

## **APPENDIX J HISTORIC RESOURCES**

This appendix provides documentation of consultation with the Ohio State Historic Preservation Office. Attachments 1 - 7 are surveys and consultation in support of the impact assessment for Historic, Architectural, Archaeological, and Cultural Resources.

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## **Historic Resources Consultation**

Meeting Summary, Ohio Historic Preservation Office (OHPO),  
November 21, 2006

FAA Letter to OHPO, February 16, 2007  
Attachment to FAA Letter

FAA Letter to Advisory Council on Historic Properties,  
December 12, 2007

FAA Letter to OHPO, January 29, 2008

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***Federal Aviation Administration***  
**ENVIRONMENTAL IMPACT STATEMENT**  
**FOR**  
**REPLACEMENT RUNWAY AND TERMINAL PROJECT**  
**AT**  
**PORT COLUMBUS INTERNATIONAL AIRPORT**  
**AGENCY MEETING – OHIO HISTORIC PRESERVATION OFFICE**  
**MEETING MINUTES**  
**NOVEMBER 21, 2006**

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**I. Introductions**

The following attended the meeting:

Dave Snyder, SHPO  
Lisa Adkins, SHPO  
Doug Terpstra, ASC Group  
Al Tonetti, ASC Group  
Rob Adams, Landrum & Brown  
Sarah Potter, Landrum & Brown  
Katherine Jones, FAA (via phone)

**II. Project Background**

Rob Adams provided the group with a history and background of the need for the Sponsor's Proposed Project.

**III. Project Description**

Rob Adams provided a description of the Sponsor's Proposed Project.

- Question: What is the timing of the construction?
- Answer: The new runway would be constructed by the end of 2012 and the terminal would be constructed by 2018. The timing of the terminal is dependent upon passenger levels at the airport. Therefore, if demand comes faster or slower than currently projected, the year may change.
- Question: Would the new tower remain in the same location?
- Answer: The current tower was incorporated into the design of the new terminal, so yes it would remain in the same location.

**IV. Review of Known Historic Resources**

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***Federal Aviation Administration***  
**ENVIRONMENTAL IMPACT STATEMENT**  
**FOR**  
**REPLACEMENT RUNWAY AND TERMINAL PROJECT**  
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**PORT COLUMBUS INTERNATIONAL AIRPORT**  
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**NOVEMBER 21, 2006**

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Doug Terpstra provided an overview of the known and potential resources within the Study Area. Two Areas of Potential Effects (APE) were agreed upon. The first is based on the 65 DNL noise contours associated with the project. The second is the area where physical disturbance is likely to occur.

Rob Adams listed the Known Potential Impacts

- Plant 85 Control Tower
- Remnants of structures located on the south side of the existing runway – **SHPO guidance on how to proceed with these structures was requested.**
- Hangars on Hamilton Road
- Stelzer Road Cemetery Site
- Homes on 13<sup>th</sup> Avenue located in the RPZ
- Golf Course

**V. Next Steps/Project Schedule**

**Action Items/Requests:**

- SHPO will review the Cultural Resources report and confirm all of the resources the SHPO is aware of are covered.
- An additional report will be prepared by ASC Group with the definition of 2 APEs along with the rationale on the definition. In addition, recommendations on the areas where additional surveys will be included.
- Lisa recommended using CLE as an example when looking at the homes. CLE looked at subdivisions rather than individual homes.
- When sending reports to the SHPO, Lisa asked to give her a call and let her know the reports are being sent. Also, any requests should be sent on FAA letterhead and in section 106 format.
- Lisa advised to limit the field work for archaeology to areas of disturbance.
- Lisa advised to include the Columbus Landmark Foundation on mailing list for the project.



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Detroit Airports District Office  
Metro Airport Center  
11677 South Wayne Road, Ste. 107  
Romulus, MI 48174

February 16, 2007

Ms. Lisa Adkins  
Ohio Historic Preservation Office  
Ohio Historical Society  
567 E. Hudson Street  
Columbus, Ohio 43211

**Re: Section 106 Consultation for  
Port Columbus International Airport  
Environmental Impact Statement**

Dear Ms. Adkins:

This letter is notification that the Federal Aviation Administration (FAA) is initiating section 106 consultation through the NEPA process as stipulated in 36 CFR 800.8. The FAA is preparing an Environmental Impact Statement (EIS) to review the potential impacts from proposed capital improvements at the Port Columbus International Airport (CMH).

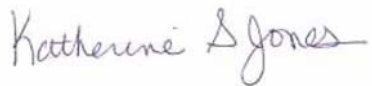
At our meeting on November 21, 2006, we discussed the preparation of a report that would identify the known historic resources in the project area, a definition of the Area of Potential Effect (APE), and a recommended approach for additional surveying in the APE. This information has been prepared and is included in the enclosed report.

As part of the proposed project, there may be impacts to a control tower located on top of Building 7 of the Air Force Plant 85 site (now known as the International Air Center). Air Force Plant 85 has been identified as an Eligible property for the National Register of Historic Places. On June 27, 1996 the Ohio Historic Preservation Office (OHPO), the US Air Force, and the Advisory Council on Historic Preservation executed a Memorandum of Agreement (MOA) concerning Air Force Plant 85. As part of the MOA, deed covenants were transferred that allowed OHPO to review and comment on any proposed alterations to the significant character-defining features of Buildings 2, 3, and 60. The provisions of the covenant were in effect for a period of 10 years. Based on this, it is the FAA's understanding that the stipulations in the MOA have since expired. If the SHPO is aware of any other covenants or agreements on this property please let us know in your correspondence back to us.

You recommended that in addition to the OHPO, we also include the Columbus Preservation Office, Columbus Landmark Foundation, and the Northeast Area Commission in our consultation. To that end, we have added those groups to our mailing lists and will invite them to participate in the process.

The FAA is asking for written concurrence on the APE boundaries and approach to surveying the historic resources within the APE. Please provide comments in writing on the enclosed report by March 15, 2007. The FAA appreciates your assistance in this process. If you have any questions regarding the EIS or this request, please contact me at (734) 229-2958 or by email at CMH-EIS@FAA.gov:

Sincerely,

A handwritten signature in blue ink that reads "Katherine S. Jones". The signature is written in a cursive, flowing style.

Katherine S. Jones  
Community Planner

ENCLOSURE

Cc: Rob Adams, Landrum & Brown  
CMH EIS Project File



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Detroit Airports District Office  
Metro Airport Center  
11677 South Wayne Road, Ste. 107  
Romulus, MI 48174

December 12, 2007

Mr. Dan Kalima  
Director of Federal Agency Programs  
Advisory Council on Historic Properties  
1100 Pennsylvania Ave., NW  
Room 803  
Washington, DC 20004

Section 106 Consultation for the Port Columbus International Airport  
Environmental Impact Statement and 36 CFR 800.8 Consultation

Dear Mr. Kalima:

This letter is notification that the Federal Aviation Administration (FAA) is initiating Section 106 consultation through the NEPA process as stipulated in 36 CFR 800.8. The FAA is preparing an Environmental Impact Statement (EIS) to review the potential impacts from proposed capital improvements at the Port Columbus International Airport. We sent a similar letter to the Ohio State Historic Preservation Office (SHPO) announcing this on February 16, 2007.

The FAA and Ohio SHPO had a meeting on November 21, 2006 to discuss the preparation of a report that would identify the known historic resources in the project area, a definition of the Area of Potential Effects (APE), and recommend an approach for additional surveying and analysis in the APE. This information was prepared and submitted to the Ohio SHPO with the February 16, 2007 letter. The FAA worked with the Ohio SHPO to resolve comments and concurrence on the methodology was received via e-mail on June 27, 2007.

As a part of the proposed project, there may be impacts to a control tower located on top of Building 7 of the Air Force Plant 85 site (now known as the Columbus International Air Center). Air Force Plant 85 has been identified as an eligible property for the National Register of Historic Places. On June 27, 1996 the Ohio Historic Preservation Office (OHPO), the U.S. Air Force, and the Advisory Council on Historic Preservation executed a Memorandum of Agreement (MOA) concerning Air Force Plant 85. As a part of the MOA, deed covenants were transferred that allowed the Ohio SHPO to review and comment on any proposed alterations to the significant character-defining features of Buildings 2, 3, and 60. The provisions of this covenant were in effect for a period of 10 years. Based on this, it is the FAA's understanding that the stipulations in the MOA have

since expired. The Ohio SHPO was not aware of any other covenants or agreements on this property. If the ACHP is aware of any other covenants or agreements on this property please let us know in your correspondence back to us.

The Ohio SHPO recommended to the FAA that we also include the Columbus Preservation Office, Columbus Landmark Foundation, and the Northeast Area Commission in our consultation. We have included them in our consultation and invited them to participate in the process.

If you have any questions or comments, please do not hesitate to contact me at (734) 229-2958.

Sincerely,



Sincerely,

Katherine S. Jones  
Community Planner

Cc: Rob Adams, Landrum & Brown  
Lisa Adkins, Ohio SHPO  
Dave Wall, CMH  
CMH EIS Project File





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Detroit Airports District Office  
Metro Airport Center  
11677 South Wayne Road, Ste. 107  
Romulus, MI 48174

January 29, 2008

Mr. Mark Epstein, Department Head  
Ohio Historic Preservation Office  
567 East Hudson St.  
Columbus, OH 43211-1030

Dear Mr. Epstein:

Update for the  
Environmental Impact Statement/Section 106 Coordination at  
Port Columbus International Airport, Columbus, Ohio

The Federal Aviation Administration (FAA) is currently preparing an Environmental Impact Statement (EIS) for the Port Columbus International Airport, Columbus, Ohio. The FAA informed the Ohio Historic Preservation Office (OHPO) on February 16, 2007 of our intention to use the streamlining initiative for the National Environmental Policy Act (NEPA) and the Section 106 process. This letter also included a copy of the report, *Cultural Resources Existing Conditions and Survey Methodology Report for the Port Columbus International Airport Environmental Impact Statement, Cities of Columbus, Gahanna, Franklin County, Ohio*.

We received comments on our proposed methodology in the report for both architectural and archaeological surveys on May 9, 2007. All comments were resolved and concurrence on the methodology was received via e-mail on June 27, 2007. We incorporated the comments and commenced the additional studies in June 2007.

The FAA and its contractors have completed the additional fieldwork and studies for the proposed project. We are currently in the process of assembling the Draft EIS. As a part of the streamlining initiative as identified in FAA Order 1050.1E, Appendix A, paragraph 11.2p, the FAA is required to provide the OHPO a copy of the Draft EIS, prior to it being available to the public.

The FAA is providing a copy of the Administrative Draft EIS for the OHPO's review. It is the FAA's understanding under previous conversations with your staff that the OHPO will not submit formal comments on this document, but will review it in accordance with 36 CFR Part 800.8 at the Draft EIS stage, when the document is made available to the public. Publication of the Draft EIS is anticipated in spring 2008.

Below is a summary of the five reports that the FAA completed as a part of our Section 106 and NEPA documentation. The reports will be submitted along with the DEIS for your review and comment. They are also located on the CD in Appendix J.

*Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio*

This report surveyed the direct effects APE and provides a summary of its findings. The survey area included properties owned by Port Columbus International Airport as well as privately owned properties that are adjacent to the eastern, southern, and western boundaries of the Airport.

Two hangars, the Nationwide Hangar and the Transcontinental Air Transport (TAT) Hangar were surveyed at the eastern end of the Airport. At the southern end of the Airport bordering Fifth Avenue, buildings and structures associated with and in the vicinity of the historic Air Force Plant 85 were surveyed. At the western end of the Airport, two deteriorated structures, likely associated with an old water supply or sewage facility, were surveyed. Farther west, the 3000 block of the East 13<sup>th</sup> Ave, comprising of 35 single dwellings, was surveyed.

The TAT Hangar is located on the eastern edge of the project area and was constructed in 1929. The building retains good integrity of design, construction, and workmanship and it appears that it has not been altered in significant ways in form, design, and detail. AL001 (TAT Hangar) is recommended as eligible for listing in the National Register of Historic Places under Criterion A for its significance to the development of commercial aviation in Columbus. It is also eligible under Criterion C for design characteristics typical of hangars constructed during the late 1920s and 1930s. Although the TAT Hangar is located in the direct APE, it will not be removed or altered as a part of the replacement runway project. The FAA makes a determination of no adverse effect.

AL007/FRA-8378-12 (Building 30), AL013/FRA-8369-12 (Building 60, employee entrance Building 3), AL014/FRA-8389-12 (Building 29, Fire and Police Stations), and AL015/FRA-8366-12 (Building 3, Manufacturing Building) have been determined eligible for the National Register of Historic Place listing by the Ohio SHPO as part of Air Force Plant 85. The remaining buildings and structures were found to be ineligible due to lack of significance when considered under the National Register of Historic Places Criteria for Evaluation.

AL004/FRA-8368-12, International Air Center Ramp Tower, Building 7 has a tower that was added to the northeast corner of the structure in 1953 (the building was originally constructed in 1943). The tower was not originally part of Air Force Plant 85, and was constructed during the Cold War when North American Aircraft was using Building 7 to manufacture combat aircraft. The Air Control Tower was used in conjunction with the aircraft and missile manufacturing activity during the Cold War from the 1950s through the 1980s.

The Air Control Tower on Building 7 is not associated with any of the areas of significance previously identified by Ohio SHPO and does not appear to have obtained significance through the post-World War II period of Air Force Plant 85's history. The FAA's finding is that the Air Control Tower on Building 7 is not eligible for the National Register of Historic Places. The FAA makes a determination of no adverse effect.

*History/Architecture Survey of the Area of Potential Effects for Indirect Effects for the Proposed Improvements to Port Columbus International Airport, Cities of Columbus, Gahanna, Franklin County, Ohio*

There are four resources recommended as eligible for the NRHP; however, none of the four resources are located in the area of potentially significant noise increase. The FAA makes a finding of no historic properties affected in the indirect effects APE.

*Assessment of Effects Report for Effects to Air Force Plant 85 due to Improvements to Port Columbus International Airport, Columbus, Franklin County, Ohio*

The FAA makes a finding of no adverse effect to Air Force Plant 85. Alternative C2 (relocating the runway 800 feet to the south) will impact the Air Force Plant 85 more than Alternative C3. The adverse effects to Air Force Plant 85 can be avoided and minimized with Alternative C3, which is the preferred alternative. Alternative C3 affects Building 30 which is not individually eligible, but is NRHP eligible as part of the Air Force Plant 85 complex. Alternative C3 minimizes the impacts to the Air Force Plant 85 complex and maintains the integrity of the south side of the complex which demonstrates the important architectural character and features on the main, south-facing front façade and associated interior spaces. The FAA makes a determination of no adverse effect.

The FAA recommends that the following mitigation be completed for the Air Force Plant 85:

- Historic American Building Survey (HABS) documentation of the structures and features of the Air Force Plant 85 complex that will be affected by the project. The FAA will coordinate with the OHPO on the documentation level and scope.
- Mitigative landscape design, particularly for areas of the runway construction bordering the remaining Air Force Plant 85 complex, should be considered in consultation with the OHPO.
- As detailed plans are drawn for the construction of the runway and associated landscape, structures, and site features, consideration should be made of any potential impact on the remaining Air Force Plant 85 complex, including to the south side of the complex. Consultation with the OHPO during development of these plans

can help to forestall further impacts to the remaining resources of Air Force Plant 85.

*Phase I Archeological Survey of Three Areas for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Mifflin Township, Franklin County, Ohio*

The FAA makes a finding of no historic properties affected in the archaeological survey area. The one site that was identified is not recommended for eligibility on the NRHP due to lack of significance, and in some cases lack of integrity.

*Report of the Stelzer Cemetery Relocation and Delineation, Pursuant to the Port Columbus International Airport Expansion Environmental Impact Statement, City of Columbus, Mifflin Township, Franklin County, Ohio*

This report is not a National Register of Historic Places assessment of the cemetery. It is a historical and archeological document that is aimed at locating the Stelzer Cemetery (because the gravestones have been removed), and confirming or denying the presence of human remains, since the remains were supposedly removed from the cemetery in the 1930s. No determination is required by the Federal agency for this report. It is for informational purposes only.

In summary, the FAA will submit the Draft EIS to the OHPO, when made available to the public with the Section 106 consultation as outlined in 36 CFR Part 800.8. It is the FAA's understanding that the OHPO will review and provide comments on the DEIS at that time under the timeframes established in the regulations.

If you have any additional questions, please do not hesitate to contact me at (734) 229-2958.

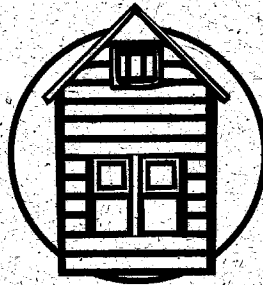
Sincerely,

Katherine S. Jones  
Community Planner

**Cultural Resources Existing Conditions and Survey  
Methodology Report for the  
Port Columbus International Airport  
Environmental Impact Statement,  
Cities of Columbus and Gahanna, Franklin County, Ohio**

**By**

**Douglas Terpstra, M.S., Kevin Gibbs, and Alan Tonetti**



**ASC GROUP, INC.**  
**Cultural and Environmental Consultants**

**Cultural Resources Existing Conditions and Survey Methodology Report for the  
Port Columbus International Airport Environmental Impact Statement,  
Cities of Columbus and Gahanna, Franklin County, Ohio**

**By**

**Douglas Terpstra, M.S., Kevin Gibbs, and Alan Tonetti**

**Submitted By:**

**ASC Group, Inc.**

**4620 Indianola Avenue**

**Columbus, Ohio 43214**

**614.268.2514**

**Submitted To:**

**Landrum & Brown**

**11279 Cornell Park Drive**

**Cincinnati, Ohio 45242**

**513.530.1201**

**Lead Agency: FAA**

**February 1, 2007**

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## INTRODUCTION

Under contract with Landrum & Brown, ASC Group, Inc. (ASC Group), has completed a Cultural Resources Existing Conditions and Survey Methodology Report for portions of Port Columbus International Airport and adjacent areas in the cities of Columbus and Gahanna, Franklin County, Ohio (Figures 1–3). In addition, ASC Group conducted a history/architecture existing conditions study for the area encompassing the buildings that will receive a significant change in ambient noise levels from within the 65 DNL noise contour for the year 2013. The use of the 65 DNL contour to define the history/architecture APE is based on the Federal Aviation Administration's Land Use Compatibility Guidelines.

History/Architecture Principal Investigator Douglas Terpstra, M.S., conducted the cultural resources data collection on July 14–20, 2006, and October 27, 2006. The following sources were examined at the Ohio Historic Preservation Office (OHPO):

1. National Historic Landmark (NHL) list;
2. NRHP list and files;
3. NRHP formal determination of eligibility (DOE) list and files;
4. NRHP consensus DOE and preliminary DOE lists;
5. Inactive NRHP nomination files;
6. Draft NRHP nomination files;
7. Current, old, and not eligible NRHP questionnaires files;
8. Troutman's (2003) *Ohio Cemeteries: 1803–2003*;
9. Ohio Historic Inventory (OHI) forms;
10. Ohio Historic Bridge Inventory and Ohio Department of Transportation Bridge Inventory forms;
11. Ohio Archaeological Inventory (OAI) maps;
12. OAI forms;
13. Mills' (1914) *Archeological Atlas of Ohio*; and
14. Contract archaeology and history/architecture reports.

In addition, Mr. Terpstra examined the following Internet-based sources of information:

1. OHPO's online GIS;
2. Ohio Department of Transportation's historic bridge status website; and
3. Historic American Building Survey/Historic American Engineering Record searchable database.

Landrum & Brown provided ASC Group with a photolog of buildings and structures at Port Columbus that will be removed to make way for the proposed new runway and material

pertaining to Air Force Plant 85, including the Phase I History/Architecture survey report for the facility (Earth Tech and Commonwealth Cultural Resources Group [CCRG] 1996). Mr. Terpstra and archaeologist Kevin Gibbs conducted a field review of the study area on August 10, 2006.

## **SURVEY METHODOLOGY**

### **ARCHAEOLOGICAL SURVEY METHODOLOGY**

The direct effects area of potential effects (APE) encompasses approximately 1,000 acres (Figure 2). Two archaeological sites have been identified within the direct effects APE (Figure 2; Table 1). Neither of these sites is eligible for the NRHP. The field review of the sites indicates that both were apparently destroyed by construction at the airport.

Portions of the direct effects APE have been previously investigated for archaeological sites. A number of archaeological investigations have occurred at or near the International Gateway/Stelzer Road intersection (Figure 2) [Addington and MacMinn 1978; Earth Tech and NES 1997; Frye and Immel 1980; Gibbs et al. 2001; Kramb 1999; Seitz and Mustain 2005]. Field review indicated that the direct effects APE west of and adjacent to S.R. 317 (Hamilton Road) was disturbed by various construction projects and is unlikely to contain significant archaeological sites.

Given the early stage of project planning and design, it is assumed that the proposed undertaking will disturb all unpaved ground within the direct effects APE. It is also assumed that areas within the direct effects APE that have been previously surveyed for archaeological sites by Earth Tech and NES (1997), Gibbs et al. (2001), Kramb (1999), and Seitz and Mustain (2005) will not be resurveyed. It is also assumed that areas that have been previously disturbed by construction associated with airport improvements and other development, such as all paved areas (e.g., runways, taxiways, roads, and parking lots, building locations, and areas that are off-limits due to Federal regulations [these areas have not been identified]), will not be surveyed to identify archaeological sites. Given these assumptions, the following methods are proposed for identifying archaeological sites within the direct effects APE. The areas referred to are shown on Figure 2. No efforts to identify archaeological sites will be undertaken outside the direct effects APE.

#### **12th and 13th Avenues Neighborhood**

The small, modest homes (the footprint of many is approximately 700 square feet in area) in the residential area along 12th and 13th avenues were built in the late 1940s to 1950. Most

have  $\frac{3}{4}$  or full basements. The lots are approximately 48 ft by 115 ft (Franklin County Auditor 2007). Archaeological investigation of this area, if any, would be determined after the results of the archaeological investigation of the brushy wooded area immediately to the east (see below). If archaeological sites are identified in the area to the east, the Ohio Historic Preservation Office will be consulted to determine an appropriate archaeological survey methodology for this area. If no archaeological sites are identified in the area to the east, no archaeological investigation of this area is proposed.

#### **Brushy Wooded Area West of Stelzer Road**

Archaeological investigation in the brushy wooded area between the eastern terminus of 12th and 13th avenues on the west and Stelzer Road on the east will consist of visual inspection and manual excavation of standard .5 m by .5 m shovel test pits at 10 m to 15 m intervals on 10 m to 15 m transects, depending on the ground conditions. Soil removed from shovel test pits will be screened through .25-in hardware cloth for artifact content. Shovel test pit forms will be used to record soil color, texture, stratigraphy, and content of shovel test pits. A schematic drawing of the location of shovel test pits will be made. The location of shovel test pits will be aided by the use of GPS.

#### **Mown Fields East of Stelzer Road**

Archaeological investigation in the mown fields east of Stelzer Road and west of the building labeled Air Force Plant No. 85 on Figure 2, except for the area marked Stelzer Cemetery (see below), will consist of the same method proposed for the brushy wooded area west of Stelzer Road (see above).

#### **Stelzer Cemetery**

Although the location of this cemetery is shown on the USGS 7.5' topographic map, there is no physical evidence on the ground surface indicating its presence at this location. It is assumed that at one time there were surface indications of this cemetery in the form of gravestones or markers, and possibly a fence, but they are no longer present, or at least visible to the naked eye. Therefore, in order to determine the cemetery's location and subsurface extent, a cemetery delineation study is proposed. The cemetery delineation study would consist of using standard cemetery delineation methods, including a combination of archival and oral history research, geophysical investigation using a magnetometer and other instruments as needed, and verification or ground-truthing of the results of these investigations using manual and/or

mechanical excavation without disturbing the graves or their contents in order to delineate the individual graves and the limits of the graves in the cemetery.

