired six-light metal pivot sash windows, with the rest of the window below enclosed with metal panels. Second- and third-story windows also exhibit this configuration. The rear portion of the building is comprised of a single story with an identical window configuration, with the exception of the easternmost window, which has been entirely enclosed with metal panels.

The section of the building constructed circa 1941–1951 is a primarily two-story, seven-bay (x/w/w/w/w/w/w), flat roof, triangular steel frame building (Figure 87) clad with a brick veneer and situated on a concrete foundation. The west elevation is capped with a parapet with limestone coping. The roofline extends to a third story near the southern end of the building, and the brick extends from the rest of the façade, giving the impression of a pavilion. Windows exhibit paired six-light metal pivot sashes, with the remainder of the window below enclosed with glass block. One first-story window has been enclosed with a metal vent below the pivot sash windows; three pairs of pivot sash windows

have been enclosed with metal vents. Two second-story windows have been enclosed with metal panels instead of glass block. Three windows at the northern corner have been enclosed with brick. First-story windows along the south elevation exhibit paired six light metal pivot sash windows, with the rest of the window below enclosed with metal panels. Second-story windows exhibit paired six-light metal pivot sashes in groups of three (Figure 86). No entries are located along the west and south elevations.

The non-historic section of the building constructed circa 1950–1974 is a two-story, flat roof reinforced concrete frame rectangular building (Figure 88) with a brick veneer. The south and east elevations are clad with metal panels. Two interior brick chimneys extend from the center of the roof. A recessed, five-bay loading dock is located at the southern corner of the west elevation. Several large metal vents are located along the north and west elevations. A one-story, three-bay (x/x/wddw), flat roof rectangular addition is attached to the east elevation (Figure 89). The façade is clad with a brick veneer; the remainder of the building is clad with metal panels. The primary, double leaf

entry to the entire building is located within the westernmost bay; it is flanked by aluminum sidelights and a transom window. The center bay is fronted by a rolling metal garage door; the easternmost bay has been enclosed with brick. The words “Stry-Lenkoff Co. Jenn Publishing Lee Publishing” are centered above. Metal ribbon windows are featured in groups of four.

NRHP Evaluation: Not Eligible. While the building located at Site 37 was the home of the C.T. Dearing Printing Company, the company was one of many such companies within Louisville. While the industrial building located at Site 37 exhibits Art Deco elements, such as the corbelled, recessed panels and parapet with limestone coping, the large, non-historic addition, as well as changes to the original fenestration, have compromised the building’s integrity of design, materials, and workmanship. Consequently, CRA recommends that Site 37 is ineligible for listing in the NRHP under Criterion A, B, or C.

Determination of Effect: N/A.



Figure 87. Site 37 (JFSW 988): Portion of the building constructed circa 1941–1951.



Figure 88. Site 37 (JFSW 988): Portion of the building constructed circa 1950–1974.



Figure 89. Site 37 (JFSW 988): One-story addition to the circa 1950–1974 portion of the building.

Site 38

KHC Survey #: JFSW 401

Photographs: Figures 90–92

Map: Figures 2 and 3

Zone: 16

Quad: Louisville West, KY-IN 1983

UTMs: E: 607695 N: 4233838

Property Address: 1000 W. Broadway
Louisville, KY 40210

Parcel Number: 029L00020000

Owner Information: Transit Authority of River
City
302 Speed Bldg
Louisville, KY

Deed: N/A

Construction Date: 1889–1891

Description: Site 38 consists of Union Station, located at 1000 West Broadway. The station, its associated baggage depot, non-historic garages, and office building are situated on an approximately 15.255-acre parcel; however, only the non-historic garage and office building are located within the APE. The station is no longer used for train traffic, and large asphalt parking lots are located to the south and west. A rail spur runs along the western property boundary and dead ends at Broadway. The station was constructed from 1889 to 1891 and designed by F. W. Mowbray. It was used as a rail station until 1976. The property has been used by the Transit Authority of River City since 1979.