### **Airport Golf Course**

It is assumed that all of the ground in the Airport Golf Course, municipally owned by the city of Columbus, has been disturbed to some extent, but the extent of the horizontal and vertical ground disturbance is unknown. It is important to determine the areal and vertical extent of disturbance in the golf course in order to identify locations where archaeological sites, particularly prehistoric archaeological sites, may or may not be present. From west to east, the golf course was built on the upland, terrace, and floodplain adjacent to Big Walnut Creek. Some of the land appears to have been cut and filled (United States Department of Agriculture, Soil Conservation Service) [USDA, SCS 1980]. The eastern portion of the golf course was built in the floodplain. It is possible that prehistoric archaeological sites, in particular, are buried by a few meters of alluvium and fill in this portion of the golf course. Where substantial cut and fill has not occurred, archaeological sites may be present closer to the surface.

To identify archaeological sites in the golf course, a combination of background research, oral history, and manual archaeological field investigation is proposed. Background research would consist of reviewing records at the Columbus Department of Recreation and Parks concerning the construction of the golf course, which was opened in 1966, (City of Columbus, Ohio 2006), and interviewing individuals who were involved in its construction. Areas of the golf course that can be documented as having been substantially modified by cut and/or fill will not be physically surveyed to identify archaeological sites. Those areas that cannot be documented as having been substantially modified by cut and/or fill will be physically surveyed using standard shovel test pits excavated at 15 m intervals on 15 m transects, depending on ground conditions, in an effort to identify archaeological sites or disturbed ground. Deep testing of the Big Walnut Creek floodplain will not occur unless direct, physical effects from the proposed project will occur in soil below the depth that can be reached by manual shovel test pit excavation.

### **HISTORY/ARCHITECTURE**

Three history/architecture properties have been listed in the NRHP (Figure 3, Sheets 1 and 2; Table 2). The Old Port Columbus Airport Control Tower (OHI FRA-1793-12), located on Fifth Avenue west of Hamilton Road, was listed in the NRHP in 1979 for its significance in the areas of architecture and transportation. The field review confirmed that the building is extant

and has been stripped of later additions that were present at the time of the NRHP listing (Plate 1).

The Elam Drake Residence (OHIs FRA-2605-12 and FRA-2606-12), located at 2738 Ole Country Lane, was listed in the NRHP in 1978 for its significance in the area of architecture. The property, consisting of a house, barn, and outbuilding, is significant as an excellent example of a typical farm grouping of the nineteenth century. The property is extant, but may soon be moved or demolished in a 149.53 project by CRAA.

The Valley Dale Ballroom (no OHI) is located at 1590 Sunbury Road and was listed in the NRHP in 1982 for its significance in the area of performing arts. The building was a popular performance venue during the Big Band era and hosted national radio broadcasts of performances. The building is extant.

In 1996, Earth Tech and Commonwealth Cultural Resources Group (CCRG) conducted a history/architecture study of Air Force Plant 85 (AFP 85), located along Fifth Avenue on the south side of Port Columbus (Earth Tech and CCRG 1996). This building complex has been documented in the OHI with numbers FRA-8366-12 – FRA-8389-12 (Figure 3, Sheet 1; Table 2). The report recommended two buildings as eligible for the NRHP, consisting of Building 3 (the Manufacturing Building, FRA-8366-12) and Building 60 (the Employee's Entrance, FRA-8369-12). However, OHPO found that the buildings constructed at AFP 85 between 1940 and 1944 are eligible for the NRHP as a historic district. The district is eligible under Criterion A for its association with local involvement in the World War II war effort and for its association with the Lustron Corporation and under Criterion C as an excellent example of the work of architect Albert Kahn (Raymond 1996).

On June 27, 1996, OHPO, the U.S. Air Force, and the Advisory Council on Historic Preservation executed a Memorandum of Agreement (MOA) that included acknowledgment that documentation of much of AFP 85 exists in the OHI and as archived materials at the National Archives and included a stipulation to ensure the preservation of three of the buildings after the sale of the property out of Federal ownership (Appendix A). The stipulation required the transfer of deed covenants to the new property owner that allows OHPO to review and comment on any proposed alterations to the significant character-defining features of FRA-8370-12 (Building 2), FRA-8366-12 (Building 3), and FRA-8369-12 (Building 60). The provisions of the covenants are in effect for a period of 10 years from the closing date of the sale of Air Force Plant 85. Documentation of proposed alterations to or removal of any significant features of Buildings 2,

3, and 60 must be submitted to OHPO prior to the commencement of work. OHPO has 30 days to review and comment. The field review confirmed that the majority of this complex is extant, although some minor buildings and structures such as guardhouses (FRA-8386-12 and FRA-8387-12) have been demolished, as have several later additions to the complex, such as the Thermodynamics Laboratory (FRA-8375-12) and the Wind Tunnel (FRA-8376-12).

One other building at Port Columbus has been determined eligible for the NRHP. OHPO determined in 1993 that the U.S. Navy/Electrosonics Hangar, located along Sawyer Road, was eligible for listing under NRHP criteria A and C (Raymond 1993). This determination was made as a result of Section 106 review of the proposed demolition of the building. The field review did not locate this building, and it likely was demolished. Because the building is no longer extant and its former location is uncertain, this building has not been marked on Figure 3 or included in Table 2.

A NRHP questionnaire was submitted to OHPO in 2005 for the Evergreen Cemetery, located along Woodland Avenue south of 17th Avenue (Figure 3; Sheet 1; Table 2). The cemetery, established in 1926, may be significant as the only segregated African-American cemetery in Franklin County. In 2006, OHPO requested more information from the person submitting the questionnaire.

Other cemeteries also are in the study area. A small, unnamed cemetery (named Stelzer Cemetery for the purposes of this report) is identified in the study area on the Southeast Columbus quadrangle (7.5' topographic map) [Figure 3, Sheet 1; Table 2]. This was a small cemetery, and there may have been only two gravestones. In 2004, Port Columbus staff removed the one surviving gravestone and placed it in storage. No surface remains of the cemetery were identified during the field review. Eastlawn Burial Park is located along Woodland Avenue opposite Evergreen Cemetery. A cemetery is reportedly also present on the grounds of Ohio Dominican University, although its precise location could not be identified during the field review.

The Brown Pet Cemetery, not previously inventoried, was identified during the field review (Figure 3, Sheet 2; Table 2; Plate 2). The cemetery is located along Sawyer Road at the northeast corner of the airport. The earliest legible grave markers date as early as the late 1920s. Pet cemeteries' have not had a long history in the U.S., and further research of pet cemeteries' intensity generally, and this cemetery particularly, could show that the Brown Pet Cemetery is significant as one of the earliest examples in the region.

Ohio Dominican University is located along Sunbury Road north of Airport Drive. Although the university likely contains too many modern buildings to be eligible as a historic district, there are several buildings that may be individually eligible for the NRHP under Criterion C (Figure 3, Sheet 1; Table 2; Plates 3–6). These buildings are Lynam Hall (FRA-2064-14), a Tudor Revival-style house; Wehrle Hall (FRA-2068-14), a Renaissance Revival-style college building; Erskine Hall (FRA-2069-14), a Georgian Revival-style college building; and Sansbury Hall, a college building displaying elements of the Georgian Revival and Renaissance Revival styles of architecture.

Finally, the two surviving Transcontinental Air Transport hangars, located along Hamilton Road north of Fifth Avenue at the east end of the airport, are likely significant as some of the earliest buildings at Port Columbus Airport and for their association with Transcontinental Air Transport, an early enterprise using air passenger service as part of coast-to-coast travel (Figure 3, Sheet 2; Table 2; Plate 7).

Prior to the field review, Mr. Terpstra examined property records through the Franklin County Auditor's Geographic Information System (GIS) website (accessed through [www.co.franklin.oh.us/auditor/](http://www.co.franklin.oh.us/auditor/)) to identify buildings and neighborhoods greater than 50 years of age in the 65 DNL noise contour study area. Two such neighborhoods were identified through this process and were examined during the field review. Apart from the buildings and sites described above, none of the pre-1957 buildings identified from auditor's records and observed during the field review appeared to be individually significant and/or retained integrity.

Neither of the pre-1957 neighborhoods examined in the 65 DNL noise contour study area during the field review appear to be *prima facie* eligible. One such neighborhood is present east of Cassady Avenue along 10th, 11th, 12th, and 13th avenues (Figure 3, Sheet 1). The neighborhood is organized in a grid plan. The blocks between Cassady and Alton avenues primarily contain residences from before the 1910s and 1920s. The blocks east of Alton primarily contain post-World War II residences, primarily small Cape Cod-type houses. Many of the houses have been altered through siding and/or window replacement, porch additions or alterations, and occasionally additions. Modern infill buildings have altered the character of the neighborhood in the area along and south of 11th Avenue.

The other pre-1957 neighborhood is roughly bounded by Brentnell Boulevard, Mock Road, Woodland Avenue, and Argyle Drive (Figure 3, Sheet 1). The neighborhood post-dates World War II and is organized in a series of short curvilinear streets consistent with the



neighborhood planning principles of the period. These streets blend to the east and south with similar streets containing more recent houses. The houses are mostly small, one or one-and-one-half-story, side-gabled buildings. Many of the houses have been altered through siding and/or window replacement, porch additions or alterations, and occasionally additions.

In addition to the survey of Air Force Plant 85, three cultural resource surveys with history/architecture components have been completed in the 65 DNL noise contour study area (Figure 3, Sheet 1). ASC Group conducted a cultural resource survey along Stelzer Road from Morse Road to I-670 in 1992. This survey inventoried two houses along Stelzer Road, FRA-4822-12 and FRA-4828-12; both were recommended as not eligible for the NRHP (McDaniel et al. 1992). ASC Group also completed a cultural resource survey for the replacement of the Airport Drive bridge over Alum Creek, a portion of which falls within the 65 DNL noise contour study area. No history/architecture resources were identified within the present study area (Kush et al. 2001). ASC Group conducted a cultural resources survey in 2001 for improvements to Stelzer Road and International Gateway (Gibbs et al. 2001). No history/architecture resources were identified within the present study area.

Sixteen structures and remnants of structures, mostly small in size and currently not in use, will be removed for the proposed new runway. The following are the structures to be removed:

1. International Air Center ramp tower, part of AFP 85 Building 7 (Service Building) [FRA-8368-12] (Plate 8);
2. Structure or structural remnant of unknown function, located outside AFP 85 boundary;
3. AFP 85 Building 26 (pump house) [FRA-8380-12] and storage tank (Plate 9);
4. AFP 85 Building 282 (waste treatment facility, 1965) and storage tanks (Plate 10);
5. AFP 85 Building 30 (steel frame shed) [FRA-8378-12] (Plate 11);
6. AFP 85 Building 141 (ramp office and storage, 1954);
7. AFP 85 Building 25 (pump house) [FRA-8381-12], storage tank, and Building 49 (guidance equipment plant, 1952) [Plate 12];
8. Structural remnant, located within AFP 85 boundary, probably site of a storage tank;
9. Concrete structure of uncertain function, located within AFP 85 boundary (Plate 13);
10. Structural remnant of uncertain origin, located within AFP 85 boundary (Plate 14);
11. Concrete structure of uncertain function and storage tanks, located within AFP 85 boundary (Plate 15);
12. Structural remnant of uncertain origin, located within AFP 85 boundary;

13. AFP 85 Building 229 (ammunition storage building, 1959) [Plate 16];
14. Structural remnant of uncertain origin, located within AFP 85 boundary;
15. Possible farm silo, located outside AFP 85 boundary (Plate 17); and
16. Concrete structure of uncertain function, located outside AFP 85 boundary (Plate 18).

Most of the structures to be removed are located within or adjacent to AFP 85 (Figure 3, Sheet 1). The structures with inventory numbers have been determined eligible for the NRHP as part of AFP 85; the remaining structures have not been evaluated for the NRHP. The precise location of structures 15 and 16 was not available during compilation of this report, but are located toward the west end of the airport.

Other buildings in the study area have been recorded for the OHI, but have not been evaluated for the NRHP (Figure 3, Sheet 1; Table 2). FRA-2052-14, FRA-2062-14, FRA-2063-14, and FRA-2534-14 are nineteenth century residences along Sunbury Road. FRA-8391-12 is a drainage structure located between Sunbury Road and Cassady Avenue. The field review identified several inventoried buildings that have been demolished: FRA-764-6, FRA-765-6, and FRA-2323-6, all residences along Claycraft Road, and FRA-4310-12, a nineteenth century house near Alum Creek.

The history/architecture survey will use the same APE for direct effects as that used for the archaeology survey. The direct effects APE will include all areas where future construction activities, airport development, and building or structure removals resulting from the proposed project will occur. This APE is smaller than, and contained within, the study area used in this existing conditions report. The direct effects APE is shown in Figure 4, Sheets 1 and 2. The APE extends from Big Walnut Creek in the east to near the west edge of the Port Columbus property west of Stelzer Road in the west, and from approximately the south edge of the Port Columbus property in the south to just south of International Gateway in the north. The latter boundary also has a bump out near its center that extends north to the south edge of the north runway and includes the location of the proposed new terminal. History/architecture resources known to fall within the direct effects APE include hangers on the west side of Hamilton Road, structures associated with AFP 85, and houses along the east end of 13<sup>th</sup> Avenue.

ASC Group will complete an OHI form for and evaluate the NRHP eligibility of all resources more than 50 years old in the direct effects APE that have not previously been inventoried. Any resources in the direct effects APE that previously have been inventoried, but

not determined eligible for the NRHP, will be photographed, have their eligibility evaluated, and their OHI form updated, if necessary. Any of the 16 structures at Port Columbus that are to be demolished that are less than 50 years of age will be photographed and evaluated against NRHP Criterion Consideration G, but will only be inventoried if they appear to be eligible for the NRHP.

The indirect effects APE primarily will address noise impacts resulting from the project. This APE consists of the entire 65 DNL of the proposed project (Figure 4, Sheets 1 and 2). Most of this area is already subject to high noise levels that are not expected to change significantly as a result of the proposed project. However, some of the indirect effects APE will receive a potentially significant noise increase. The area where potentially significant noise increases might occur will be surveyed more intensively than the rest of the indirect effects APE. This area of significant noise increase overlaps with much of the direct effects APE and extends as far north as the north side of the south runway at Port Columbus, as far south as approximately Fifth Avenue, extends beyond Taylor Station Road in the east, and extends west to Woodland Avenue (Figure 4, Sheets 1 and 2). History/architecture resources known to fall within the significant noise increase area include Ohio Dominican University, an early and mid-twentieth century residential neighborhood along 10<sup>th</sup> through 13<sup>th</sup> avenues, and much of AFP 85.

ASC Group will conduct a windshield survey of the indirect effects APE. Within the area of potential significant noise increase (but outside of the overlap with the direct effects APE), all properties more than 50 years old will be photographed and compiled into a photolog. An OHI form will be completed for any property that appears to be eligible for the NRHP that has not already been inventoried. Previously inventoried properties will have their forms updated if necessary. In the remainder of the indirect effects APE, ASC Group will only photograph those resources that appear to be eligible for the NRHP. Some of this has already been done in this existing conditions report. ASC Group also will examine county auditor's records to identify the names, boundaries, and dates of development of subdivisions in the indirect APE. This information will be used to provide a starting point for historical research on pre-1957 subdivisions in the indirect effects APE. This historical research will be used to evaluate the NRHP eligibility of subdivisions under Criteria A and/or B.

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**FIGURES**



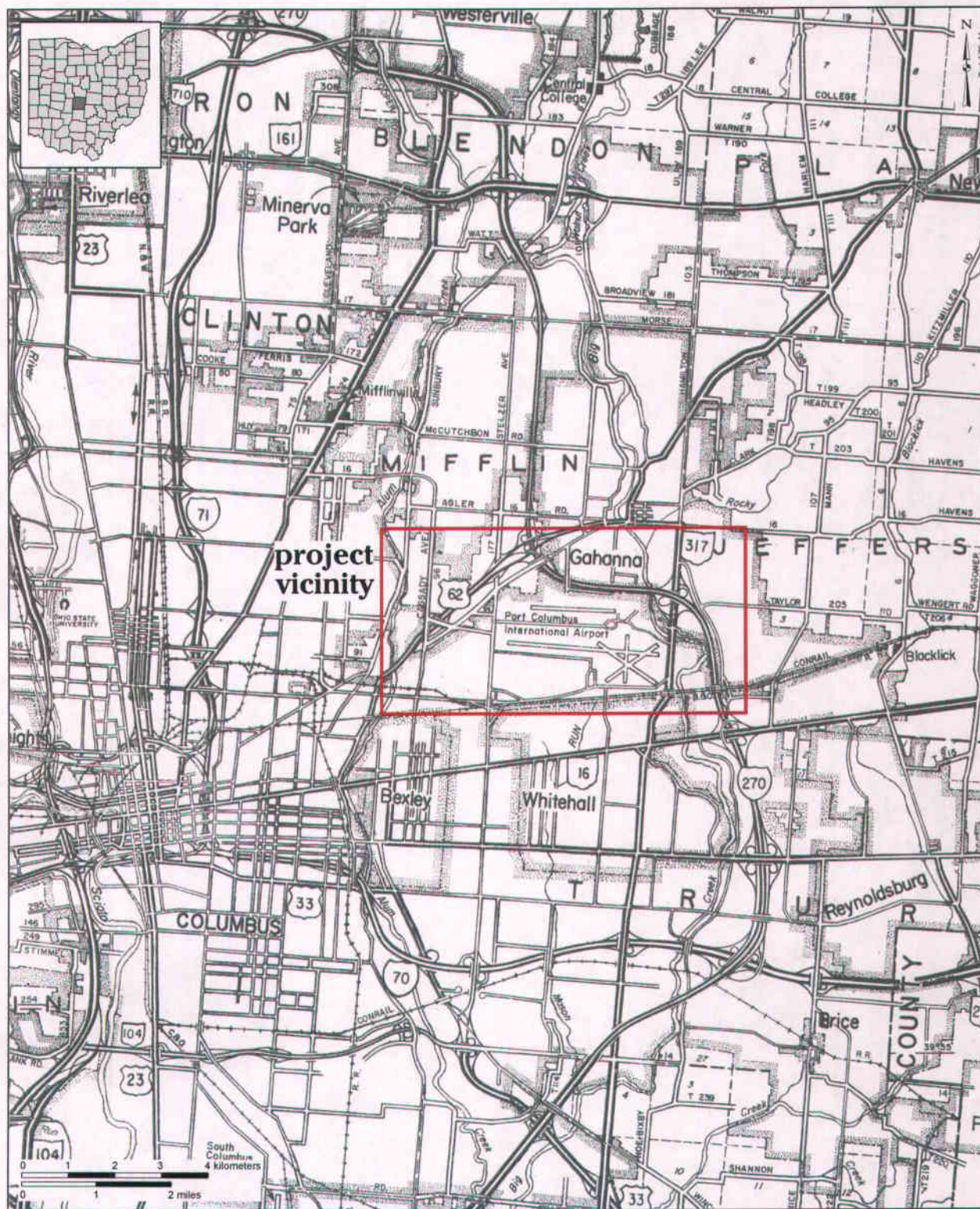


Figure 1. County highway map showing the general vicinity of the study area.



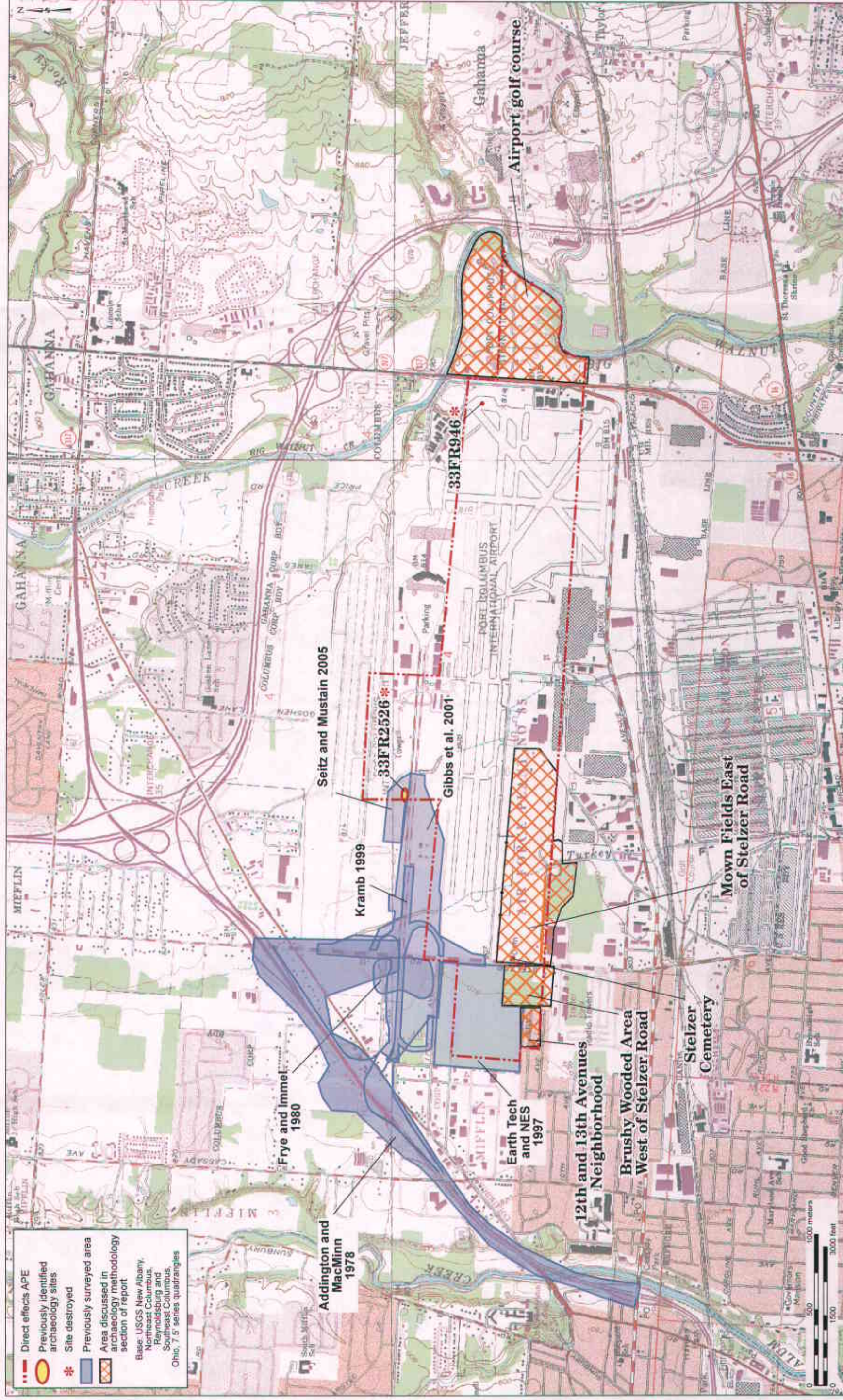


Figure 2. Portions of the 1982 Northeast Columbus, 1982 New Albany, 1985 Reynoldsburg, and 1985 Southeast Columbus quadrangles (USGS 7.5' topographic maps) showing the direct effects APE, previously surveyed areas, previously inventoried archaeological resources and areas discussed in the Archaeological Survey Methodology section of the report.



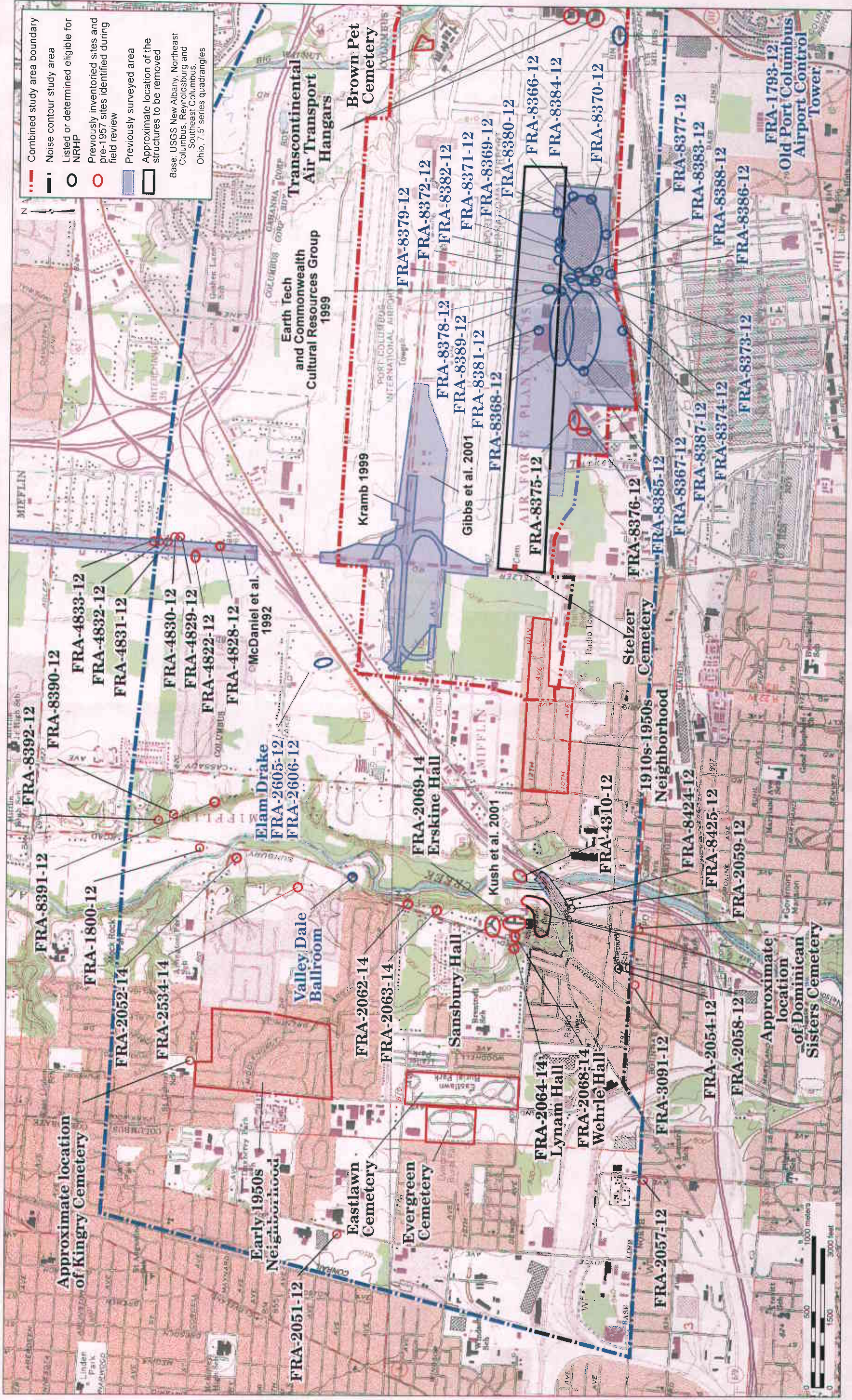


Figure 3. Portions of the 1982 Northeast Columbus, 1982 New Albany, 1985 Reynoldsburg, and 1985 Southeast Columbus quadrangles (USGS 7.5' topographic maps) showing the study area, the 65 DNL noise contour study area, areas previously surveyed for history/architecture, and history/architecture resources identified during the field review. (2 Sheets)



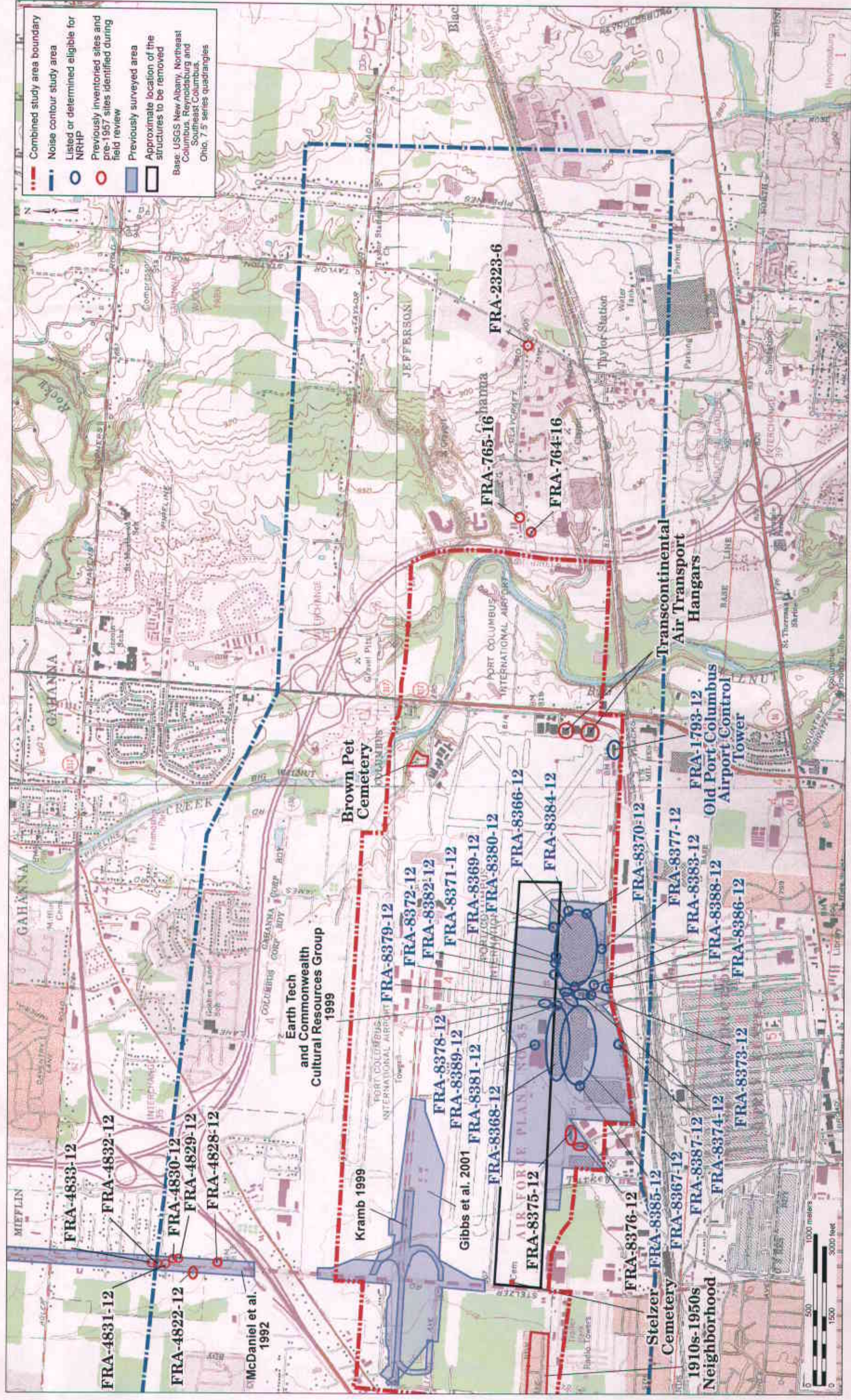


Figure 3. Portions of the 1982 Northeast Columbus, 1982 New Albany, 1985 Reynoldsburg, and 1985 Southeast Columbus quadrangles (USGS 7.5' topographic maps) showing the study area, the 65 DNL noise contour study area, areas previously surveyed for history/architecture, previously inventoried history/architecture resources, and history/architecture resources identified during the field review. (2 Sheets)



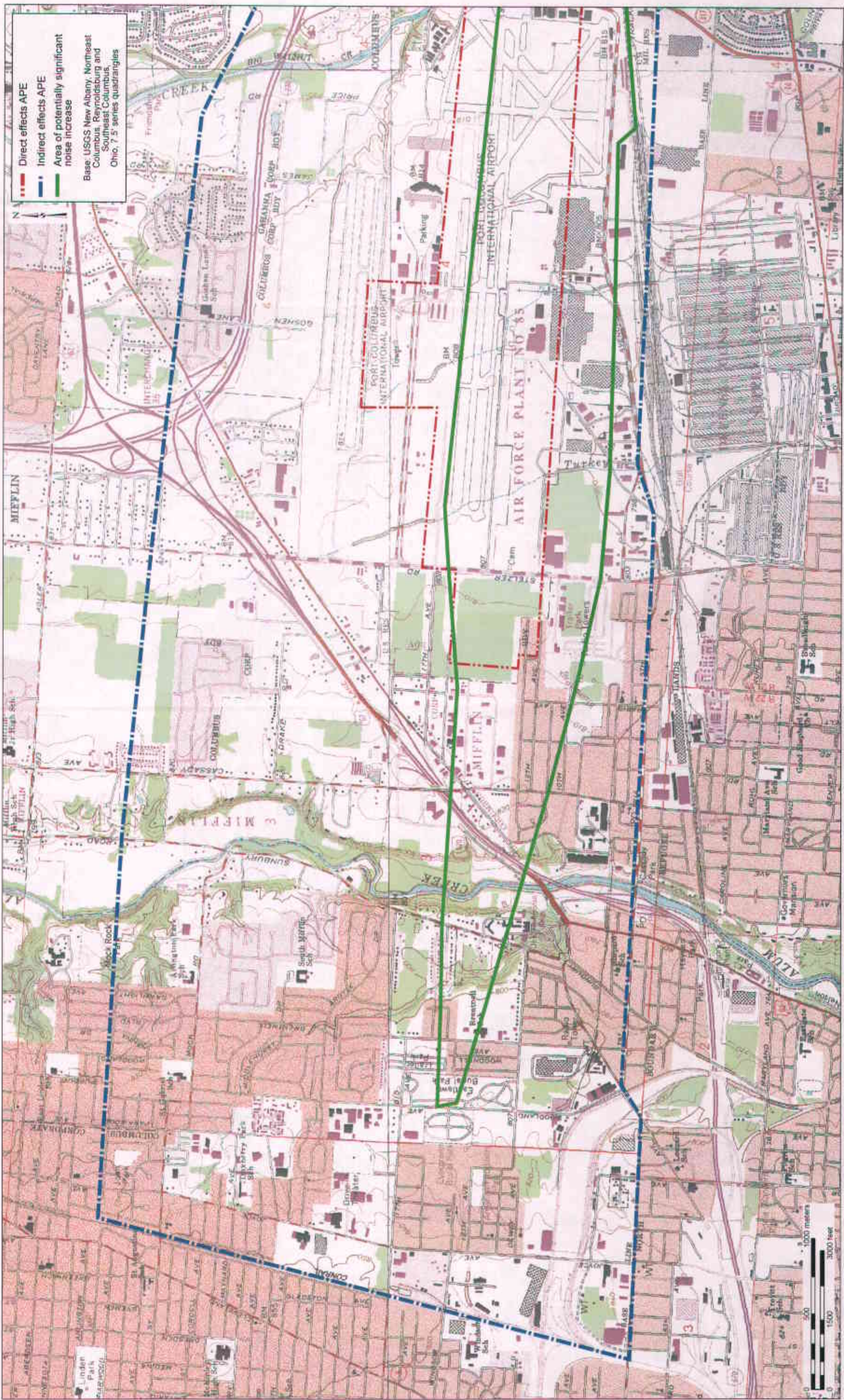


Figure 4. Portions of the 1982 Northeast Columbus, 1982 New Albany, 1985 Reynoldsburg, and 1985 New Albany quadrangles (USGS 7.5' topographic maps) showing the direct effects APE, indirect effects APE, and area of potentially significant noise increase. (2 Sheets)



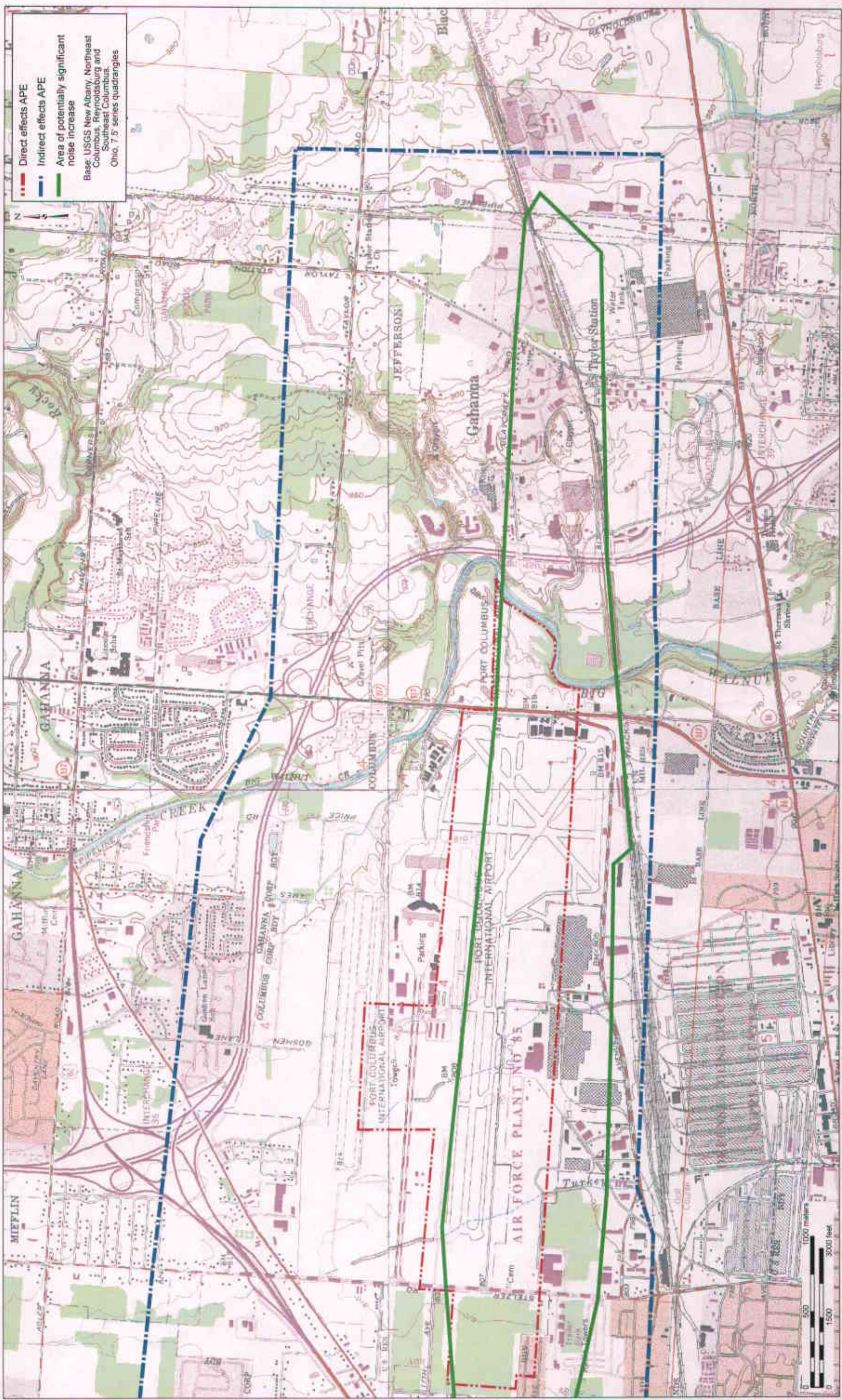


Figure 4. Portions of the 1982 Northeast Columbus, 1982 New Albany, 1985 Reynoldsburg, and 1985 Southeast Columbus quadrangles (USGS 7.5' topographic maps) showing the direct effects APE, indirect effects APE, and area of potentially significant noise increase. (2 Sheets)



## TABLES

Table 1. Previously Inventoried Archaeological Resources in the Direct Effects APE.

7.5' Quadrangle and Date	OAI No.	OAI Recorder or Agency and Date	Cultural Affiliation and Site Type	Landform	Distance to Water (m)	Site Size (m <sup>2</sup> )	National Register Criteria Status
Reynoldsburg 1985	33FR946	L. Weddell and J.E. Bowen 1955	Kirk Stemmed point	No pertinent data	No pertinent data	1 m <sup>2</sup>	Not applied, likely destroyed
Southeast Columbus 1982	33FR2526	Shane Seitz, ASC Group, 2005	Unassigned prehistoric unknown site type and historic residential	Moraine	70 m	700 m <sup>2</sup>	Not applied, likely destroyed

Table 2. Previously Inventoried and Field Review-Identified History/Architecture Resources in the Study Area.

7.5' Quadrangle and Date	OHI/Structure No./Name	OHI Recorder or Agency and Date	Address/Location of Building/Structure	Date(s) of Construction	Style and Type of Building/Structure	National Register Criteria Status
Southeast Columbus 1985	Evergreen Cemetery	Jacob Boswell 2005	1401 Woodland Ave. Columbus	1926	Cemetery	Possibly eligible (filed in current NRHP questionnaires)
Southeast Columbus 1985	Eastlawn Cemetery	N/A	1340 Woodland Ave. Columbus	1923	Cemetery	Not evaluated
Southeast Columbus 1985	Dominican Sisters Cemetery	N/A	Ohio Dominican University, Columbus	1870	Cemetery	Not evaluated
Southeast Columbus 1985	Stelzer Cemetery	N/A	East side of Stelzer Road between 13th and 17th Avenues	npd	Cemetery	Not evaluated, no surface remnants visible
Reynoldsburg 1985	Brown Pet Cemetery	N/A	Between Big Walnut Creek and Port Columbus terminal	Ca. 1925	Cemetery	Not evaluated
Northeast Columbus 1982	N/A	Nancy Recchie 1980	Valley Dale Ballroom 1590 Sunbury Road	1925, 1941	Vernacular ballroom	Listed 1982
Reynoldsburg 1985	FRA-764-6	J.D./OHPO 6/1975	South side of Claycraft Road, 400 ft east of Morrison Road	Ca. 1910-20	Two-story vernacular brick residence	Not evaluated, demolished
Reynoldsburg 1985	FRA-765-6	J.D./OHPO 6/1975	North side of Claycraft Road, 400 ft east of Morrison Road	Ca. 1910-20	Two one-story vernacular frame front-gabled residences	Not evaluated, demolished
Northeast Columbus 1982	FRA-1800-12	N. Recchie 8/75	1955 Sunbury Road	No pertinent data	Residence	Not evaluated
Northeast Columbus 1982	FRA-2051-14	GHHL 8/75	1773 Joyce Road	1894	Romanesque school	Not evaluated
Northeast Columbus 1982	FRA-2052-14	GHHL 8/1975	1891 Sunbury Road	Ca. 1890	Queen Anne residence	Not evaluated
Southeast Columbus 1985	FRA-2054-14	GHHL 8/75	873 Walcutt Avenue	Ca. 1890	Vernacular school	Not evaluated
Southeast Columbus 1985	FRA-2057-14	GHHL 8/75	887 Taylor Avenue	Ca. 1900	Residence	Not evaluated
Southeast Columbus 1985	FRA-2058-14	GHHL 9/75	2260 East Fifth Avenue	No pertinent data	Gothic Revival church	Not evaluated
Southeast Columbus 1985	FRA-2059-14	GHHL 9/75	800 Nelson Road	1852	2.5-story side-gabled institutional	Not evaluated

Table 2. Previously Inventoried and Field Review-Identified History/Architecture Resources in the Study Area.

7.5' Quadrangle and Date	OHI/Structure No./Name	OHI Recorder or Agency and Date	Address/Location of Building/Structure	Date(s) of Construction	Style and Type of Building/Structure	National Register Criteria Status
Southeast Columbus 1985	FRA-2062-14	GHHL 8/1975	1458 Sunbury Road	Ca. 1888	Two-story brick residence	Not evaluated
Southeast Columbus 1985	FRA-2063-14	GHHL 8/1975	1386 Sunbury Road	Ca. 1880	Two-story brick residence	Not evaluated
Southeast Columbus 1985	FRA-3091-14	Kay Benton 11/81	2209-2211 East Fifth Avenue	Ca. 1920	Dutch Colonial Revival duplex	Not evaluated
Reynoldsburg 1985	FRA-2323-6	J. Darbee/OHPO 1975	Second house on south side of Claycraft Road west of Taylor Station Road, Gahanna	Ca. 1910-20	No style residence	Not evaluated demolished
Northeast Columbus 1982	FRA-2534-14	David Simmons/OHS 8/1976	1705 Sunbury Road	Ca. 1835	Two-story vernacular frame residence	Not evaluated
Northeast Columbus 1982	FRA-2605-12	David J. Lind 1977	Elam Drake Residence 2738 Ole Country Lane	Ca. 1856, ca. 1867	Vernacular brick residence	Listed 1978 (with FRA-2606-12)
Northeast Columbus 1982	FRA-2606-12	David J. Lind 1977	Elam Drake Residence 2738 Ole Country Lane	Ca. 1867	Vernacular brick barn	Listed 1978 (with FRA-2605-12)
Northeast Columbus 1982	FRA-4829-14	D. Dobson-Brown 6/92	1942 Stelzer Road	Ca. 1930	1.5-story side-gabled vernacular residence	Not evaluated
Northeast Columbus 1982	FRA-4830-14	D. Dobson-Brown 6/92	1968 Stelzer Road	Ca. 1930	1.5-story side-gabled vernacular residence	Not evaluated
Northeast Columbus 1982	FRA-4831-14	D. Dobson-Brown 6/92	1990 Stelzer Road	Ca. 1920	1-story front-gabled vernacular residence	Not evaluated
Northeast Columbus 1982	FRA-4832-14	D. Dobson-Brown 6/92	2010 Stelzer Road	Ca. 1930	1-story side-gabled vernacular residence	Not evaluated
Northeast Columbus 1982	FRA-4833-14	D. Dobson-Brown 6/92	2020 Stelzer Road	Ca. 1940	1.5-story side-gabled vernacular residence	Not evaluated
Southeast Columbus 1985	FRA-8366-12/ Building 3, Manufacturing Building	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible
Southeast Columbus 1985	FRA-8367-12/ Building 6, Assembly Building	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible
Southeast Columbus 1985	FRA-8368-12/ Building 7, Service Building	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements hangar	Determined eligible



Table 2. Previously Inventoried and Field Review-Identified History/Architecture Resources in the Study Area.

7.5' Quadrangle and Date	OHI/Structure No./Name	OHI Recorder or Agency and Date	Address/Location of Building/Structure	Date(s) of Construction	Style and Type of Building/Structure	National Register Criteria Status
Southeast Columbus 1985	FRA-8369-12/ Building 60, Employees' Entrance	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International industrial	Determined eligible
Southeast Columbus 1985	FRA-8370-12/ Building 2, Flight Office Building	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements office building	Determined eligible
Southeast Columbus 1985	FRA-8371-12/ Building 12, Manifold Building	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible
Southeast Columbus 1985	FRA-8372-12/ Building 10, Oil and Paint Storage	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible
Southeast Columbus 1985	FRA-8373-12/ Building 9, Truck Garage	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible
Southeast Columbus 1985	FRA-8374-12/ Building 8, Power House	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible
Southeast Columbus 1985	FRA-8375-12/ Building 271, Thermodynamics Laboratory	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1960	No style industrial	Demolished
Southeast Columbus 1985	FRA-8376-12/ Building 210, Wind Tunnel	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1958	No style industrial	Demolished
Southeast Columbus 1985	FRA-8377-12/ Flagpole	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	No style flagpole	Determined eligible
Southeast Columbus 1985	FRA-8378-12/ Building 30, Steel frame shed	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	No style storage area	Determined eligible
Southeast Columbus 1985	FRA-8379-12/ Building 27, Covered Passage	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	No style covered passage	Determined eligible

Table 2. Previously Inventoried and Field Review-Identified History/Architecture Resources in the Study Area.