The building is a three-and-one-half-story, five-bay (w/ww/wddddd/w/ww/w), front-gabled, rectangular steel frame Richardson Romanesque building (Figure 90) with rusticated limestone veneer beneath a slate roof. Each corner of the building is marked by a hip roof tower; the northeast tower is the tallest, standing three stories above the roofline, and it functions as a clock tower. Each tower is capped by a finial, and small front-gabled dormers extend from the roof of the clock tower. Turrets are located at the center of the east and west

elevations, and four hip roof gables extend from the roof on either side of the turrets. Each floor is separated by a stone water table, and the center gable section is flanked by turrets capped with stone gargoyles. A vaulted art glass skylight is located at the center of the gable.

The primary entry consists of three sets of double wooden doors flanked by squat Corinthian pilasters that open onto concrete steps sheltered beneath a large metal shed roof supported by metal posts. Windows exhibit one-over-one, double-hung aluminum sashes set beneath arched transom windows. Upper-story windows located along the towers do not have a transom window. A large rose window set at the center of a recessed arch is located above the entry on the façade and rear elevation; it is flanked by narrow, round arched windows. East and west elevation windows exhibit one-over-one, double-hung aluminum sashes; the dormers exhibit one-over-one, double-hung round arched windows. A large shed roof overhang is attached to the rear elevation and connects the station to the baggage depot (Figure 91).

The baggage depot, located west of the station, is a two-story, multi-bay, front-gabled, L-shaped steel frame Richardson Romanesque building with a rusticated limestone veneer beneath a slate roof (Figure 90). A cross gable is located at the center of the building, and each gable end is topped by a finial. Arched wood garage doors front the bays along the east and west elevations and are sheltered beneath a full length shed roof hood supported by metal brackets. First-story windows in the north and south gable ends exhibit one-over-one, double-hung aluminum sash windows with an arched, multi-light transom window set in two groups of three. Second-story windows exhibit paired one-over-one, double-hung aluminum sash windows; arched transom windows are located above the windows in the gable ends.

NRHP Evaluation: Eligible. Site 38, Union Station, was listed in the NRHP in August 1975 under Criterion A in the area of Transportation for its importance to the Louisville and Nashville Railroad, under Criterion C in the areas of Architecture as an excellent example of Richardson Romanesque architecture, and in the



Figure 90. Site 38 (JFSW 401): Union Station.



Figure 91. Site 38 (JFSW 401): Rear elevation.

area of Engineering for its innovative system of unloading passengers and baggage. Historic American Buildings Survey (HABS) documentation of Union Station was completed in 1974 as part of the Louisville Summer Team Project (Thomas et al: 1975). It was also designated as a Louisville Historic Landmark in March 1975 (Louisville Historic Landmarks and Preservation Districts Commission 1975). There have been very few changes to the building since its NRHP listing; therefore, it still conveys the association and feeling necessary to remain listed in the NRHP. The NRHP boundary for Site 38 is depicted on Figure 92.

Determination of Effect: No Adverse Effect. Union Station (Site 38) was historically associated with the railroad, which handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train timetable for the L&N railroad states that there were 8 incoming and 8 outgoing trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which was probably much higher given the large number of industries and freight depots located along the railroad. Train pass-bys are a common occurrence, and train noise is already a common component of the audible environment. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the depot because of its historic association—it is a rail related structure that would not exist but for the adjacent railroad. At one point in the station's history, 60 trains traveled to and from the station daily (Kleber 2001:530). The railroad has been an integral part of the building's association and feeling; therefore, the increase in rail traffic resulting from the proposed project will not adversely affect the qualities for which Site 38 is eligible for listing in the NRHP.