7.5' Quadrangle and Date	OHI/Structure No./Name	OHI Recorder or Agency and Date	Address/Location of Building/Structure	Date(s) of Construction	Style and Type of Building/Structure	National Register Criteria Status
Southeast Columbus 1985	FRA-8380-12/ Building 26, Pump House	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements pump house	Determined eligible
Southeast Columbus 1985	FRA-8381-12/ Building 25, Pump House	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements pump house	Determined eligible
Southeast Columbus 1985	FRA-8382-12/ Building 24 Acid Storage	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	Vernacular storage building	Determined eligible
Southeast Columbus 1985	FRA-8383-12/ Building 21, Maintenance Building	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	Vernacular industrial	Determined eligible
Southeast Columbus 1985	FRA-8384-12/ Building 18, Gas Station	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	Vernacular gas station	Determined eligible
Southeast Columbus 1985	FRA-8385-12/ Building 20, Gas Station	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	Vernacular gas station	Determined eligible
Southeast Columbus 1985	FRA-8386-12/ Building 16, Guardhouse	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible demolished
Southeast Columbus 1985	FRA-8387-12/ Building 15, Guardhouse	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible demolished
Southeast Columbus 1985	FRA-8388-12/ Building 11, Switch House	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible
Southeast Columbus 1985	FRA-8389-12/ Building 29, Fire and Police Station	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	Vernacular fire station	Determined eligible
Southeast Columbus 1985	FRA-8424-14	D. Terpstra 10/2000	2451 Airport Drive	Ca. 1925	Dormer front bungalow	Not evaluated
Southeast Columbus 1985	FRA-8425-14	D. Terpstra 10/2000	2445 Airport Drive	Ca. 1925	Colonial Revival elements side-gabled residence	Not evaluated

Table 2. Previously Inventoried and Field Review-Identified History/Architecture Resources in the Study Area.

7.5' Quadrangle and Date	OHI/Structure No./Name	OHI Recorder or Agency and Date	Address/Location of Building/Structure	Date(s) of Construction	Style and Type of Building/Structure	National Register Criteria Status
Northeast Columbus 1982	FRA-8390-12	Amy Kramb 11/99	2090 Sunbury Road	Ca. 1940	Tudor Revival residence	Not evaluated
Northeast Columbus 1982	FRA-8392-12	Amy Kramb 11/99	Vicinity of 2090 Sunbury Road	Ca. 1940	Building ruins	Not evaluated
Northeast Columbus 1982	FRA-8391-12	Amy Kramb/APPLIED Archaeological, 1999	Vicinity of 2090 Sunbury Road, Mifflin Township	Ca. 1940s	No style drainage structure	Not evaluated
Reynoldsburg 1985	Transcontinental Air Transport hangars	NPD	Hamilton Road north of Fifth Avenue at southeast corner of Port Columbus	Ca. 1929	Vernacular airplane hangars	Not evaluated
Southeast Columbus 1985	Sansbury Hall	NPD	Sunbury Road, Ohio Dominican University, Columbus	Ca. 1950	Georgian Revival/Renaissance Revival dormitory	Not evaluated
Northeast Columbus 1982	N/A	Nancy Recchie 1980	Valley Dale Ballroom 1590 Sunbury Road	1925, 1941	Vernacular ballroom	Listed 1982
Northeast Columbus 1982	N/A	Troutman 2003	Kingry Cemetery Vicinity of 2142 Mock Road	No pertinent data	Cemetery	Not evaluated



**PLATES**



Plate 1. Old Port Columbus Airport Control Tower.



Plate 2. "Family plot" at Brown Pet Cemetery.





Plate 3. Lynam Hall, Ohio Dominican University.



Plate 4. Wehrle Hall, Ohio Dominican University.



Plate 5. Erskine Hall, Ohio Dominican University.



Plate 6. Sansbury Hall, Ohio Dominican University.





Plate 7. One of the original hangars at east end of airport.



Plate 8. International Air Center ramp tower, part of AFP 85 Building 7 (Service Building) [FRA-8368-12].



Plate 9. AFP 85: Building 26 (pump house) [FRA-8380-12] and storage tank.



Plate 10. AFP 85: Building 282 (waste treatment facility) and storage tanks.



Plate 11. AFP 85: Building 30 (steel frame shed) [FRA-8378-12].



Plate 12. AFP 85: Building 49 and storage tank associated with Building 25 (FRA-8381-12).





Plate 13. AFP 85: Concrete structure.



Plate 14. AFP 85: Structural remnant.



Plate 15. AFP 85: Concrete structure with storage tanks.



Plate 16. AFP 85: Building 229 (ammunition storage building).



Plate 17. Possible farm silo located toward west end of airport.



Plate 18. Concrete structure located toward west end of airport.

**APPENDIX A: MEMORANDUM OF AGREEMENT**



**MEMORANDUM OF AGREEMENT  
BETWEEN AERONAUTICAL SYSTEMS CENTER (USAF)  
AND THE OHIO HISTORIC PRESERVATION OFFICER  
SUBMITTED TO  
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION  
PURSUANT TO 36 CFR 800.5 (e)(4)  
REGARDING SALE OF AIR FORCE PLANT 85, COLUMBUS, OHIO**

WHEREAS the Aeronautical Systems Center (ASC) of the United States Air Force proposes the sale of approximately 270 acres of land and buildings known as Air Force Plant (AFP) 85, which is located directly adjacent to the south boundary line of the Columbus International Airport; and

WHEREAS the ASC has completed an Historic Building Inventory and Evaluation of AFP 85, which identifies the Area of Potential Effect as the built environment of the Plant consisting of 82 facilities and 270 acres of land; and

WHEREAS the ASC and the Ohio Historic Preservation Officer (OHPO) have jointly agreed that AFP 85 is eligible for the National Register of Historic Places, particularly those structures constructed between 1940 and 1944; and that eligibility is due to the association with the local involvement in the military industrial expansion associated with World War II; the association with the Lustron Corporation, manufacturers of post-war prefabricated housing; and as an excellent example of the work of Albert Kahn, the premier American Industrial architect of the early twentieth century; and

WHEREAS the ASC and OHPO have determined that the sale or transfer of historic properties constitutes an adverse effect on historic properties pursuant to 36 CFR Part 800.9; and

WHEREAS the ASC has consulted with OHPO in accordance with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations (36 CFR 800) to resolve the adverse effect of the sale of AFP 85 on historic properties;

NOW, THEREFORE BE IT RESOLVED that the ASC and OHPO agree that ASC's decision to proceed with the sale of AFP 85 shall be implemented in accordance with the following stipulations in order to take into account the effects of the sale of AFP 85 on historic properties; and

BE IT FURTHER RESOLVED that the ASC and OHPO agree that implementation of the attached stipulations constitutes mitigation of the adverse effect and that adequate restrictions are included to ensure preservation of the property's significant historic features, pursuant to 36 CFR 800.9 (c)(3).



## Stipulations

ASC shall ensure that the following stipulations are implemented:

### 1. Title Restrictions.

A. ASC shall ensure that the deed covenant attached hereto as Appendix 1 is included in the deed transferring the property from the United States Air Force to the new property owner, and that the new property owner will be responsible for recording these documents in the real estate records of Franklin County, Ohio for the sale of AFP 85. The covenant will allow for the review and comment by OHPO, for those items specifically listed in the covenant which are designed to protect the historic features of Buildings #2 (Flight Office Building), #3 (Manufacturing and Administration Building), and #60 (Employee Entrance to Building #3).

B. The deed covenant as attached as Appendix 1 shall be in effect for a period of ten (10) years from the closing date of sale or five (5) years after completion of rehabilitation projects that utilize the federal Rehabilitation Investment Tax Credit Program. Assistance in applying to the National Park Service for the Investment Tax Credit will be provided by the OHPO.

### 2. Documentation.

Based upon representations made by ASC regarding the existing documentation for the remaining buildings at AFP 85, the OHPO agrees that sufficient documentation of these resources may exist. This documentation includes the Historic Building Inventory and Evaluation of AFP 85 Report dated January, 1996; Ohio Historic Inventory Forms on file at OHPO; and Plant 85 archived materials at the National Archives II in College Park, Maryland, filed as Plancor Plant #18, Record Group 234, Stack 570, row 70, Compartment 12, Shelf 1, boxes 16 and 17. ASC agrees to coordinate with The National Park Service to determine the adequacy of this documentation.

### 3. Interim Protection.

ASC shall ensure compliance with Section 106 of the NHPA, specifically regarding those items listed in the attached deed covenant for Buildings 2, 3, and 60, during the interim period from the date of this agreement until the sale date of the property, at which time the new owner will assume compliance with the covenant provisions.

### 4. Administrative Conditions.

If ASC determines that it cannot implement the terms of this MOA, or if the OHPO determines that the MOA is not being properly implemented prior to sale,

the ASC or OHPO may propose to the other party that this MOA be terminated. For example, if ASC does not receive an acceptable fair market value offer for sale of the property, ASC may pursue termination and request consideration of documentation of the historic properties in lieu of deed covenants. The party proposing to terminate this MOA shall so notify the other party, explaining the reasons for termination and affording at least 30 days to consult and seek alternatives to termination. After the expiration of this 30 day period the parties shall then consult. Should the MOA be terminated, the ASC shall either: a. Consult in accordance with 36 CFR 800.5(e) to develop a new MOA; or b. request a determination by the Advisory Council pursuant to 36 CFR 800.5 (e)(6).

Execution of this MOA by ASC and OHPO, and its subsequent acceptance by the Advisory Council and implementation of its terms evidence that the ASC has afforded the Advisory Council an opportunity to comment on the sale of AFP 85 and its effects on historic properties, and that ASC has taken into account the effects of the sale of AFP 85 on historic properties.

#### AERONAUTICAL SYSTEMS CENTER

By: Mark C. Mondl Date: 21 Jun 96  
Mark C. Mondl, Col (S), USAF  
Director, Acquisition Environmental Management

#### OHIO HISTORIC PRESERVATION OFFICE

By: Franco Ruffini Date: 24 JUNE 96  
DEPUTY STATE HISTORIC PRESERVATION OFFICE

ACCEPTED for the Advisory Council on Historic Preservation

By: \_\_\_\_\_ Date: \_\_\_\_\_

**APPENDIX ONE  
DEED COVENANTS  
FOR  
PROTECTION OF HISTORIC FEATURES OF AFP 85**

**I. INTRODUCTION**

Air Force Plant (AFP) 85 in Columbus, Ohio is eligible for listing on the National Register of Historic Places, particularly those structures that were constructed between 1940 and 1944. The historic significance of AFP 85 is due to three historical associations: 1) the contribution to the World War II effort and the military industrial expansion needed to support the war; 2) association with Lustron Corporation, manufacturer of post-war pre-fabricated housing; and 3) as an example of architect Albert Kahn, noted American industrial architect of the early twentieth century.

The following deed covenants are required to protect the significant historic features of Buildings 2, 3, and 60 at AFP 85. It has been determined that these three buildings exhibit specific features that are historically significant.

**II. GENERAL**

The following requirements apply only to Buildings #2 (Flight Office Building), #3 (Manufacturing and Administration Building), and #60 (Employee Entrance Building). No other buildings at AFP 85 exhibit features requiring historic protection.

The following section, "Defining Features" presents a list and description of the significant character-defining features of Buildings 2, 3, and 60 at AFP 85. Any proposed alterations to these features, beyond basic maintenance and repair, must be submitted to OHPO for review and comment prior to the commencement of work. Documentation required for this review is included in Section V: "Documentation Requirements". The OHPO will complete its review and provide comments to the owner within 30 calendar days of the receipt of the documentation.

Basic repair and routine maintenance are excluded from OHPO review. Additional categorically excluded activities are listed in Section IV "Categorically Excluded Activities".

Enforcement of these covenants are the responsibility of the OHPO and the new property owner. The OHPO shall be permitted at all reasonable times to inspect AFP 85 in order to ascertain if the above conditions are being observed.

These covenant provisions will be in force for a period of ten (10) years from the closing date of sale of AFP 85 by the Air Force, or five (5) years after completion

of any project by the Purchaser that utilizes the Federal Rehabilitation Investment Tax Credit. Information and assistance in applying to the National Park Service for the Investment Tax Credit is available from OHPO.

### III. DEFINING FEATURES

The character defining features are essential elements that enable a building to retain its historical associations and architectural significance. Major alterations or elimination of these features would prevent a building from conveying this significance. The following is a list of those features of Buildings 2, 3, and 60 at AFP 85 that are defined as essential elements. Plans for the alteration of any of these features are to be submitted to OHPO for review and comment.

#### Building 2: Flight Office Building

- exterior appearance, including materials, roofline, windows, and entryways;
- interior primary space arrangements, defined as original structural walls and interior stairwells.

#### Building 60: Employee Entrance Building

Building 60 was the primary employee entrance to Building 3, the main manufacturing building. Although the following features are to be protected and subject to OHPO review and comment, it is recognized that the location of Building 60 may prove to be an obstruction to truck traffic and material movement on the north side of the building, which is the primary area for loading and unloading. If the building location proves to be an obstruction to necessary access to Building 3, OHPO and the new owner will discuss alternative solutions including demolition or relocation. Specific character-defining features are:

- exterior appearance including building form, roofline, and materials (flat roof and brick exterior);
- exterior windows and fenestration pattern;
- original doors and door openings;
- interior stairwell and connection to basement of Building 3.

#### Building 3: Manufacturing and Administration Building

All elevations of Building 3 have architectural significance based on the historic design and function of the building. However, the southern elevation can be considered the primary elevation, because it is the public face of the building and it has retained its architectural integrity. The features of the east, north, and west elevations are also significant, however, these elevations have undergone minor

alterations over the years and could sustain additional small scale alterations without losing their historic character. Specific features of Building 3 are:

- entire south side elevation including roofline, stone front entry area, materials and features, including brick curved corners, original exterior windows and the window fenestration pattern, original doors and door openings. The southwest corner of the manufacturing area is recognized as one area where change to the facade can possibly be accommodated, although submission for OHPO review and comment will be necessary;
- elevations for the west, north, and eastern sides are identified as character defining features, although (as stated above) minor changes and alterations to these, including truck docks and additional door openings, may be appropriate pending OHPO review and comment. Features include the exterior windows, window fenestration pattern, and door openings (primarily hangar doors).
- the Building 3 roofline as a feature of the structure including monitor roofing over the high bay and sawtooth roofing over the low bay;
- original features of the office/administrative area, primarily including the original decorative features of the lobby entrance, the two major corridors (one on each floor) including the glass-sided corridor walls, and the three stairwells;
- main entryways to the production floor, including the mezzanine level;
- original structural framework in the manufacturing and production areas including original mezzanines (along exterior walls) and interior ceiling structure. The interior ceiling structure need not be visible, but is not to be irreversibly altered unless plans for such alterations are first submitted to the OHPO for review and comment.
- the primary basement north-south corridor is a defining feature, including access from Building 60 to shop areas and through to Building 3 administrative areas. For security reasons, free access throughout the basement area does not need to be maintained, although permanent alterations to the main corridor (such as a permanent block wall) will require submission for OHPO review and comment. Basement rooms and storage areas are not defining features.

#### IV. CATEGORICALLY EXCLUDED ACTIVITIES

The following activities can be categorically excluded from OHPO review as they will have no effect on the character defining features of Buildings 2, 3, and 60:

- basic repair and maintenance;
- repair or upgrades to electrical, heating, and/or plumbing systems;
- interior painting;

- installation of fire prevention or suppression equipment required by fire safety codes;
- energy improvements such as weather stripping and caulking;
- roof repair and/or replacement (provided the improvements will not alter the shape and/or design of the original roof and will utilize new materials consistent with the visual qualities of the original);
- gutters and downspouts;
- repair or repaving of sidewalks, steps, driveways and parking areas;
- landscaping;
- repair of any item so long as any new material matches the original in composition, design, color, texture, and other visual qualities;

Any questions regarding these exclusions may be referred to OHPO.

## V. DOCUMENTATION REQUIREMENTS

Alterations to or removal of any character defining features (as listed above) must be submitted to OHPO for review prior to commencement of work. Documentation required for review includes the following:

- project description, specifications and plans (if applicable);
- 3x5, color photographs of feature(s) to be altered by proposed work;
- floor plan of structure indicating location of proposed work;

The OHPO will review this information and provide comments within 30 days of receipt of documentation.

## VI. REHABILITATION INVESTMENT TAX CREDIT

Note that rehabilitation costs may be eligible for the federal Rehabilitation Investment Tax Credit, including interior and exterior improvements. These renovations are not necessarily limited to features defined above. Information and assistance in applying to the National Park Service for the Investment Tax Credit is available from OHPO.

---

## **Attachment 1**

Historic Property Survey of the Direct Effects APE for the Section  
106 Evaluation and the Environmental Impact Statement for  
Improvements to Port Columbus International Airport,  
City of Columbus, Franklin County, Ohio

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**Historic Property Survey of the Direct Effects APE for the  
Section 106 Evaluation and the Environmental Impact  
Statement for Improvements to Port Columbus  
International Airport, City of Columbus, Franklin County,  
Ohio**

**By**

**Samiran Chanchani, Ph.D., and  
Douglas Terpstra, M.S.**



**C U L T U R A L   A N D   E N V I R O N M E N T A L   C O N S U L T A N T S**

**Historic Property Survey of the Direct Effects APE for the Section 106 Evaluation and the  
Environmental Impact Statement for Improvements to Port Columbus International  
Airport, City of Columbus, Franklin County, Ohio**

**By**

**Samiran Chanchani, Ph.D., and Douglas Terpstra, M.S.**

**Submitted By:**

**Shaune M. Skinner, M.A., RPA**

**Project Manager**

**ASC Group, Inc.**

**4620 Indianola Avenue**

**Columbus, Ohio 43214**

**614.268.2514**

**Submitted To:**

**Rob Adams**

**Landrum & Brown, Inc.**

**11279 Carnell Park Drive**

**Cincinnati, Ohio 45242**

**513.530.1246**

**Lead Agency: Federal Aviation Administration**

**April 3, 2008**

## ABSTRACT

ASC Group completed a Historic Property Survey in order to identify historic properties and assess potential impacts from the proposed capital improvements at the Port Columbus International Airport (CMH) in the city of Columbus, Franklin County, Ohio. The Columbus Regional Airport Authority is proposing to replace the existing Runway 10R/28L with a new runway of approximately the same length. The new runway will be south of the existing runway to allow for passenger terminal expansion that will accommodate future aviation demands of the airport. The Historic Property Survey was conducted in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended.

The Area of Potential Effects (APE) for Direct Effects covered a large area, including properties owned by CMH as well as privately owned property to adjacent to the eastern, southern, and western boundaries of the airport. Two hangars, the Nationwide Hangar and the TAT Hangar, were surveyed at the eastern end of the airport. At the southern end of the airport bordering Fifth Avenue, buildings and structures associated with and in the vicinity of the historic Air Force Plant 85 were surveyed. At the western end of the APE for direct effects, two deteriorated structures, likely associated with an old water supply or sewage facility, were surveyed. Farther west, the 3000 block of East 13<sup>th</sup> Avenue—comprising 35 single dwellings—was surveyed as it falls within the APE.

The varying built environments and individual properties were carefully documented and photographed. Ohio Historic Inventory forms were completed for all properties 50 years in age or older in order to evaluate them for National Register of Historic Places eligibility. Ohio Historic Inventory forms for previously inventoried properties were updated as required. Structures within the airport less than 50 years in age were evaluated under Special Criterion Consideration G. Ohio Historic Inventory forms for these buildings and structures were not completed, as none of them were deemed eligible for the National Register of Historic Places. Four new Ohio Historic Inventory forms were completed for properties in the airport vicinity; 34 inventory forms were completed for the single dwellings and associated buildings located on East 13<sup>th</sup> Avenue immediately adjacent to CMH.

AL001 (TAT Hangar) is recommended as eligible for listing in the National Register of Historic Places. AL007/FRA-8378-12 (Building 30), AL013/FRA-8369-12 (Building 60, employee entrance Building 3), AL014/FRA-8389-12 (Building 29, Fire and Police Station), and AL015/FRA-8366-12 (Building 3, Manufacturing Building) have been determined eligible for National Register of Historic Places listing by OHPO as part of Air Force Plant 85. The remaining buildings and structures were found to be ineligible due to a lack of historic significance when considered under the National Register of Historic Places Criteria for Evaluation.

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## CHAPTER 1: INTRODUCTION

ASC Group, Inc., under contract with Landrum & Brown, Inc., has completed a Historic Property Survey in order to identify historic properties and assess potential impacts from the proposed capital improvements at the Port Columbus International Airport (CMH), in the city of Columbus, Franklin County, Ohio (Figure 1). The Columbus Regional Airport Authority is proposing to replace the existing Runway 10R/28L with a new runway of approximately the same length. The new runway will be south of the existing runway to allow for passenger terminal expansion that will accommodate future aviation demands of the airport. The Historic Property Survey was conducted in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. Samiran Chanchani, Ph.D., conducted the fieldwork on August 20–21, 2007. Douglas Terpstra, M.S., served as history/architecture principal investigator. Shaune M. Skinner, M.A., RPA, served as project manager.

The area of potential effect (APE) for direct effects covered a large area, and included properties owned by CMH as well as privately owned property adjacent to the eastern, southern, and western boundaries of the Airport (Figures 2 and 3). Two hangars, the Nationwide Hangar and the Transcontinental Air Transport (TAT) Hangar, were surveyed at the eastern end of the airport. At the southern end of the airport bordering Fifth Avenue, buildings and structures associated with and in the vicinity of the historic Air Force Plant 85 were surveyed. At the western end of the airport, two deteriorated structures, likely associated with an old water supply or sewage facility, were surveyed. Farther west, the 3000 block of the East 13<sup>th</sup> Avenue—comprising 35 single dwellings—was surveyed as it falls within the APE. The varying built environments and individual properties were carefully documented and photographed. Ohio Historic Inventory (OHI) forms were completed for all properties 50 years in age or older in order to evaluate them for National Register of Historic Places (NRHP) eligibility. OHI forms for previously inventoried properties were updated as required. Structures within the airport less than 50 years in age were evaluated under Criterion Consideration G. OHI forms for these structures were not completed, as none of them were deemed eligible for the NRHP.

## **CHAPTER 2: LITERATURE REVIEW**

### **LITERATURE REVIEW**

In October 2006, ASC Group, Inc., completed a Cultural Resources Existing Conditions Report for the project that included a literature review for the direct effects APE (Terpstra and Gibbs 2006). The literature review was reviewed and updated by Douglas Terpstra, M.S., on September 6 and 10, 2007. The following resources were reviewed at OHPO:

1. NRHP list;
2. NRHP formal determination of eligibility (DOE) list;
3. NRHP consensus and preliminary DOE lists;
4. Inactive NRHP nomination forms;
5. Draft NRHP nomination forms;
6. NRHP questionnaires; and
7. Ohio Historic Inventory (OHI) forms.

In 1996, Earth Tech and Commonwealth Cultural Resources Group (CCRG) conducted a history/architecture study of Air Force Plant 85, located along Fifth Avenue on the south side of Port Columbus (Earth Tech and CCRG 1996). This building complex has been documented in the OHI with numbers FRA-8366-12–FRA-8389-12 (Figure 2; Table 1). The report recommended two buildings as eligible for the NRHP, Building 3 (the Manufacturing Building, FRA-8366-12) and Building 60 (the Employee's Entrance, FRA-8369-12). However, OHPO found that the buildings constructed at Air Force Plant 85 between 1940 and 1944 are eligible for the NRHP as a historic district. The district is eligible under Criterion A for its association with local involvement in the World War II war effort and for its association with the Lustron Corporation, and under Criterion C as an excellent example of the work of architect Albert Kahn (Martha Raymond, letter to Vernon I. Holmes, 16 May 1996, copy on file at OHPO, Columbus).

On June 27, 1996, OHPO, the U.S. Air Force; and the Advisory Council on Historic Preservation executed a Memorandum of Agreement (MOA) that included acknowledgment that documentation of much of Air Force Plant 85 exists in the OHI and as archived materials at the National Archives and included a stipulation to ensure the preservation of three of the buildings after the sale of the property out of Federal ownership. The stipulation required the transfer of deed covenants to the new property owner that allows OHPO to review and comment on any proposed alterations to the significant character-defining features of Building 2 (FRA-8370-12), Building 3 (FRA-8366-12), and Building 60 (FRA-8369-12).

Table 1. Previously Identified History/Architecture Properties in the Direct Effects APE.

7.5' Quadrangle and Date	OHI/Structure No./Name	OHI Recorder or Agency and Date	Address/Location of Building/Structure	Date(s) of Construction	Style and Type of Building/Structure	NRHP Criteria Status
Reynoldsburg 1985	FRA-1793-12/Old Port Columbus Airport Control Tower	OHI: N. Recchie, OHS, 1975 NR: N. Recchie, MORPC, 1978	4920 E. Fifth Avenue, Port Columbus Airport, Columbus	1929	No style airport control tower and terminal	Listed 1979
Southeast Columbus 1985	FRA-8366-12/Building 3, Manufacturing Building	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8367-12/Building 6, Assembly Bldg	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8368-12/Building 7, Service Building	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements hangar	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8369-12/Building 60, Employees' Entrance	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International industrial	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8370-12/Building 2, Flight Office Bldg	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements office building	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8371-12/Building 12, Manifold Building	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8372-12/Building 10, Oil and Paint Storage	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8373-12/Building 9, Truck Garage	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8374-12/Building 8, Power House	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8375-12/Building 271, Thermodynamics Laboratory	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1960	No style industrial	Not evaluated, demolished
Southeast Columbus 1985	FRA-8376-12/Building 210, Wind Tunnel	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1958	No style industrial	Not evaluated, demolished
Southeast Columbus 1985	FRA-8377-12/Flagpole	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	No style flagpole	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8378-12/Building 30, Steel frame shed	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	No style storage area	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8379-12/Building 27, Covered Passage	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	No style covered passage	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8380-12/Building 26, Pump House	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements pump house	Determined eligible by USAF and OHPO

Table 1. Previously Identified History/Architecture Properties in the Direct Effects APE.

7.5' Quadrangle and Date	OHI/Structure No./Name	OHI Recorder or Agency and Date	Address/Location of Building/Structure	Date(s) of Construction	Style and Type of Building/Structure	NRHP Criteria Status
Southeast Columbus 1985	FRA-8381-12/Building 25, Pump House	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements pump house	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8382-12/Building 24 Acid Storage	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	Vernacular storage building	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8383-12/Building 21, Maintenance Building	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	Vernacular industrial	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8384-12/Building 18, Gas Station	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	Vernacular gas station	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8385-12/Building 20, Gas Station	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	Vernacular gas station	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8386-12/Building 16, Guardhouse	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible by USAF and OHPO, demolished
Southeast Columbus 1985	FRA-8387-12/Building 15, Guardhouse	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible by USAF and OHPO, demolished
Southeast Columbus 1985	FRA-8388-12/Building 11, Switch House	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8389-12/Building 29, Fire and Police Station	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. Fifth Avenue, Air Force Plant 85, Columbus	1941	Vernacular fire station	Determined eligible by USAF and OHPO

The provisions of the covenants are in effect for a period of 10 years from the closing date of the sale of Air Force Plant 85. Documentation of proposed alterations to or removal of any significant features of Buildings 2, 3, or 60 must be submitted to OHPO prior to the commencement of work. OHPO has 30 days to review and comment. The U.S. government transferred the deed to the property to 4300 East Fifth Avenue LLC on October 17, 1997 ([www.co.franklin.oh.us/auditor/](http://www.co.franklin.oh.us/auditor/)). The deed covenants should therefore expire at the latest on October 17, 2007.

Outside of but adjacent to the APE is the NRHP-listed Old Port Columbus Airport Control Tower (FRA-1793-12) [Figure 2; Table 1]. The building was listed in the NRHP in 1979 for its significance as one of the first airport facilities in the country and its association with early air-rail (later all air) transcontinental passenger transport.

#### **HISTORIC CONTEXT**

Initially, the first airplane pilots in central Ohio used any handy pasture field as a landing field. The Columbus Aero Club, formed in 1908, established Norton Field along East Broad Street in 1923 for dedicated use as a landing field. Columbus business leaders and aviators began to advocate for construction of a proper airport to serve Columbus' interests in the coming "air age." An initial attempt at an airport bond issue in November 1927 failed by a two-to-one margin. The mayor of Columbus then appointed a committee of influential citizens to advocate for the bond; a year later a \$850,000 bond received voter approval by a wide margin. Members of the city's Airport Commission approached Charles Lindbergh for assistance in choosing a site for the new airport; 524 acres of land were purchased off Hamilton Road for the airport. Construction of the airport was completed in approximately eight months. The new airport was named Port Columbus because the airport was expected to serve as an "air harbor" for air transport (Arter 1969; Columbus Regional Airport Authority 2003).

The dedication of the airport in July 1929 not only marked the opening of the airport, but also the introduction of transcontinental passenger travel using air transport in Columbus. After two days of festivities, on July 8 the Pennsylvania Railroad's "Airway Limited" arrived at the railroad station along Fifth Avenue across from the airport. Nineteen passengers, including Amelia Earhart, transferred to airplanes for the next stage of the transcontinental trip. Special guests at the airport opening included Henry and Edsel Ford, Harvey Firestone, and Charles Lindbergh (Arter 1969; Columbus Regional Airport Authority 2003). At the time of the

dedication, the terminal/control tower and the existing south hangar were the airport's primary facilities (Roberts 1959).

Transcontinental Air Transport (TAT) conducted the transcontinental passenger service in Columbus. The trip included travel by passenger train from New York City to Columbus, by airplane from Columbus to Waynoka, Oklahoma, by train from Waynoka to Clovis, New Mexico, and by plane from Clovis to Los Angeles, California. The eastern leg of the air trip also included stops in Indianapolis, St. Louis, Kansas City, and Wichita. Company publicity claimed that the trip would take only 48 hours, a record speed for the time. In its first year, TAT made more than 3,000 trips and used Columbus as its eastern hub and main base of operations. TAT used the existing south hangar along Hamilton Road. In October 1930, TAT merged with Western Air, Inc., to form Transcontinental & Western Air (TWA) and that, along with the introduction of instruments for night flying, caused the railroad portion of the transcontinental flight to be discontinued; the trip was then made entirely by air (Arter 1969; City of Columbus 1939; Columbus Regional Airport Authority 2003; Grant 2000).

In November 1929, the administration/terminal/control tower building and the TAT hangar were the only completed buildings at Port Columbus, although two additional hangars were under construction. Nine sites for hangars had been arranged north-south along the Hamilton Road side of the airport; the TAT hangar was the southernmost and also had the hangar site to the north. The next hangar, under construction, was for the Curtis Flying Service. The municipal hangar also was under construction. United States Air Lines of Cleveland had leased a hangar site and Universal Air Lines and Western Air Express were each negotiating for two lots. The Allied Architects Association of Columbus designed the hangars and administration building. Future hangars and buildings were expected to conform to the style and design of these buildings, although with the U.S. Navy's construction in the 1940s this did not come to pass (Burton 1929; Columbus-A Great Air Harbor 1929).

More than 11,000 people traveled through Port Columbus in 1930. In addition to TWA, American Airways also offered passenger service to and from Columbus in the 1930s. The city of Columbus maintained a municipal hangar at the airport beginning in 1930. In 1935, Foster Lane established the Port Columbus Flying School, which also expanded into charter trips, aerial sightseeing tours, and cargo transport. Lane Aviation is still in operation at Port Columbus. In 1936-1937, the Public Works Administration added an east-west runway to the original two



northeast-southwest and northwest-southeast runways, and in 1939 added a north-south runway. By 1939, 15 scheduled flights left Port Columbus each day (Columbus Regional Airport Authority 2003; Grant 2000; Roberts 1959). In 1939, Port Columbus' facilities consisted of the railroad station, the administration/terminal/control tower building, a pavilion to its west, and three hangars along Poth (later Hamilton) Road. The south hangar was used by TWA, the middle hangar by Curtis, and the north hangar (no longer extant) was the municipal hangar and also used by the U.S. Army (City of Columbus 1939) [Figure 4].

With the outbreak of World War II, the U.S. government began preparation for the country's expected entrance into the war. In October 1940, the Curtiss-Wright Corporation leased 83 acres of airport land to construct a manufacturing plant for military aircraft. These aircraft included SO3C-1 Seagull observation planes and SB2C Helldivers. In 1943, almost 10 percent of the nation's warplane production came out of Columbus. The following year, the federal government took over operation of Port Columbus entirely and subsequently established a Naval Air Facility at the airport. The Naval Air Station constructed several buildings and widened and lengthened the existing runways. Among the station's main tasks were to arm the planes produced by Curtiss-Wright and to ferry the completed planes to military bases; after the war it served as a training facility for reserve squadrons. The facility had approximately 25 major buildings, mostly along Sawyer Road, but most are no longer extant. The U.S. Navy relinquished control of Port Columbus in March 1946, although the Naval Air Station did not leave until 1958 (Columbus Regional Airport Authority 2003; Lisska 2000; *Port Columbus Anniversary* 1979; Rycus 1981). Following the war, the facilities at Port Columbus were inadequate to handle the growing demand for air travel. From 64,500 take-offs and landings in 1940, the number had grown to 218,258 in 1947. Although the eighth busiest airport in the country, the Civil Aeronautics Board denied expanded service due to the airport's outmoded facilities (Rycus 1981).

With the outbreak of the Korean War in 1950, North American Aviation began to lease the former Curtiss-Wright plant from the federal government to produce jet aircraft for the military. The plant eventually employed 18,000 workers. In April 1951, voters approved a more than three million dollar bond issue for an airport expansion project, and the federal government added a similar amount. Another bond issue five years later added nearly \$8 million. In 1952, the east-west runway, the present south runway, was extended from 4,500 to 8,000 feet with

parallel taxiways to accommodate the large airplanes entering use. In anticipation of future growth, the city decided to move airport operations from Fifth Avenue to a more centrally located site. Work on a new control tower began in 1953, and a new \$4 million terminal building was dedicated in September 1958. The airport property was now more than 2,000 acres in size, and the runway had been extended again to 10,700 feet, making it the longest commercial runway between New York and Tucson. A new runway north of the new terminal also was constructed about this time. Of the current three hangars at the southeast corner of the airport, in 1961 the south hangar housed Lane Aviation, the north hangar housed Nationwide Transport Association, Inc., and the U.S. Navy occupied the middle building (not an original hangar) [Sanborn Map Company 1961]. With the establishment of a U.S Customs facility in 1965, Port Columbus reached international status. Planning began in 1975 for a \$70 million terminal renovation that was dedicated in 1981 (Columbus Regional Airport Authority 2003; Rycus 1981; Tenenbaum 1981). In 1982 the former Curtiss-Wright plant was transferred from the Navy to the Air Force and was given the name Air Force Plant 85. Rockwell International used the plant primarily to build B-1 bombers, and McDonnell Douglas later built parts for civilian and military planes, but shut down operations at the plant in 1994. The government sold the plant to private owners in 1997 (Pramik 1997).

## CHAPTER 3: METHODS

ASC Group completed archival research and a review of available literature in order to develop a historic context for the project area and its vicinity and to evaluate the historic significance of properties in the area 50 years in age or older. Following the research and literature review, a survey of the project area and individual properties within the area was conducted. A preliminary windshield survey of the project indicated that the built environment and land-uses in the project area, which stretches from the southeast end of the airport to the 3000 block of East 13<sup>th</sup> Avenue west of the airport, varied considerably. The environment in the immediate vicinity of the runway included properties such as hangars associated with aviation, as well as buildings and structures that were once part of the historic Air Force Plant 85—now a private property. On the other hand, East 13<sup>th</sup> Avenue is part of a densely built, urban, single-dwelling neighborhood in the Cassady Peake Meadows subdivision of Columbus. The two areas are considered separately, under the headings “East 13<sup>th</sup> Avenue Survey Area” and “Port Columbus International Airport and Air Force Plant 85 Survey Area,” respectively.

All resources were examined to determine whether they are of a minimum age to be eligible for listing on the NRHP, i.e., at least 50 years of age. All such properties were further evaluated to determine whether they retained sufficient integrity to warrant the completion of an inventory form. The NRHP aspects of integrity were used to evaluate integrity: location, design, setting, materials, workmanship, feeling, and association. Specific items examined included, but were not limited to, the presence of replacement siding, the presence of replacement windows, and replacement doors. Other aspects examined included the removal of a porch, the alteration or replacement of a porch, changes in fenestration, the presence of additions, a change in massing, the removal of early ornamental trim, relocation from its original site, and alterations to the setting.

ASC Group’s architectural historians evaluated inventoried properties using the NRHP Criteria for Evaluation (Andrus 1997). The Criteria for Evaluation provide four categories in which a property may be significant, the first three of which are most commonly applied to buildings and structures. The four criteria are:

1. Criterion A: properties that are associated with events that have made a significant contribution to the broad patterns of our history;
2. Criterion B: properties that are associated with the lives of persons significant in our past;

3. Criterion C: properties that embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (used to define historic districts); and
4. Criterion D: properties that yield, or may be likely to yield, information important in prehistory or history.

In addition, properties within the airport or in the vicinity of Air Force Plant 85 and less than 50 years in age were evaluated for NRHP eligibility under Criteria Consideration G to evaluate their eligibility for their association with the Cold War or other recent historically significant events.

## **CHAPTER 4: PHASE I SURVEY RESULTS AND CONCLUSIONS**

### **FIELD OBSERVATIONS**

As mentioned above in Chapter 3, the project area was classified under two headings, namely, "Port Columbus International Airport and Air Force Plant 85 Survey Area," and "East 13<sup>th</sup> Avenue Survey Area." The environments typical of these two areas are described below.

#### **Port Columbus International Airport and Air Force Plant 85 Survey Area**

The area is comprised mainly of flat terrain devoted, first, to aviation facilities such as hangars and communication towers, the existing Runway 10R/28L to the north, as well as expanses of paved docking areas (Figure 3, Sheets 1–4; Plates 1–2). Second, the south-central part of the area, which is the most heavily built up, comprises structures associated with the Air Force Plant 85 (now privately owned warehouse, office, and airplane hangar with maintenance facilities) and other technical facilities such as sewage treatment plants and storage bunkers used by the airport (Plates 3–5). West of the Air Force Plant 85 facility and south of Runway 10R/28L is a sparsely built green area, with interspersed areas of trees and vegetation as well as visible interspersed buildings and structures (Plate 6). This area appears to act as a buffer between the existing runways, commercial structures that line Fifth Avenue to the south, and the street itself where there are no structures built between it and the airport.

#### **East 13<sup>th</sup> Avenue Survey Area**

The East 13<sup>th</sup> Avenue Survey area is part of the Cassady Peake Meadows subdivision, consisting of 35 single dwellings. The block, whose terrain is flat, is approximately 850 ft long, extending from east to west, while the street is 25 ft wide. The houses are located on similarly sized plots, approximately 48 ft wide and 112 ft deep (or about .12 acres in area). The houses are all set about 30 ft away from the street. There are 17 dwellings on the north side of the street and 18 dwellings on the south side of the street, with each dwelling having a front and back yard. At the western end of the block, East 13<sup>th</sup> Avenue intersects with Sterling Avenue. The street dead-ends to the east on a sloping property with a fairly dense growth of trees owned by the Port Columbus International Airport. This property also extends the stretch north of East 13<sup>th</sup> Avenue (Figure 3, Sheet 4; Plates 7–10).

### **RESULTS**

Architectural Historian Samiran Chanchani, Ph.D., completed the survey of the project area on August 20–21, 2007. A total of 50 properties—15 in the Port Columbus International

Airport and Air Force Plant 85 Survey Area, and 35 in the East 13<sup>th</sup> Avenue Survey Area—were studied, photographed and documented. Of the 35 properties in the East 13<sup>th</sup> Avenue Survey Area, 34 were more than 50 years old, and OHI forms (FRA-09641-12 to FRA-09674-12) were completed for each of these properties. All the properties on this street are single detached dwellings of the traditional minimalist type. Of the 15 properties surveyed in the Port Columbus International Airport and Air Force Plant 85 vicinity, seven new OHI forms were completed. The five OHI forms completed as part of the Air Force Plant 85 survey (Earth Tech and CCRG 1996) were not revised, as these structures were seen to be in a similar condition as earlier. Three of the properties surveyed were less than 50 years in age; no OHI forms were completed for these properties. Four properties originally identified by the client as being in the direct effects APE (structures 6, 8, 12, and 14) evidently have been removed based upon the access to them possible during the survey.<sup>1</sup> The purported locations of these properties were photographed during the survey (Figure 3, Sheets 1–4; Plates 11–13).

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<sup>1</sup> The designation Building with a number is the Air Force Plant 85 number for the building; the designation Structure with a number is an informal designation by the client to indicate known structures or structural remains in the direct effects APE.

## CHAPTER 5: ANALYSIS AND RECOMMENDATIONS

### PORT COLUMBUS INTERNATIONAL AIRPORT AND PLANT 85 VICINITY

#### AL001/TAT Hangar (FRA-9675-12)

Located in the eastern end of the project area, the TAT (Transcontinental Air Transport, the predecessor of TWA) Hangar is a structure constructed out of composite materials, that is, an arched metallic roof supported by load-bearing concrete lateral walls (Figure 3, Sheet 1; Plate 14). The walls of the 1929 building are constructed of concrete, and have been painted white. Metal and glass shutters mark the front, gable end of the building. Smaller attached utility buildings and structures are visible along the side facades. The support system is emphasized by the squared full height concrete projections at the vertices that take on the appearance of monumental squared piers. These emphasized corner walls retain their original details, which include large arched openings topped with a series of three rectangular openings, providing the modern structure with a classical motif.

*Integrity Assessment:* Although the shutters of the buildings appear to have been replaced, the building retains good integrity of design, construction and workmanship. A comparison with 1929 photographs of the then recently completed building shows that it has not been altered in significant ways in its form, design, and detail. The structure continues to retain its setting, association, and feeling with the Nationwide Hangar and the 1929 Old Port Columbus Airport Control Tower in proximity. The TAT Hangar thus retains good overall integrity.

*Eligibility Evaluation:* This hangar was an important structure related to the early history of the Port Columbus Airport. The structure was part of the facility constructed in 1929, when commercial aviation was in its infancy and worked in conjunction with the well-established railroad system. Apart from the Nationwide Hangar to the north and the Old Port Columbus Airport Control Tower located to the south, the transportation complex also included a railway line and station. The station was a regular stop for the Pennsylvania Railroad System train Airway Limited. In an arrangement with the railroad, airplanes would transport passengers during the day, while trains would transport them during the night. With the development of instruments for night-flying in the 1930s, the railroad portion of the system was discontinued and all-flight transcontinental travel began, with Columbus remaining as one of the airports in the TAT/TWA system. As an important part of this system, AL001/FRA-9675-12 is eligible under Criterion A for its significance to the development of commercial aviation in Columbus. It is



also eligible under Criterion C for design characteristics typical of hangars constructed during the late-1920s and 1930s.

#### **AL002/Nationwide Hangar (FRA-9676-12)**

Located in the eastern end of the project area, the Nationwide Hangar is structure constructed out of composite materials, that is, an arched metallic roof supported by load-bearing concrete lateral walls (Figure 3, Sheet 1; Plate 15). Metal and glass shutters mark the front, gable end of the building. Smaller attached utility buildings and structures are visible along the side facades. The support system is emphasized by the squared full height concrete projections that take on the appearance of monumental squared piers. The facades of the building are treated without any ornamentation, emphasizing the functional nature of the building.

*Integrity Assessment:* The structure, which was built in 1929 according to the Franklin County Auditor's information, was remodeled in 1992. Construction of this hangar, the TAT hangar, and a no longer extant hangar to the north began in 1929, and all three were intended to be nearly identical in detail. Some of the changes can be discerned when this hangar is compared with the TAT Hangar, which retains better integrity. The building retains the overall shape and form with its arched roof, concrete walls, and pier-like supporting volumes intact. The support system does appear to have been refinished and possibly strengthened. Newer finishing materials are also visible along the gable, entrance end of the garage. There are indications on the north, lateral facades of windows/openings being closed off. The large arched spaces on the corner piers have been removed, along with other decorative detail. Due to these changes, the integrity of design, material, and workmanship is fair. The structure continues to retain its setting, association, and feeling with the TAT Hangar and the 1929 Old Port Columbus Airport Control Tower in close proximity. Based upon the survey and available information, AL002/FRA-9676-12 retains its overall integrity.

*Eligibility Evaluation:* This hangar is related to the early history of Port Columbus. The structure was part of the facility constructed in 1929, when commercial aviation was in its infancy. Tenants included Curtis Flying Service in the 1930s and Nationwide Transport Association, Inc., in the 1960s. Although of some interest as one of the first buildings at the airport and as a surviving example of an early airport hangar, AL002 does not achieve a level of significance for association with events (Criterion A) or importance of design (Criterion C) to

suggest that it is eligible for the NRHP. Alterations to its exterior design and materials have removed important parts of its integrity as well. AL002 is recommended as not eligible for the NRHP.

#### **AL003/Tower (Structure 2)**

AL003 is tower constructed out of steel, approximately 50 ft high with an octagonal platform on top (Figure 3, Sheet 2; Plate 16). The tower is located northeast of Air Force Plant 85, and is part of the airport property. A gable-roofed metal shed associated with the tower stands at its base. Although the date of construction of the tower is not known, the survey indicated that the structure is clearly of recent construction and less than 50 years old. There is no evidence that this structure was associated with Air Force Plant 85, and it appears to serve the current needs of the airport. There is no evidence that this structure is significant for recent historical events. Based upon the survey and available evidence, the tower is not recommended to be eligible for NRHP listing.

#### **AL004/FRA-8368-12, International Air Center (IAC) Ramp Tower, Building 7 (Structure 1)**

The OHI form FRA-8368-12 for Building 7 (constructed 1943) mentions that the tower was added to the northeast corner of the structure in 1953 (Figure 3, Sheets 2 and 3)). There is no further discussion of the Air Control Tower either in the Historic Inventory and Evaluation report for Plant 85 (Earth Tech and CCRG 1996) or the OHI form completed for that report. The tower is about 100 ft from ground level, and is square in plan (Plate 17). As is typical of Air Control Towers, all sides of the control room are glazed and the glass walls slope inwards towards the floor. Outside the control room is a contiguous gallery with a railing. A railing on the roof of the control tower indicates that this area is perhaps also accessible. The control tower appears to be in a good condition, though in the absence of existing information, there is no indication as to whether it has been modified. The tower was not originally a part of Air Force Plant 85, and was constructed during the Cold War when North American Aircraft was using Building 7 to manufacture combat aircraft (Earth Tech and CCRG 1996:3-27). The Air Control Tower was thus used in conjunction with the aircraft and missile manufacturing activity during the Cold War from the 1950s through to the 1980s.

*Integrity Assessment:* Building 7, including the Air Control Tower, was sold to a private company, and currently houses the facilities of Million Air (Plate 18). All activity related to aircraft or missile manufacturing has ceased. Due to this significant change in the functions of the entire facility resulting from the transfer of the facility, the Air Control Tower has not retained its integrity of feeling or association.

*Eligibility Evaluation:* Building 7 has been determined eligible for the NRHP as part of Air Force Plant 85; however, the Air Control Tower post-dates OHPO's stated period of significance for the facility. The Air Control Tower is historically significant not as an isolated structure but rather, as a part of an important aircraft and missile manufacturing facility through the Cold War (Criterion A). However, the tower did not play a direct role in any of the manufacturing processes of the facility, was not part of Albert Kahn's original design, and likely was of secondary importance in air traffic control considering that a new air control tower for the airport opened shortly after AL004. The Air Control Tower on Building 7 is not associated with any of the areas of significance previously identified by OHPO and does not appear to have obtained significance through the post-World War II period of Air Force Plant 85's history.

#### **AL005/ FRA-8380-12, Building 26 - Pump House and Storage Tank (Structure 3)**

The Building 26 Storage Tank and Pump House Complex comprises three structures: two single storied, flat-roofed brick buildings of similar construction (numbers 26 and 144) and a cylindrical concrete storage tank (Figure 3, Sheet 2; Plate 19). It is located north of the main Air Force Plant 85 buildings. Building 26 was constructed in 1943, and is associated with the Air Force Plant 85 activities during the war. Building 144 was a fueling station constructed, according to the 1996 survey report, in 1953. However, its form, style, construction materials, and craftsmanship are identical to Building 26. Both the buildings are of concrete slab construction with brick walls and steel sash windows. Both are in poor condition, with wear showing on the visible portions of the roof, and some of the windows damaged and boarded up. The storage tank, whose construction date is unknown, is in a fairly good condition.