PWA Era Bridges (Sites 5, 10, 12, 16, 19, 21, 23, 25, 31, and 36)

KHC Survey #'s: JFWP 615, JFWR 3826, JFWR 3828, JFWR 3832, JFWR 3835, JFWR 3837, JFWR 3839, JFWR 3840, JFSW 982, JFSW 987

Photographs: Figures 93–105

Map: Figures 2 and 3

Zone: 16

Quad: New Albany, IN-KY 1992 and Louisville West, KY-IN 1983

UTMs: E: 607347 N: 4235207
E: 607326 N: 4235049
E: 607307 N: 4234895
E: 607268 N: 4234594
E: 607253 N: 4234470
E: 607237 N: 4234347
E: 607221 N: 4234204
E: 607201 N: 4234052
E: 607325 N: 4233882
E: 607469 N: 4233865

Property Address: L&I Railroad between West Main Street and South Twelfth Street.

Parcel Number: n/a

Owner Information: n/a

Construction Date: 1940

Description: Ten Public Works Administration (PWA) bridges of similar design are located along the L&I rail line within the project area. Six of the bridges retain their dedication plaques, which all date to 1940. Henry Bickel Co. is listed as the general contractor for each bridge (Figure 93). Seven of the bridges are riveted steel through girder bridges (Sites 5, 10, 12, 16, 21, 25, and 36) (Figures 94–100), and three are concrete deck plate girder bridges with metal railings (Sites 19, 23, and 31). All are comprised of a single span, with the rail line comprising the decking and integrated metal floor beams (Figures 101–103). They are also all situated on concrete abutments flanked by concrete wing walls (Figure 104). Seven bridges are also supported by concrete bents located on

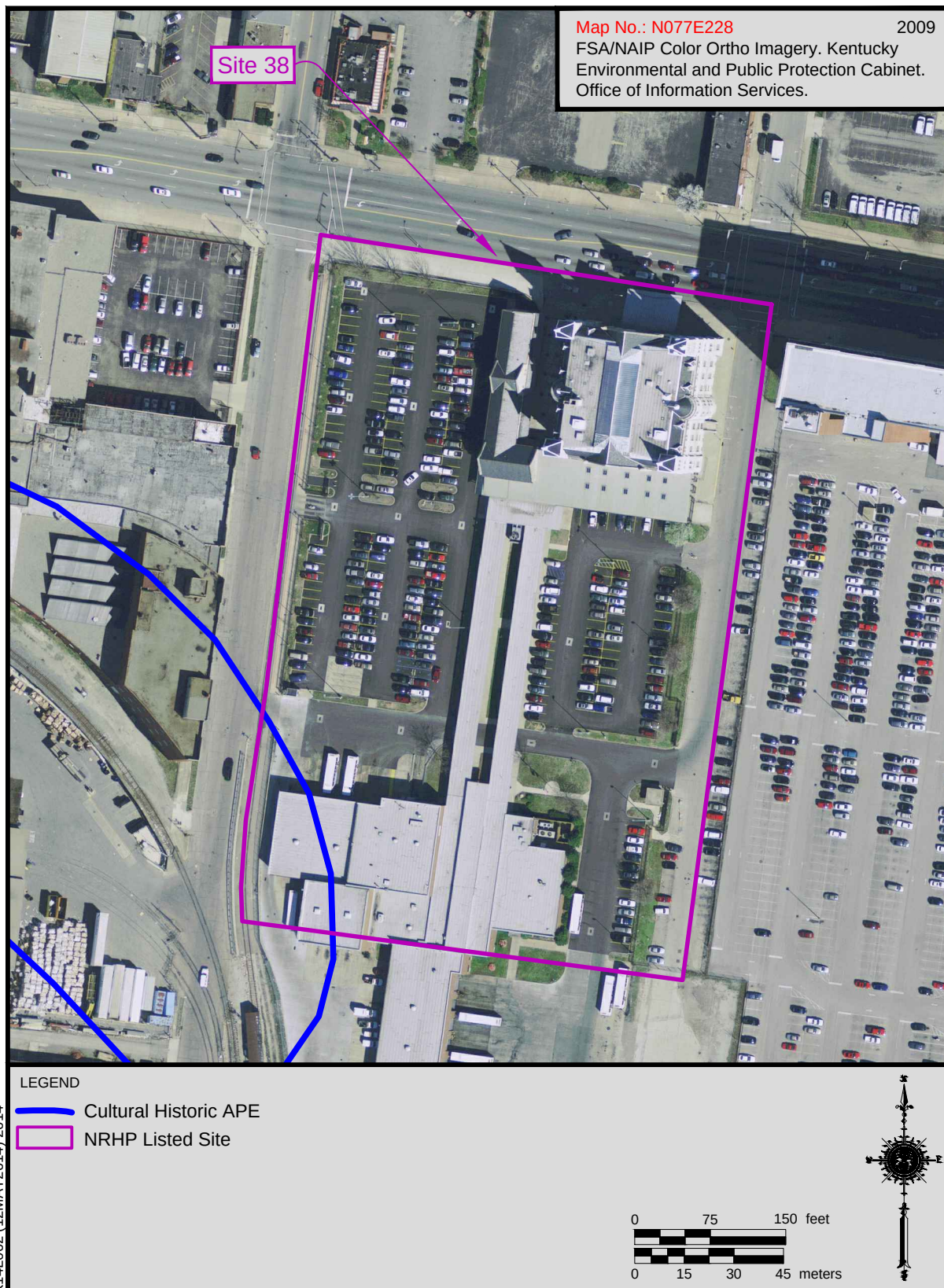


Figure 92. Site 38 (JFSW 401): NRHP Boundary.



Figure 93. Site 25 (JFWR 3840): PWA plaque.



Figure 94. Site 5 (JFWP 615): Westerly view of bridge.



Figure 95. Site 10 (JFWR 3826): Easterly view of bridge.



Figure 96. Site 12 (JFWR 3828): Easterly view of bridge.



Figure 97. Site 16 (JFWR 3832): Easterly view of bridge.



Figure 98. Site 21 (JFWR 3837): Westerly view of bridge.



Figure 99. Site 25 (JFWR 3840): Westerly view of bridge.



Figure 100. Site 36 (JFSW 987): Northerly view of bridge.



Figure 101. Site 19 (JFWR 3835): Westerly view of bridge.



Figure 102. Site 23 (JFWR 3839): Easterly view of bridge.



Figure 103. Site 31 (JFSW 982): Northerly view of bridge.



Figure 104. Site 21 (JFWR 3837): Integrated metal floor beams beneath bridge decking.

either side of the roadway (Sites 5, 10, 12, 19, 23, 25, and 31). Concrete steps lead up to the south side of Site 5, where a train station was once located. All of the bridges have Deco Moderne ornamentation in the form of fluted abutments and bents of the riveted steel girder bridges and rectangular setbacks between the abutments and bents of the concrete girder bridges. All of the bridges supported by bents have a keystone representing the Pennsylvania Railroad carved into the concrete between the abutments and bents.

NRHP Evaluation: Eligible. The Commonwealth of Kentucky used PWA funds to construct or repair 3,660 bridges and viaducts between 1935 and 1943; therefore, association with the PWA does not alone constitute historical significance (Hudson 1997: 39, 46). Plate girder bridges are usually simple span structures, with the riveted through two-girder bridge commonly used for railroad bridges. The majority of older two-girder bridges are likely to feature riveted girders, but welded girders may also be found (Parsons Brinckerhoff 2005: 3-111). Riveted, metal built-up girders dating to the early twentieth century possess moderate significance if they retain their character-defining features that include riveted metal plate girders, floor system and abutments, and wing walls (Parsons Brinckerhoff 2005: 3-112).

The concrete through girder bridge was common from the 1910s to the 1930s; however, it is best suited to short spans from 15 to 40 ft. The through girder gradually gave way to deck girder designs as the need for wider roadways increased (Parsons Brinckerhoff 2005: 3-93). Many of the concrete girder bridges still in service are deck girder bridges built in the 1940s. Concrete girders possess moderate significance if they retain their character-defining features, which include a monolithic deck and girder system, parapet or railing, abutments, and floorbeams, piers and wingwalls. The most significant types of girder bridges are those that retain integrity and that can be identified as having been built according to the standard plans of the transportation departments in the first quarter of the twentieth century; examples that were built within the first decade of the twentieth century; and through girders, which are not common (Parsons Brinckerhoff 2005: 3-94).