*Integrity Evaluation:* The integrity, particularly in the categories of design, materials, and workmanship, of the buildings 26 and 144 is poor due to an apparent lack of maintenance. The integrity of the storage tank, which appears to be well maintained, is good.

*Eligibility Evaluation:* The Building 26 complex served utility and ancillary uses for the main construction activity at Air Force Plant 85 during World War II and later, when the structure was used to construct aircraft and missiles during the Cold War. As Building 26 was constructed during the World War II era, it is among those that the OHPO determined eligible. However, the loss of integrity since that time is cause for a re-evaluation of the building's eligibility. The structures in the complex were not used directly in the construction activities, and were not of primary importance. Further, the integrity of two of the three structures is poor due to lack of maintenance. Due to poor integrity and the secondary importance of the structures in this complex, the Building 26 complex is not recommended as eligible for listing on the NRHP.

#### **AL006/Building 282 (Waste Treatment Facility) [Structure 4]**

Building 282 and the Waste Treatment Facility associated with it are located immediately northwest of Building 3 of Air Force Plant 85 (Figure 3, Sheet 2). It includes several tanks and other structures constructed out of concrete, brick, and metal that are associated with the treatment of waste and fenced off from its surroundings (Plate 20). The facility was constructed in 1965, and was likely an ancillary part of the aircraft and missile construction at the plant during the time.

*Integrity Assessment:* The facility is still in use, and appears to be in a fairly good condition of maintenance. The integrity of the facility is good.

*Eligibility Evaluation:* This property is less than 50 years in age, and served a secondary, utility function rather than one directly related with Cold War materiel production. The property does not qualify as eligible under special Criteria Consideration G, as it did not contribute directly and indispensably to materiel production activity during the Cold War.

#### **AL007/FRA-8378-12: Building 30 (Structure 5)**

Building 30 is a open, steel-frame shed (65 ft by 115 ft) with a gently pitched, near flat steel-truss roof resting on metal posts (Figure 3, Sheet 2; Plate 21). The decking is constructed out of concrete. As the Historic Inventory and Evaluation (Earth Tech and CCRG 1996) and the corresponding OHI form indicate, the structure was constructed in 1943 during World War II.

*Integrity Assessment:* The current survey found the structure to be in a fair condition with some indications of lack of maintenance visible in the wear and rusting of the structural

components. The building retains good integrity of design and workmanship, and good overall integrity.

*Eligibility Evaluation:* The structure was constructed during the World War II period of the facility and, therefore, is one of those that the OHPO determined eligible for the NRHP. Although the structure is not an individually significant component of operations at the facility, OPHO identified Air Force Plant 85 as a historic district, lending Building 30 significance as part of a significant group of buildings.

#### **AL008/FRA-8381-12, Building 25 (Pump House) [Structure 7]**

The Building 25 cluster comprises four structures, namely the Pump House (Building 25), two single-storied, gabled-roof structures (the southernmost of which is Building 49), and a cylindrical storage tank of the same type as the one associated with AL005 (Figure 3, Sheet 3; Plate 22). The cluster is located immediately north of Building 7. Also erected in 1943, Building 25 (the Pump House), is identical in its dimensions, concrete slab construction, brick walls, and metallic windows as Building 26, also a pump house. Building 49, constructed in 1952 is an elongated equipment storage structure with a concrete block foundation, clapboard walls with metal frame windows and a large gate to allow for movement of equipment, and a metal roof with vents. The other building is a second, smaller gable roofed metal shed of unknown use.

*Integrity Assessment:* The Pump House (Building 25) is in poor condition, with wear showing on the visible areas of the flat roof, the boarded windows and outgrowth of vegetation along and near the walls of the structure. Building 49 shows some disrepair with rust present on the roof and other metallic elements of the building, as well as some deterioration of wood on the gate over the equipment entrance. Similar wear is visible on the smaller shed. Although there are some rust stains on the cylindrical storage tank, the structure generally appears to be in fair to good condition. Considered together, the integrity of the cluster is poor with a majority of structures needing maintenance and upkeep.

*Eligibility Assessment:* The Building 25 complex served utility and ancillary uses for the main construction activity at Air Force Plant 85 during World War II and later, when the structure was used to construct aircraft and missiles during the Cold War. As Building 25 was constructed during the World War II era, it is among those that the OHPO determined eligible.

However, the loss of integrity since that time is cause for a re-evaluation of the building's eligibility. The structures in the complex were not used directly in the construction activities, and were not of primary importance. Further, the integrity of the structures is poor due to lack of maintenance. Due to poor integrity and the secondary importance of the structures in this complex, the Building 25 complex(AL008/FRA-8381-12) is not recommended as eligible for listing on the NRHP.

**AL009/Building 120 (Ammunition Magazine) [Structure 9, FRA-9677-12]**

AL009 is a windowless, flat-roofed, cast-concrete structure located immediately north of Building 7 (Figure 3, Sheet 3; Plate 23). There are two entrance doors closely spaced at right-angles to each other located in a recess on the west corner of its south-facing façade. The entrances are partly hidden from view by the western concrete wall, which projects out and tapers towards the roof. A vent is visible on the roof. A plaque designates the structure as Building No. 120, an ammunition magazine constructed in 1952.

*Integrity Assessment:* The structure is in an obvious condition of disuse and disrepair. The door panels of one of the entrances appear to be missing. There is rust visible on the roof, and tarp or plastic on the roof indicates that the roof is possibly leaking. The integrity of the structure is poor due to lack of upkeep.

*Eligibility Evaluation:* The building was used to store ammunition for Air Force Plant 85 beginning in the 1950s. The structure did not contribute directly to materiel production during the Cold War, and is not significant under Criterion A. There is no evidence that the structure was associated with a significant person, and it is thus not eligible for NRHP listing under Criterion B. The structure is a technical storage facility of unexceptional design or construction, and is not eligible for NRHP listing under Criterion C. Moreover, it retains poor overall integrity due to lack of upkeep. AL009/FRA-9677 is thus not eligible for NRHP listing.

**AL010/Structure 10 (FRA-9678-12)**

Structure 10 is a single-storied concrete building within a secured, fenced area south of the airport runway and northwest of Building 7 and the Air Force Plant 85 complex (Figure 3, Sheet 3; Plate 24). The structure is only partly visible because it is surrounded on all sides by a metal fence and heavy vegetation. The building is not associated with Air Force Plant 85 and was not indicated on the original plan of the facility included in the 1996 Earth Tech and CCRG

survey report. Likely constructed during the 1950s like the other concrete structures (AL009 and AL011), this building may have been a secure facility used for the storage of portable materials or equipment. On the south façade, a vent opening near the base of the structure is visible, indicating that a portion of this building may have been constructed below ground level.

*Integrity Assessment:* The structure appears to be in a condition of disuse, judging from the heavy outgrowth of vegetation and weeds growing in its immediate vicinity and along some of the walls of the structure. Portions of the fence and its support system, which may have been constructed during the same period as the structure, show heavy rusting. The integrity of the structure appears to be poor.

*Eligibility Evaluation:* AL010 is not indicated on the original Air Force Plant 85 construction drawings or the 1987 Facility Plot Plan for the area included in the Historic Inventory and Evaluation report (Earth Tech and CCRG 1996). It does not appear to have had any direct association with either the operations of Air Force Plant 85 during World War II or later, during the Cold War, and does not appear to be significant for those contexts under Criterion A. There is no evidence that the structure is associated with significant historic persons, and is not eligible for NRHP listing under Criterion B. As the structure is not exceptional in its design or construction, it is not significant under Criterion C. Based upon the survey, the structure appears to retain poor integrity due to disuse. AL010/FRA-9678-12 is not recommended as eligible for NRHP listing.

#### **AL011/Structure 11 (FRA-9679-12)**

AL011 is located in a secure, fenced area northwest of Building 7 and immediately south of AL010 (Figure 3, Sheet 3; Plate 25). The structure is a composite of a flat-roofed cast-concrete building, a cylindrical storage tank placed horizontally north of it, and associated pipes and vents.

*Integrity Assessment:* AL011 appears to be in a condition of disuse and suffers from a lack of maintenance. The lack of maintenance is visible from the outgrowth of vegetation around the main structure, and the considerable rusting on the associated tank, adversely impacting its integrity of design and materials. Other associated structures in the vicinity appear to have been removed, impacting its integrity of feeling, association, and setting. The overall integrity of the structure is poor.

*Eligibility Evaluation:* Based upon its proximity to the thermodynamics building, the structure AL011 may have served an ancillary function to that structure, typing its significance to the tests conducted there during the Cold War. However, the thermodynamics buildings, as well as other smaller structures in the vicinity, have been removed. Due to a loss of integrity and based upon the currently available information, AL011/FRA-9678-12 is not recommended as eligible for NRHP listing.

#### **AL012/Building 229 (Ammunition Storage Building) [Structure 13]**

Constructed in 1959, Building 229 is a dome-shaped, concrete, underground ammunition storage bunker west of AL011 (Figure 3, Sheet 3; Plate 26). The central part of the structure is truncated to allow for the entrances to the structure along the east and west concrete walls. The structure is located in a fenced secure area, and as with AL010 and AL011, a close examination was not possible due to lack of immediate access.

*Integrity Assessment:* Building 229 appeared to be in a good condition of maintenance and upkeep, with the lawn over the dome neatly mowed. Unlike AL010 and AL011, there is no outgrowth of vegetation surrounding this structure. The integrity of the structure is good.

*Eligibility Evaluation:* Building 229 was an ammunition bunker during the Cold War, when the Air Force Plant 85 complex was used for the manufacture of missiles and aircraft. Based upon the relatively small size of the entrance and the narrow passage leading to it, it is unlikely that the structure was used for the storage of missiles or other large ammunition essential for the nation's Cold War effort. The structure is not eligible under Criterion A for its association with the Cold War and Criteria Consideration G for a property less than 50 years in age. There is no evidence that the structure is associated with any significant historic person, and is thus not significant under Criterion B. Building 229 is not exceptional in its design or construction and is not eligible for NRHP listing under Criterion C. Although its integrity is good, AL012 is not eligible for NRHP listing.

#### **AL013/FRA-8369-12, Building 60 (Employee Entrance)**

Building 60 is a one-story brick, concrete and glass worker entrance to Building 3, formerly one of the main manufacturing buildings (Figure 3, Sheet 2; Plate 27). This building is literally and inextricably linked with the original and later functions of Air Force Plant 85. Workers at Building 3 would clock in by passing through Building 60, and walking through an



underground tunnel connecting it to Building 3. Erected in 1941, the building is of concrete construction with concrete floor, brick walls with steel sash windows, and a flat-slab concrete roof. It measures 26 ft by 45 ft.

*Integrity Assessment:* The characteristic features of the building, as described in the Historic Inventory and Evaluation (Earth Tech and CCRG 1996) are intact, as observed during the current survey. Building 60 continues to retain good integrity and retains its association with Building 3.

*Eligibility Evaluation:* In the 1996 survey, Building 60 was evaluated as eligible under Criterion C for signature design characteristics, including "the use of basements to provide hallways, thereby keeping worker facilities close to workstations and reducing pedestrian traffic transiting work areas" (OHI form included with the 1996 report). Based upon the current survey ASC Group concurs with this evaluation, and recommends that Building 60 (AL013/FRA-8369-12) is eligible for listing on the NRHP as a contributing resource to Air Force Plant 85.

#### **AL014/FRA-8389-12, Building 29 (Fire and Police Station)**

Building 29 is a brick building on a concrete foundation and with a flat roof (Figure 3, Sheet 2; Plate 28). The building was constructed in 1943 and housed the plant's fire and police services. The building consists of the original two-story section on the east and an added one-story, two-bay garage wing on the west. The garage doors are modern metal doors, and all windows appear to be replacements.

*Integrity Assessment:* The building's integrity is fair. The Earth Tech and CCRG (1996) report identify the west wing as an addition of unknown date, but its materials and design match the east section. The replacement of the windows and garage doors has lessened the building's integrity somewhat.

*Eligibility Assessment:* The building was constructed during the plant's 1941–1944 period of significance as identified by OHPO. Although of little individual significance, the building is a component of the Air Force Plant 85 historic district and appears to retain sufficient integrity to remain eligible as part of the plant.

#### **AL015/FRA-8366-12, Building 3 (Manufacturing Building)**

Building 3 was the main manufacturing building of Air Force Plant 85 and was constructed in 1941 (Figure 3, Sheet 2; Plates 29 and 30). The east end of the building was the

high-bay manufacturing section and is now a hangar; the western portion of the building was the low-bay manufacturing section and is now warehouse space. Offices are located along the south side of the building. Both manufacturing sections are covered with monitor roofs, although the windows of the monitors have been covered with what appears to be metal paneling. Bands of windows on the north wall also have been removed or covered.

*Integrity Assessment:* The building remains fundamentally intact in its form and massing. Covering of the north wall and monitor windows has hurt its integrity of design and materials, but it is uncertain whether those windows have been removed or just covered. Building 3 retains sufficient integrity to remain eligible for the NRHP.

*Eligibility Assessment:* The building was constructed during the plant's 1941–1944 period of significance as identified by OHPO and was directly involved in the production of aircraft during World War II. This building was one of the core buildings of the plant and has been determined eligible as part of Air Force Plant 85.

#### **AL016: Concrete Tower (Structure 15, FRA-9680-12)**

AL016 is an octagonal concrete tower approximately 20 ft tall and approximately 6 ft in width located at the western end of the airport property (Figure 3, Sheet 4; Plate 31). There is a door located at the southern end of the tower. Inside, the base of the tower is concrete, and there is a small gutter visible inside. The structure, associated with the storage tank (AL017) located to the south, is clearly in a condition of disuse, and a remnant of an old water treatment facility. A paved path leading from AL016 to AL017 is partly visible.

*Integrity:* Due to disuse, lack of upkeep, and possible removal of associated structures, the structure AL016 is poor.

*Eligibility Evaluation:* Judged from its concrete construction and condition, the structure is likely to have been constructed during the mid-twentieth century. There is no evidence that this structure was associated with any airport or Air Force Plant 85 activities, nor of its association with any other significant historic context or person. The structure is not an exceptional example of architecture, design or construction, and retains poor integrity. AL016/FRA-9680-12 is thus not recommended as eligible for NRHP listing.

### **AL017 Storage/Treatment Structure (Structure 16, FRA-9681-12)**

AL017 is a concrete structure rectangular in plan (Figure 3, Sheet 4; Plate 32). Its roof, apparently accessible, extends out from the footprint of the building and is surrounded by a metal rail. There are several vents located on the faces of the structure, which is about 25–30 ft in height, and metal pipes extending to the ground. An entrance to the structure is located on the north face under the canopy provided by the extended roof. The purpose of the structure is unknown; it is most likely to have been part of a facility that also included AL016, to which it is connected by a paved path.

*Integrity Assessment:* The structure AL017 is in a condition of disuse, with heavy outgrowth of vegetation surrounding all faces and growing on its walls. It is likely that some of the associated structures have been removed, and consequently it is not possible to discern what it was used for.

*Eligibility Evaluation:* As seen from its concrete construction and condition, the structure AL017 is likely to have been constructed during the mid-twentieth century. There is no evidence that this structure was associated with any airport or Air Force Plant 85 activities, nor of its association with any other significant historic context or person. The structure is not an exceptional example of architecture, design or construction, and is currently in a poor condition of integrity. AL017/FRA-9681-12 is thus not recommended as eligible for NRHP listing.

### **East 13<sup>th</sup> Avenue Survey Area**

The East 13<sup>th</sup> Avenue portion of the APE comprises 35 single detached dwellings, each of which is constructed on a plot approximately 48 ft wide and 112 ft deep (Figure 3, Sheet 4). Thirty-four of these houses were constructed between 1942 and 1950; one house, located at 3205 East 13<sup>th</sup> Avenue on the south side of the street, was constructed in 1971. The 34 houses bear the characteristics of the minimal traditional house that was popular during the period 1935–1950. This type of a house is typically single storied with a moderately pitched roof with eaves and rakes close to the wall surface (Plates 33–38). The simple, largely unadorned house was constructed in large numbers even after the World War II, and is a typical type found in large subdivisions such as Cassady Peake Meadows (McAlester and McAlester 2000: 478).

ASC Group completed inventory forms for each of the 34 houses that are more than 50 years of age, and detailed information on these properties, listed in Table 2 below, can be found in the OHI (FRA-9641-12 to FRA-9674-12) included in the Appendix to this report.

Table 2. List of Inventoried Properties located at East 13<sup>th</sup> Avenue.

OHI Number	Street Address
FRA-9641-12	3186 E. 13 <sup>th</sup> Avenue
FRA-9642-12	3192 E. 13 <sup>th</sup> Avenue
FRA-9643-12	3198 E. 13 <sup>th</sup> Avenue
FRA-9644-12	3212 E. 13 <sup>th</sup> Avenue
FRA-9645-12	3218 E. 13 <sup>th</sup> Avenue
FRA-9646-12	3224 E. 13 <sup>th</sup> Avenue
FRA-9647-12	3230 E. 13 <sup>th</sup> Avenue
FRA-9648-12	3236 E. 13 <sup>th</sup> Avenue
FRA-9649-12	3242 E. 13 <sup>th</sup> Avenue
FRA-9650-12	3248 E. 13 <sup>th</sup> Avenue
FRA-9651-12	3254 E. 13 <sup>th</sup> Avenue
FRA-9652-12	3260 E. 13 <sup>th</sup> Avenue
FRA-9653-12	3266 E. 13 <sup>th</sup> Avenue
FRA-9654-12	3272 E. 13 <sup>th</sup> Avenue
FRA-9655-12	3280 E. 13 <sup>th</sup> Avenue
FRA-9656-12	3284 E. 13 <sup>th</sup> Avenue
FRA-9657-12	3292 E. 13 <sup>th</sup> Avenue
FRA-9658-12	3291 E. 13 <sup>th</sup> Avenue
FRA-9659-12	3283 E. 13 <sup>th</sup> Avenue
FRA-9660-12	3279 E. 13 <sup>th</sup> Avenue
FRA-9661-12	3271 E. 13 <sup>th</sup> Avenue
FRA-9662-12	3265 E. 13 <sup>th</sup> Avenue
FRA-9663-12	3259 E. 13 <sup>th</sup> Avenue
FRA-9664-12	3253 E. 13 <sup>th</sup> Avenue
FRA-9665-12	3247 E. 13 <sup>th</sup> Avenue
FRA-9666-12	3241 E. 13 <sup>th</sup> Avenue
FRA-9667-12	3235 E. 13 <sup>th</sup> Avenue
FRA-9668-12	3229 E. 13 <sup>th</sup> Avenue
FRA-9669-12	3223 E. 13 <sup>th</sup> Avenue
FRA-9670-12	3217 E. 13 <sup>th</sup> Avenue
FRA-9671-12	3211 E. 13 <sup>th</sup> Avenue

Table 2. List of Inventoried Properties located at East 13<sup>th</sup> Avenue.

OHI Number	Street Address
FRA-9672-12	3197 E. 13 <sup>th</sup> Avenue
FRA-9673-12	3191 E. 13 <sup>th</sup> Avenue
FRA-9674-12	3185 E. 13 <sup>th</sup> Avenue

The houses surveyed on East 13<sup>th</sup> Avenue share significant design characteristics as identified below.

- All the buildings, with the exception of 3186 East 13<sup>th</sup> Avenue (located at the intersection of Sterling Avenue on the north side of the street and measures 32 ft by 26 ft) have identical dimensions—24 ft by 28 ft—for the main buildings. The orientation of the buildings varies, with some having their shorter side facing the street, while others have their longer side facing the street.
- All the buildings are gable-roofed, single storied traditional minimalist houses typical of the 1940s–1950s. In some instances, the gable roof has been extended to cover a front or rear porch.
- All the buildings are placed on nearly identically sized lots, and all have front yards approximately 30 ft deep.
- All of the buildings have basements with concrete block foundations.
- The wall construction is wood-frame, and the exterior finish is typically aluminum or vinyl siding with brick or stone veneer used as exterior finish in some parts of some of the structures.
- The roof over the main structure in all cases is gable finished with asphalt shingles. A variation in orientation is achieved with some structures having entrances on the gable end while others having entrances on the lateral wall.
- While several of the buildings have detached garages located to the rear and some have carports extending from their side facades, none of the structures have attached garages. The detached garage is typically located to the rear of the property, and is approached via a straight driveway that goes past the side façade of the house.
- Several of the houses have simple porches attached to the front or rear facades. The variations in the types of porches include open stoops, covered porches, and in some occasions, permanently enclosed porches.
- Facades of the houses vary from the symmetrical with the entrance located on the central bay of the longer façade to asymmetrical with an off-center entrance. These variations, along with others such as the location of the porch, appear as varied configurations of similar design elements in houses of standard sizes.
- Although nine of the houses (3224, 3254, 3266, 3280, 3292, 3291, 3247, 3229, and 3223 East 13<sup>th</sup> Avenue) have been remodeled during the period 1977–1999, these structures do not appear to have been altered significantly in shape, material, or formal



characteristics. They continue to retain characteristic features of the minimal traditional house.

Although not clearly visible from the street due to visually obstructive fencing and landscaping, the house at 3205 East 13<sup>th</sup> Avenue, constructed in 1971, is clearly different in its formal and design characteristics from the other properties on the street. It has a substantially different footprint, being 24 ft wide and 49 ft deep. Visible over the vegetation is a low-pitched hipped roof, which, together with the elongated plan, makes the house more characteristic of the ranch house than the minimal traditional house.

*Integrity Assessment:* The 34 inventoried houses can all be clearly identified as minimal traditional homes from the mid-twentieth century, even as newer, replacement materials are similar in character to the standardized original materials of construction. The setting, composed of the streetscape and layout, does not appear to have been altered in any significant way. Due to their similarity with other structures on other blocks of the subdivision, they retain their association with the larger physical, design, and historic context of their construction. The 34 properties inventoried on OHI forms, in spite of modifications over time, continue to display a high level of integrity with respect to their location, design, setting, materials, workmanship, feeling, and association.

*NRHP Criteria Evaluation:* There is no evidence that a prominent architect or builder was associated with the construction of these houses. A local resident suggested that the houses were built in association with work at the airport—presumably in association with Air Force Plant 85. However, the Polk Directory of the City of Columbus from 1950, the year when the last of the 34 houses was built, does not indicate that any of the residents at the time worked at the airport or Air Force Plant 85 (R. L. Polk & Company 1950). The houses are not associated with either significant historic persons or historic events and consequently, not eligible for NRHP listing under Criterion A or Criterion B. The houses are not exceptional in their design or construction characteristics; rather, they are examples of standardized construction of the period throughout the United States. The houses are thus not eligible for NRHP listing under Criterion C. Lacking significance, it is thus recommended that the properties inventoried on OHI forms numbered FRA-9641-12 to FRA-9674-12 are not eligible for listing on the NRHP.

## CHAPTER 6: SUMMARY

ASC Group completed a Historic Property Survey in order to identify historic properties and assess potential impacts from the proposed capital improvements at the Port Columbus International Airport (CMH). The survey covered a large area, including properties owned by CMH as well as privately owned property adjacent to the eastern, southern, and western boundaries of the airport. Two hangars, the Nationwide Hangar and the TAT Hangar, were surveyed at the eastern end of the Airport. At the southern end of the Airport bordering 5th Avenue, buildings and structures associated with and in the vicinity of the historic Air Force Plant 85 were surveyed. At the western end of the project area, two deteriorated structures, likely associated with an old water supply or sewage facility, were surveyed. Farther west, the 3000 block of East 13th Avenue, comprised of 35 single dwellings was surveyed as it falls within the APE. The varying built environments and individual properties were carefully documented and photographed. OHI forms were completed for all properties 50 years in age or older in order to evaluate them for NRHP eligibility. OHI forms for previously inventoried properties were updated as required. Structures within the airport less than 50 years in age were evaluated under Criterion Consideration G. OHI forms for these structures were not completed, as none of them were deemed eligible for the NRHP. A total of four new OHI forms were completed for properties in the airport vicinity; 34 inventory forms were completed for the single dwellings and associated buildings located on E. 13th Avenue, adjacent to the airport.