The 10 historic railroad bridges located within the APE (Sites 5, 10, 12, 16, 19, 21, 23, 25, 31, and 36 [JFWP 615, JFWR 3826, 3828, 3832, 3835, 3837, 3839, 3840, JFSW 982 and 987]) are not individually eligible for listing in the NRHP; due to the large number of similar structures in the area, a single bridge cannot stand on its own as a particularly noteworthy example of these two common bridge types. However, as a group they are eligible for listing in the NRHP under Criterion A in the area of Transportation because they further facilitated postwar industrial development in the area, utilizing the growth of automobile traffic, and under Criterion C in the areas of Architecture and Engineering because they are a distinctive group of intact Deco Moderne railroad bridges united by common design elements and stylistic details that have become a notable feature of this part of west Louisville and should be included in an expanded boundary of the proposed Railroad Bridges of west Louisville MPS. The proposed boundaries for each bridge are depicted on Figure 105.

Determination of Effect: No Adverse Effect. The PWA bridges were historically associated with and utilized the railroad, which handled much more train traffic than what currently traverses or is proposed to traverse the line. An April 1958 passenger train timetable for the L&N railroad states that there were 8 incoming and 8 outgoing trains to Louisville a day, for a total of 16 passenger trains (Louisville & Nashville Railroad 1958). This does not count freight trains, which was probably much higher given the large number of industries and freight depots located along the railroad. Train traffic is a common occurrence, and train noise is already a common component of the audible environment. While the proposed increase in train traffic is more than double the current amount, the increased noise and vibration levels as a result of the new traffic will not adversely affect the bridges because of their historic association—they are rail related structures that would not exist but for the railroad. The railroad has been an integral part of each bridge's association and feeling; therefore, the increase in rail traffic resulting from the proposed project will not adversely affect the qualities for which Sites 5, 10, 12, 16, 19, 21, 23, 25, 31, and 36 are eligible for listing in the NRHP.