Four structures identified by the client as likely to be removed for the proposed project (Nos. 6, 8, 13, and 14) have evidently been removed already through actions unrelated to the proposed project. AL001 (TAT Hangar) is recommended as eligible for the NRHP. AL007/FRA-8378-12 (Building 30), AL013/FRA-8369-12 (Building 60, employee entrance Building 3), AL014/FRA-8389-12 (Building 29, Fire and Police Station), and AL015/FRA-8366-12 (Building 3, Manufacturing Building) have been determined eligible for NRHP listing by OHPO as part of Air Force Plant 85. AL005/FRA-8380-12 (Building 26, Pump House) and AL008/FRA-8381-12 (Building 25, Pump House) are among the World War II-era buildings of the plant that OHPO determined eligible; however, these buildings were of minor importance in the operation of the facility and have lost integrity through deterioration and are recommended as no longer eligible. The remaining structures were found to be ineligible due to a lack of historic significance and or integrity.

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## FIGURES



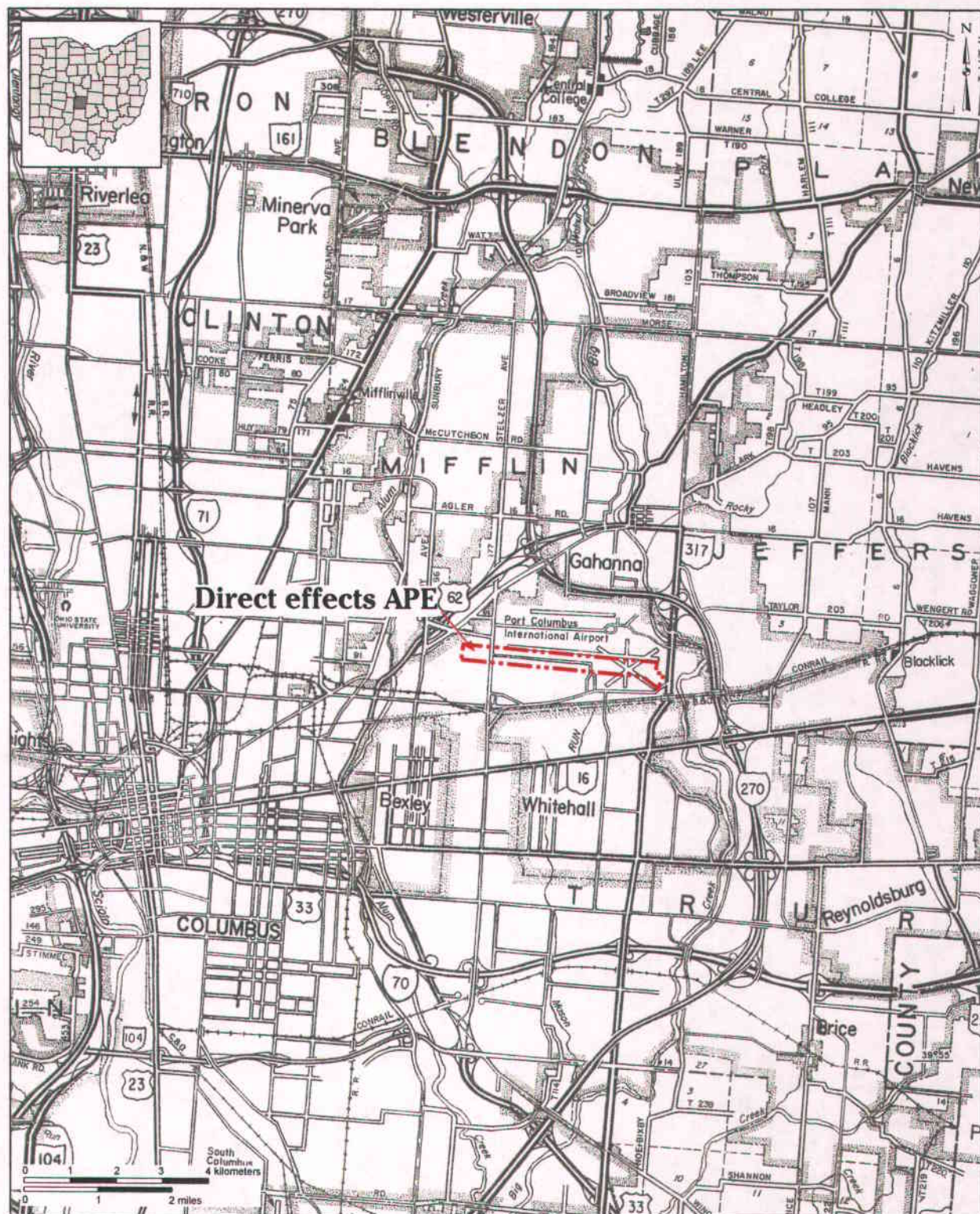


Figure 1. Portion of the ODOT Franklin County highway map showing the vicinity of the APE.



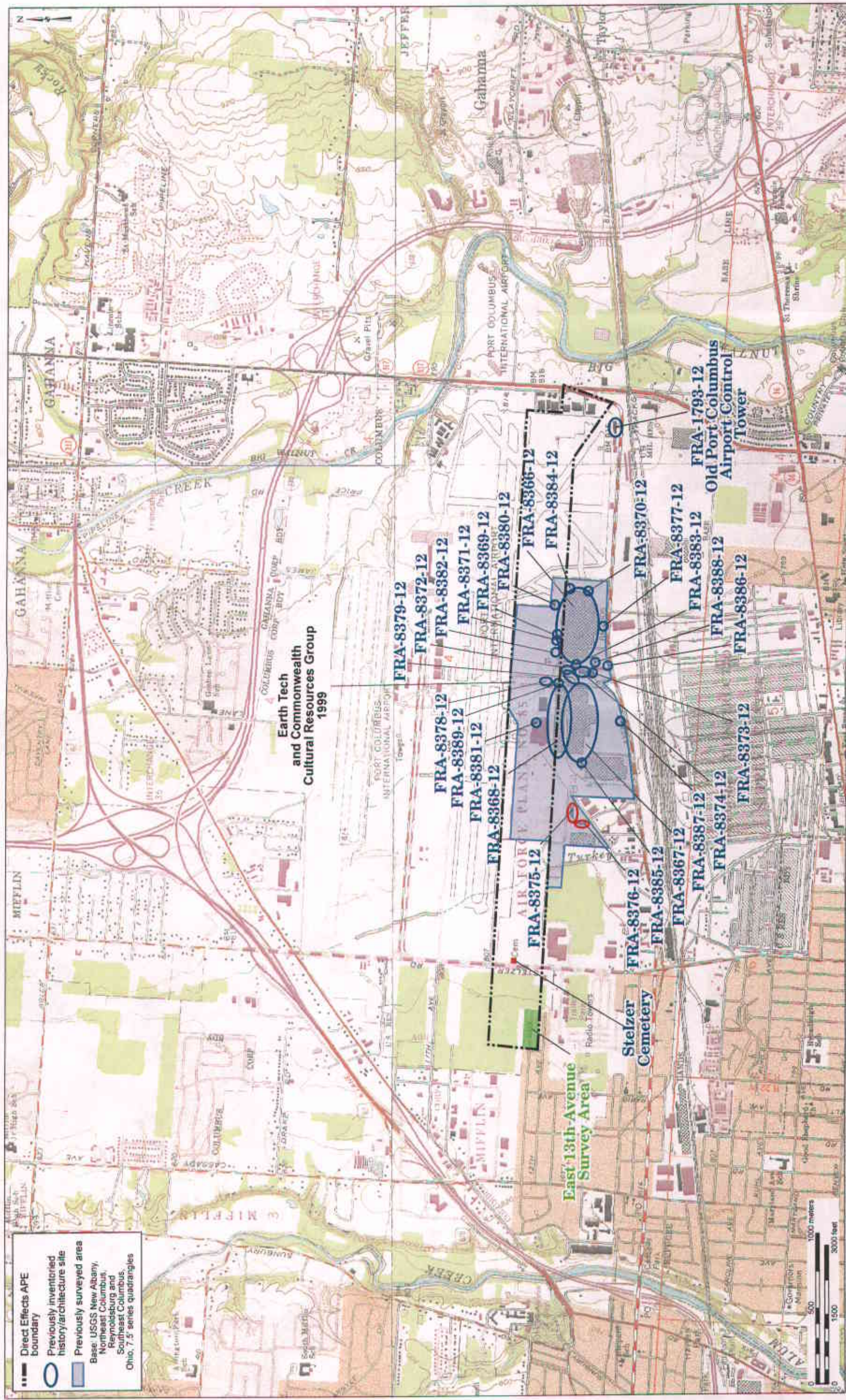


Figure 2. Portions of the 1982 Northeast Columbus, 1982 New Albany, 1985 Reynoldsburg, and 1985 Southeast Columbus quadrangles (USGS 7.5' topographic maps) showing the direct effects APE, previously inventoried history/architecture resources within or adjacent to the APE, and previous history/architecture surveys in the APE.



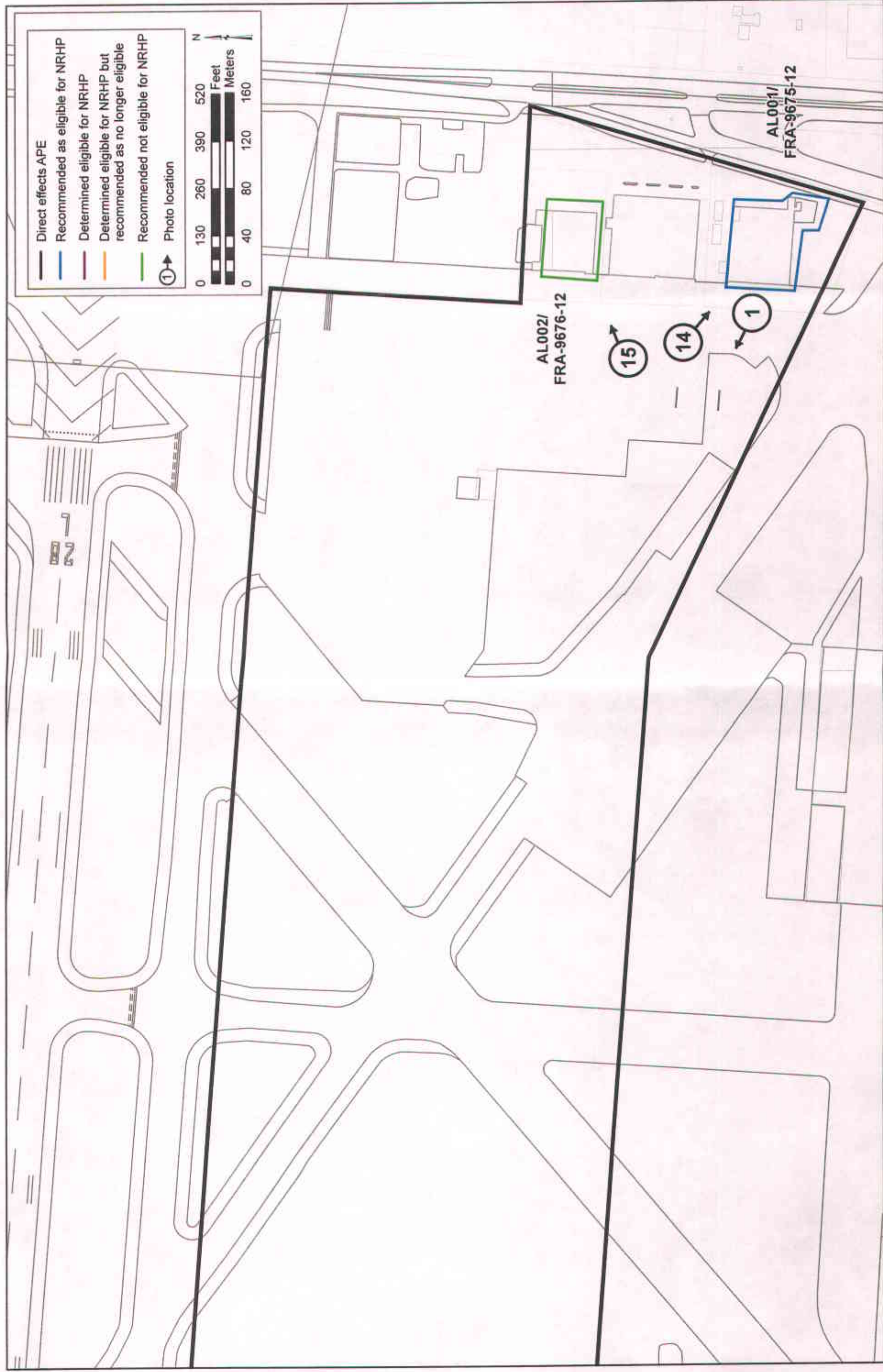


Figure 3. City of Columbus GIS mapping showing the direct effects APE, history/architecture resources in the APE including NRHP eligibility status, and plate locations. (4 Sheets)



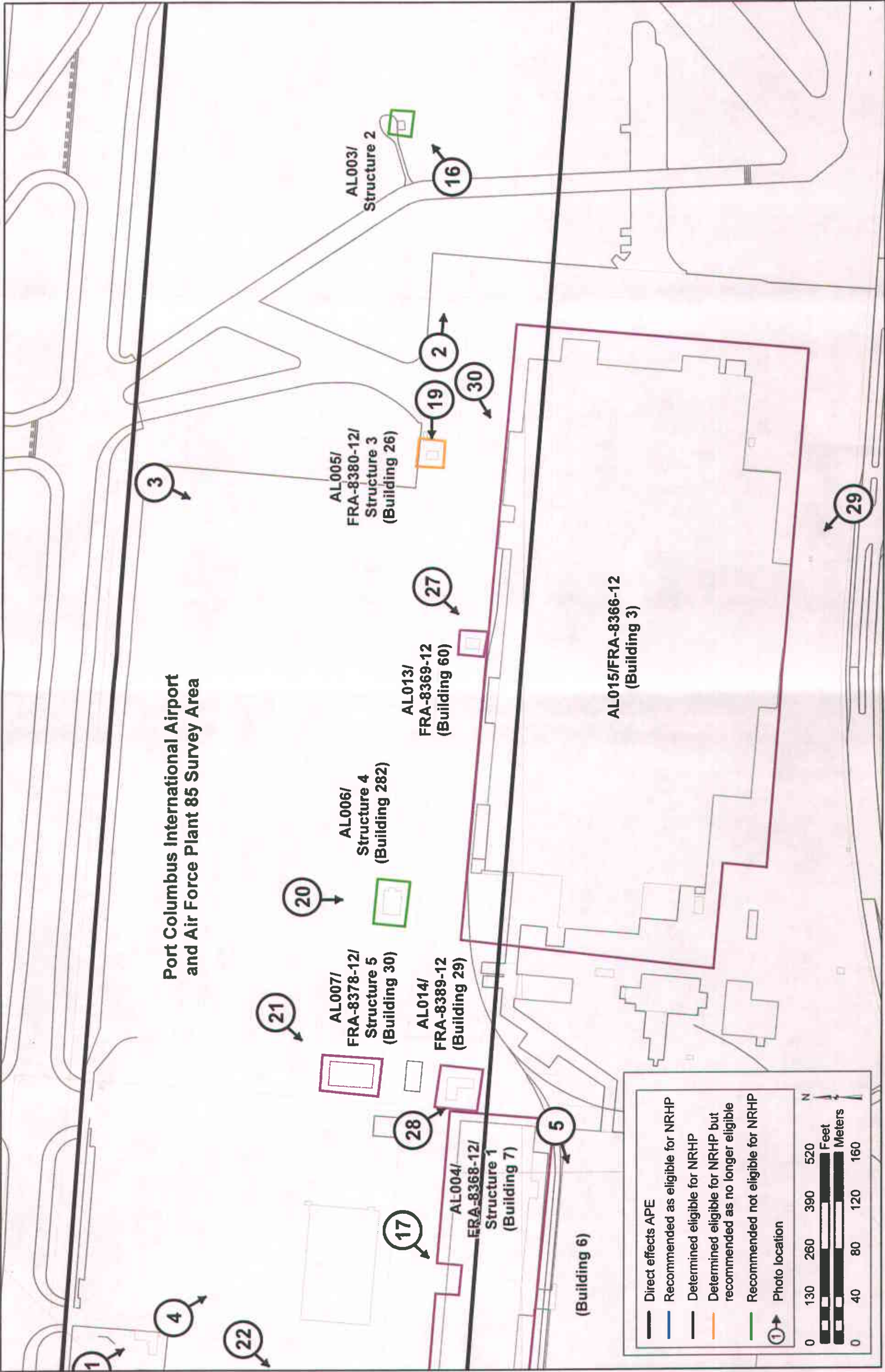


Figure 3. City of Columbus GIS mapping showing the direct effects APE, history/architecture resources in the APE including NRHP eligibility status, and plate locations. (4 Sheets)



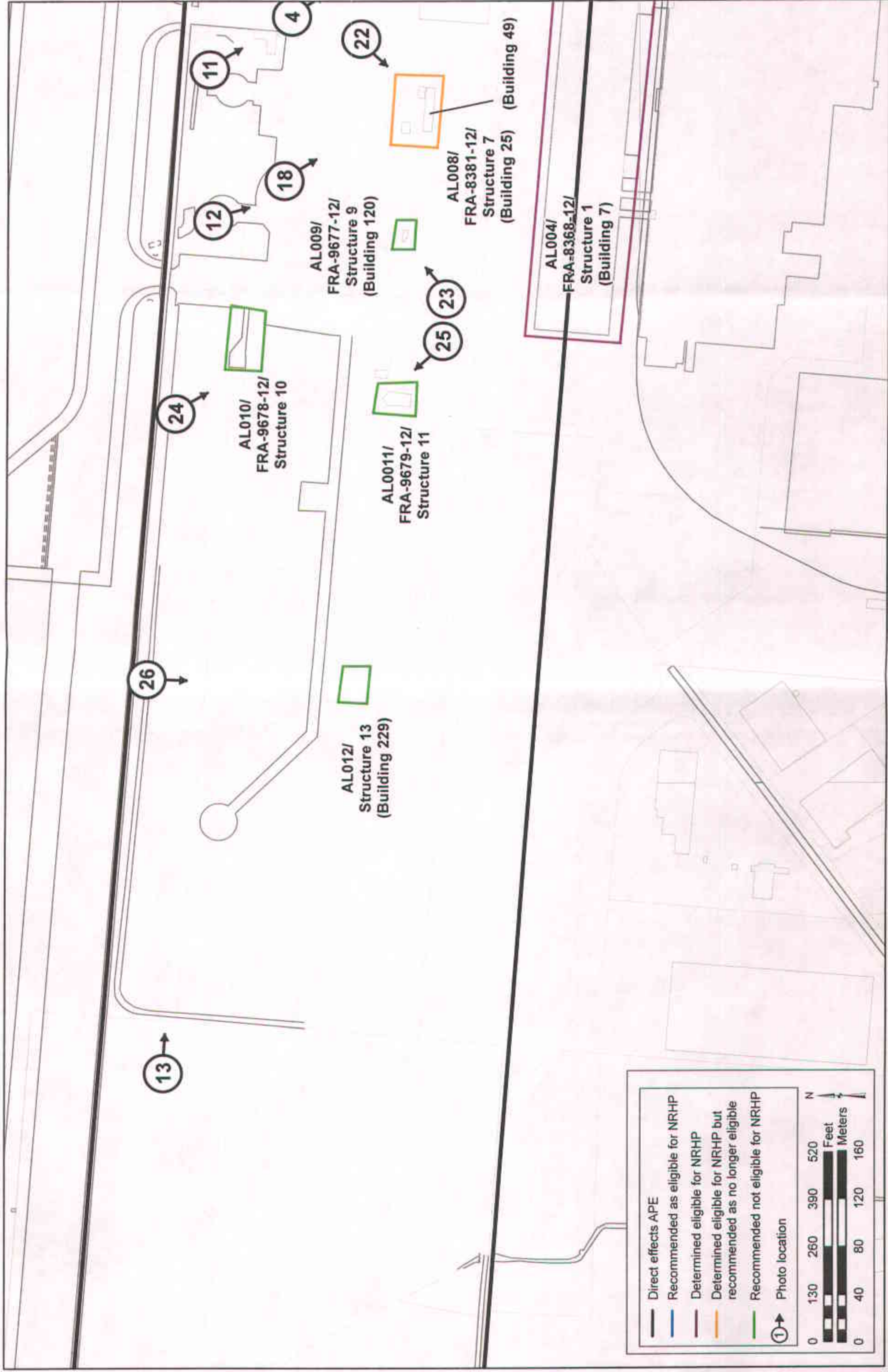


Figure 3. City of Columbus GIS mapping showing the direct effects APE, history/architecture resources in the APE including NRHP eligibility status, and plate locations. (4 Sheets)



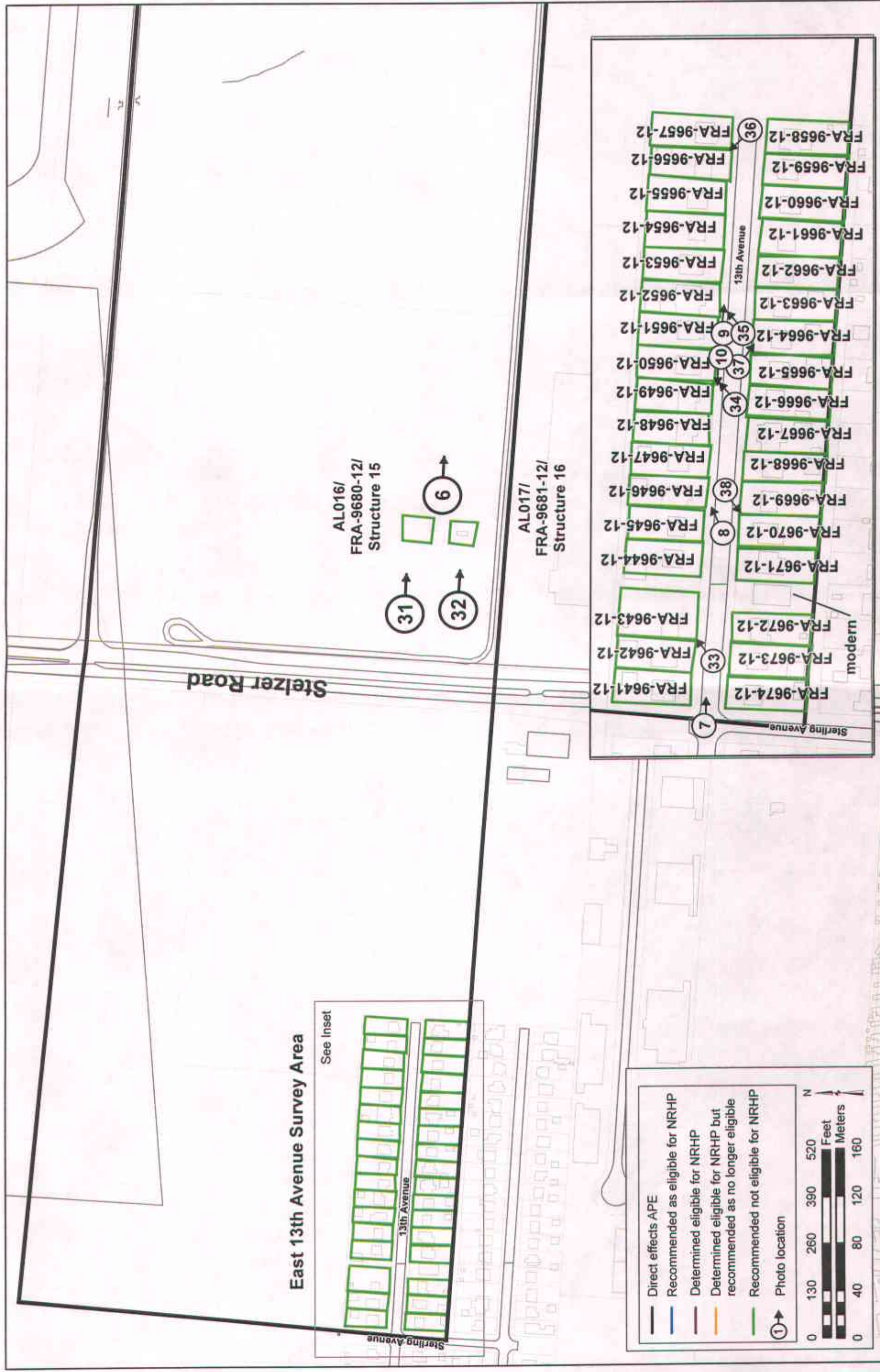


Figure 3. City of Columbus GIS mapping showing the direct effects APE, history/architecture resources in the APE including NRHP eligibility status, and plate locations. (4 Sheets)