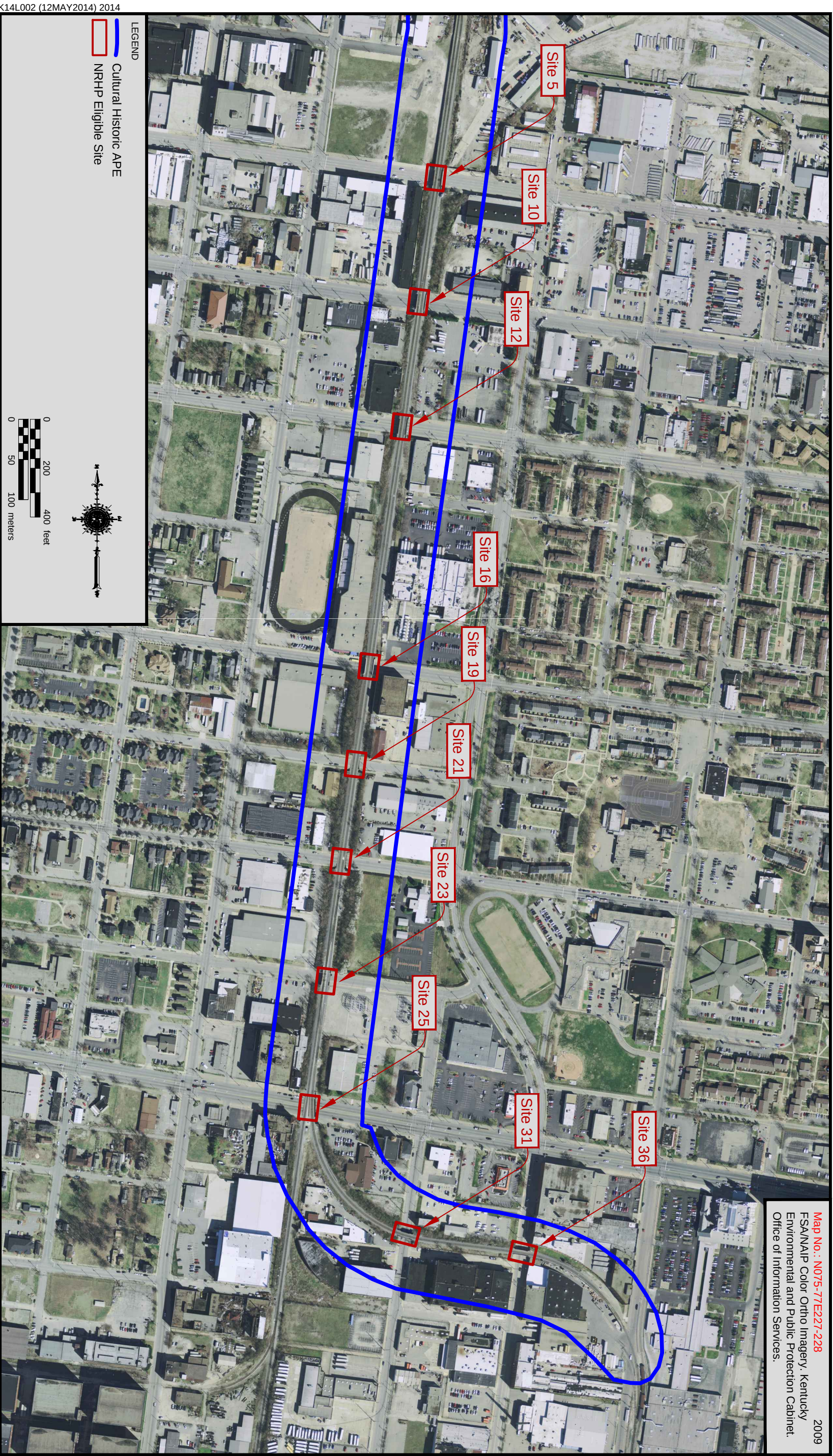


Figure 105. Recommended NRHP boundaries for the proposed addendum to the Railroad Bridges of West Louisville MPS.

VII. CONCLUSIONS

In April of 2014, CRA completed a cultural historic survey for the joint use of the Louisville and Indiana Railroad in Louisville, Jefferson County, Kentucky. The survey was conducted at the request of Melanie Yasbin of The Law Offices of Louis E. Gitomer, LLC, on behalf of CSXT and L&I.

Prior to initiating fieldwork, a search of records maintained by KHC was conducted to determine if previously documented cultural historic sites 50 years of age or older were located in the area of potential effect. This inquiry revealed eight previously surveyed resources within the APE, five of which (JFWP 148, the Monon Freight Depot; JFWP 149, the Schlenbaker National Foundry and Machine Company; JFSW 401, Union Station; JFSW 404, Whiteside Bakery; and JFSW 436, the Axton-Fisher Tobacco Warehouse) are currently listed and three of which (JFWP 164, the Pennsylvania Railroad Freight Depot; JFWP 327, the Pennsylvania Railroad Bridge; and JFWP 528, the Peaslee-Gaulbert Paint Manufacturing Complex) have been determined eligible for listing in the NRHP. Thirty additional, previously unidentified historic resources 50 years of age or older (Sites 3, 5, 8–23, 25, 27–37 [JFWP 614–616, JFWR 3825–3841, and JFSW 979–988]) were also identified and documented during the field survey. Three of these sites (Site 29 [JFSW 980], St. Augustine Roman Catholic Church and School; Site 32 [JFSW 983], an industrial warehouse; and Site 34 [JFSW 985], the Louisville Stove & Tin Company) and the 10 Deco Modern PWA bridges (Sites 5, 10, 12, 16, 19, 21, 23, 25, 31, and 36 [JFWP 615, JFWR 3826, 3828, 3832, 3835, 3837, 3839, 3840, JFSW 982 and 987]) are determined eligible for listing in the NRHP. Because the project area is historically associated with the railroad, increased rail traffic will not diminish any qualities of these properties for which they are eligible for listing in the NRHP. As such, CRA recommends that no historic properties will be adversely affected by the proposed project.

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