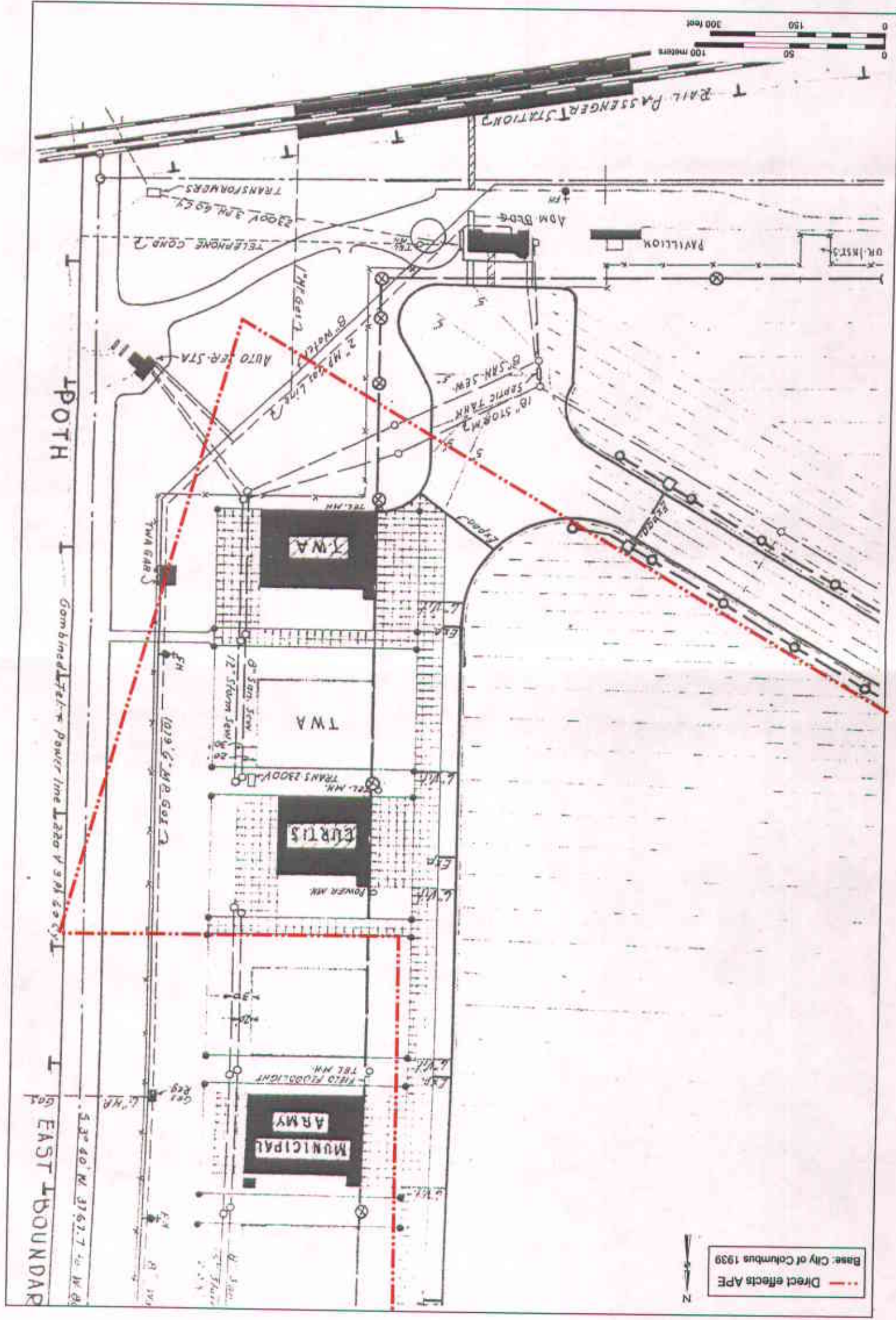


Figure 4. Portion of the City of Columbus (1939) Map of Port Columbus.

**PLATES**



Plate 1. Looking northwest towards Port Columbus from the east terminus of the APE.



Plate 2. Looking east from Air Force Plant 85 toward the east terminus of the APE.



Plate 3. Looking southwest toward north side of Air Force Plant 85 Building 3 (AL015/FRA-8366-12).



Plate 4. Looking southeast toward north side of Air Force Plant 85 Building 3 (AL015/FRA-8366-12).





Plate 5. Looking southwest between Air Force Plant 85 Buildings 6 and 7 (FRA-8368-12).



Plate 6. Looking east from west end of Port Columbus toward Air Force Plant 85.





Plate 7. Looking east from intersection of East 13th Avenue and Sterling Avenue.



Plate 8. Looking northeast along East 13th Avenue from FRA-9644-12.



Plate 9. Looking east along 13th Avenue from FRA-9651-12.



Plate 10. Looking west along 13th Avenue from FRA-9551-12.



Plate 11. Former site of Structure 6, looking southeast.



Plate 12. Former site of Structure 8, looking southeast.





Plate 13. Former site of Structures 12 and 14, looking east.



Plate 14. AL001/FRA-9675-12, TAT Hangar, looking southeast.



Plate 15. AL002/FRA-9676-12, Nationwide Hangar, looking northeast.



Plate 16. AL003, looking northeast.





Plate 19. AL005/ FRA-8380-12, Building 26 (Pump House and Storage Tank), looking west.



Plate 20. AL006, Building 282 (Waste Treatment Facility), looking south.



Plate 21. AL007/FRA-8378-12, Building 30, looking southwest.



Plate 22. AL008/FRA-8381-12, Building 25 (Pump House), looking southwest.



Plate 23. AL009 FRA-9677-12, Building 120 (ammunition magazine), looking northeast.



Plate 24. AL010 FRA-9678-12, Structure 10, looking southeast.



Plate 25. AL011 FRA-9679-12, Structure 11, looking northwest.



Plate 26. AL012, Building 229 (Ammunition Storage Building), looking south.





Plate 27. AL013/FRA-8369-12, Building 60 (Employee entrance), looking southwest.



Plate 28. AL014/FRA-8389-12, Building 29 (Fire and Police Station), looking southeast.





Plate 29. AL015/FRA-8366-12, Building 3 (Manufacturing Building), looking northwest.



Plate 30. AL015/FRA-8366-12, Building 3 (Manufacturing Building), looking southwest.



Plate 31. AL016 FRA-9680-12, concrete tower, looking east.



Plate 32. AL017 FRA-9681-12, storage/treatment structure, looking east.



Plate 33. FRA-9643-12, 3198 East 13th Avenue, looking northeast.





Plate 34. FRA-9650-12, 3248 East 13th Avenue, looking northeast.



Plate 35. FRA-9652-12, 3260 East 13th Avenue, looking northeast.





Plate 36. FRA-9656-12, 3284 East 13th Avenue, looking northwest.



Plate 37. FRA-9664-12, 3253 East 13th Avenue, looking southeast.



Plate 38. FRA-9670-12, 3217 East 13th Avenue, looking southwest.

**APPENDIX A: OHIO HISTORIC INVENTORY FORMS**



## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

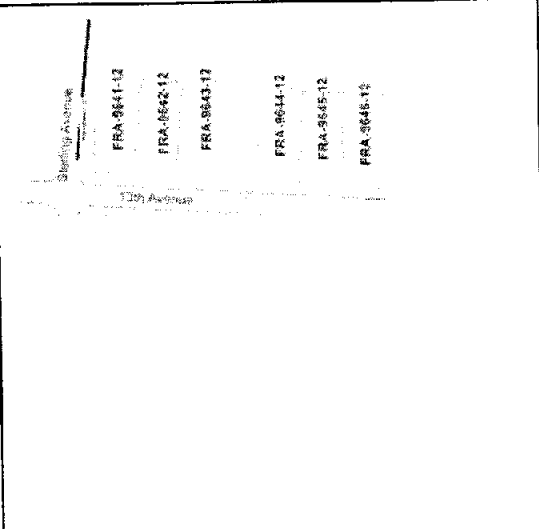
## OHIO HISTORIC INVENTORY

RPR Number:

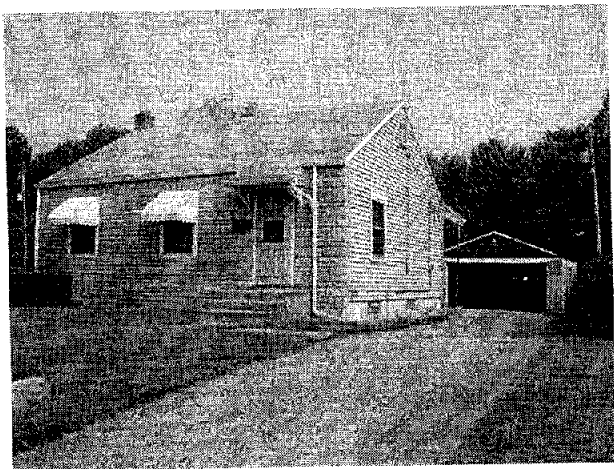
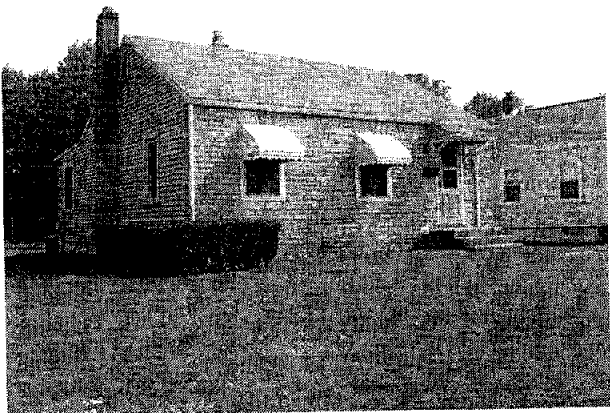
1. No. <b>FRA-09641-12</b>		4. Present Name(s) <b>Unknown</b>		1-12 <b>FRA-09641-12</b>
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3186 East 13th Avenue</b>		19a. Design Sources		2. County <b>Franklin</b>
		20. Contractor or Builder		
6a. Lot, Section or VMD Number		21. Building Type or Plan <b>Other House Type</b>		4. Present or Historic Name(s) <b>Unknown</b>
		22. Original Use, if apparent <b>Single Dwelling</b>		
7. City or Village <b>Columbus</b>		23. Present Use <b>Single Dwelling</b>		35. Plan Shape <b>Rectangular</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336076 4428430</b> Zone Easting Northing		24. Ownership <b>Private</b>		
10. Classification: <b>Building</b>		25. Owner's Name & Address, if known <b>Anna M. Powell</b> <b>3186 E. 13th Avenue</b> <b>Columbus, Ohio</b>		36. Changes associated with 17/17b Dates: 17. Original/Most significant construct 17b.
11. On National Register? <b>NO</b>				37. Window Type(s) <b>1 over 1</b>
13. Part of Established Hist. Dist? <b>NO</b>		26. Property Acreage <b>0.12</b>		38. Building Dimensions <b>26ft x 32 ft</b>
15. Other Designation (NR or Local)		27. Other Surveys		39. Endangered? <b>NO</b> By What?
16. Thematic Associations:		28. No. of Stories <b>One story</b>		40. Chimney Placement <b>Gable end, exterior</b>
17. Date(s) or Period <b>1950</b>		29. Basement? <b>Yes</b>		41. Distance from & Frontage on Road <b>30 ft</b>
18. Style Class and Design <b>Dominant No academic style - Vernacular</b>		30. Foundation Material <b>Concrete block</b>		51. Condition of Property: <b>Good/Fair</b>
18a. Style of Addition or Elements(s)		31. Wall Construction <b>Balloon/western/platform frame</b>		52. Historic Outbuildings & Dependencies Structure Type <b>Garage</b> Date <b>1959</b> Associated Activity
19. Architect or Engineer		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>		53. Affiliated Inventory Numbers Historic (OHI) Archaeological (OAI)
		33. No. of Bays <b>3</b> Side Bays <b>3</b>		
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) The single story minimal traditional house is located on the north side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. A driveway to the east of the house leads to a detached garage located near the rear of the property. The basement of the house is discernible from the glass-block filled glazing that punctuates the concrete block foundation. The house is marked by two porches - a single bay porch over the front entrance, and a full length porch with a pitched roof overhead marking the rear facade. Apart from the 1959 garage, alterations to the house include newer siding, stone veneer, and roofing materials.				
43. History and Significance (Continue on Reverse if necessary) The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.				
44. Description of Environment and Outbuildings (See #52) The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east on property belonging to the Port Columbus International continued...				
45. Sources of Information Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/20/2007</b>
49. PIR Reviewer:				50. PIR Review Date:

6. Specific Address or Location  
**3186 East 13th Avenue**



1. No. <b>FRA-09641-12</b>	4. Present Name(s) <b>Unknown</b>	-12 RA-0964
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Unknown</b>	
8. Site Plan with North Arrow		54. Farmstead Plan :  Door Selection: <b>Single off center</b>  Door Position: <b>Flush</b>  Orientation: <b>Lateral axis</b>  Symmetry: <b>Bilateral asymmetry</b>
		

Report Associated With Project:  
 NADB #:



1. No. **FRA-09641-12**

4. Present Name(s) **Unknown**

2. County **Franklin**

5. Historic or Other Name(s) **Unknown**

RA-0964  
-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

**Airport.**

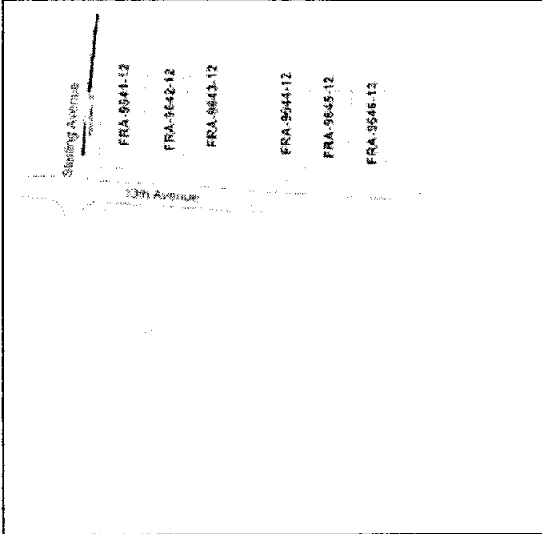
45. *Sources (Con't)*

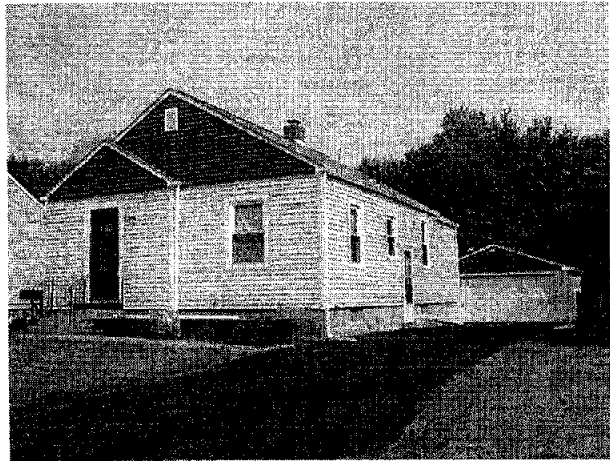
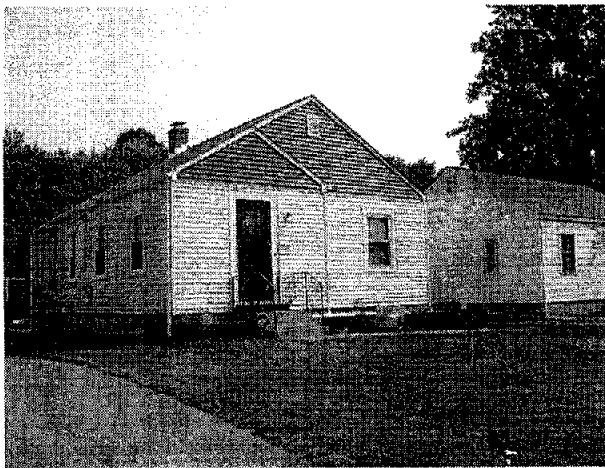


## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09642-12</b>		4. Present Name(s) <b>Not Known</b>		2. County <b>Franklin</b>	FRA-0964 2-12
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Not Known</b>			
6. Specific Address or Location <b>3192 E. 13th Avenue</b>		19a. Design Sources		35. Plan Shape <b>Rectangular</b>	2. County <b>Franklin</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder			
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>		36. Changes associated with 17/17b Dates: 17. <b>Original/Most significant construct</b> 17b. <b>Some alteration</b>	4. Present or Historic Name(s) <b>Not Known</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336090 4428429</b> Zone <b>Easting Northing</b>		22. Original Use, if apparent <b>Single Dwelling</b>			
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>		37. Window Type(s) <b>1 over 1</b>	4. Present or Historic Name(s) <b>Not Known</b>
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>		38. Building Dimensions <b>24ft x 28ft</b>	
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Margaret and Sandra Davis</b> <b>3192 E. 13th Avenue</b> <b>Columbus, Ohio</b>		39. Endangered? <b>NO</b> By What?	4. Present or Historic Name(s) <b>Not Known</b>
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>		40. Chimney Placement <b>Off center within ridealine</b>	
16. Thematic Associations:		27. Other Surveys		41. Distance from & Frontage on Road <b>30 ft</b>	6. Specific Address or Location <b>3192 E. 13th Avenue</b>
17. Date(s) or Period <b>1950</b>		28. No. of Stories <b>One story</b>		51. Condition of Property: <b>Good/Fair</b>	
17b. Alteration Date(s) <b>1965</b>		29. Basement? <b>Yes</b>		52. Historic Outbuildings & Dependencies Structure Type <b>Garage</b>	6. Specific Address or Location <b>3192 E. 13th Avenue</b>
18. Style Class and Design <b>No academic style - Vernacular</b>		30. Foundation Material <b>Concrete block</b>		Date <b>1965</b>	
18a. Style of Addition or Elements(s)		31. Wall Construction <b>Balloon/western/platform frame</b>		Associated Activity <b>Addition</b>	6. Specific Address or Location <b>3192 E. 13th Avenue</b>
19. Architect or Engineer		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>		53. Affiliated Inventory Numbers Historic (OHI) Archaeological (OAI)	
		33. No. of Bays <b>2</b> Side Bays <b>4</b>			6. Specific Address or Location <b>3192 E. 13th Avenue</b>
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>			
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) The single story minimal traditional house is located on the north side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. A driveway to the east of the house leads to a detached garage located near the rear of the property. The basement of the house is discernible from the glass-block covered glazing that punctuates the concrete block foundation. Apart from the 1965 garage, alterations to the house include newer siding and roofing materials. The garage itself appears to have been altered with a new door and siding.					
43. History and Significance (Continue on Reverse if necessary) The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.					
44. Description of Environment and Outbuildings (See #52) The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located deadends to the east, where property belonging to the Port Columbus International continued...					
45. Sources of Information Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.					
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/20/2007</b>	
49. PIR Reviewer:				50. PIR Review Date:	

1. No. <b>FRA-09642-12</b>	4. Present Name(s) <b>Not Known</b>	:RA-0964 :12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Not Known</b>	
8. Site Plan with North Arrow		54. Farmstead Plan :  Door Selection: <b>Single off center</b>  Door Position: <b>Flush</b>  Orientation: <b>Gable end axis</b>  Symmetry: <b>Bilateral asymmetry</b>
		
Report Associated With Project: NADB #:		





1. No. **FRA-09642-12**

4. Present Name(s) **Not Known**

2. County **Franklin**

5. Historic or Other Name(s) **Not Known**

RA-0964  
1-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

**Airport is located.**

45. *Sources (Con't)*



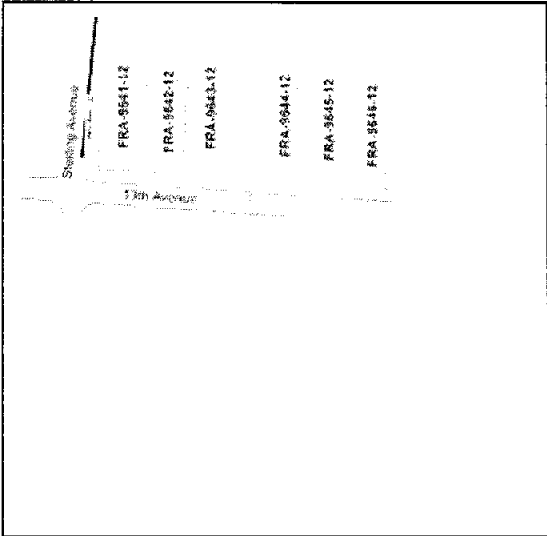
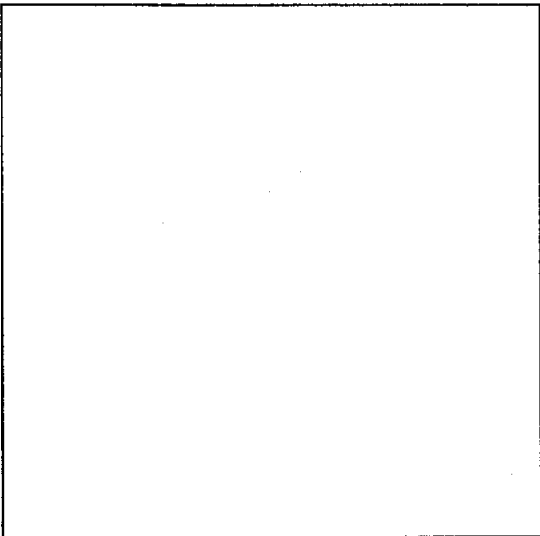
## OHIO HISTORIC INVENTORY

RPR Number:

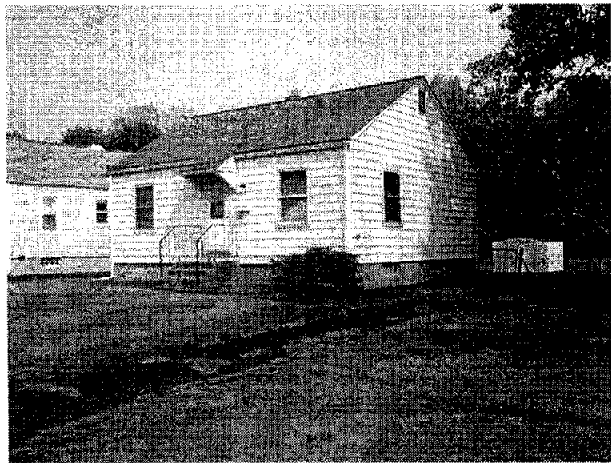
1. No. <b>FRA-09643-12</b>		4. Present Name(s) <b>Not Known</b>		3-12 FRA-0964
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Not Known</b>		
6. Specific Address or Location <b>3198 E. 13th Avenue</b>		19a. Design Sources		2. County <b>Franklin</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder		
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>		4. Present or Historic Name(s) <b>Not Known</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336103 4428429</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>		
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>		35. Plan Shape <b>Rectangular</b>
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>		
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Dwayne Farney</b> <b>3198 E. 13th Avenue</b> <b>Columbus</b>		36. Changes associated with 17/17b Dates: 17. Original/Most significant construct 17b.
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>		37. Window Type(s) <b>1 over 1</b>
16. Thematic Associations:		27. Other Surveys		38. Building Dimensions <b>26 ft x 32 ft</b>
17. Date(s) or Period <b>1948</b>		28. No. of Stories <b>One story</b>		39. Endangered? <b>NO</b> By What?
18. Style Class and Design <b>Dominant</b> <b>No academic style - Vernacular</b>		29. Basement?		40. Chimney Placement <b>Off center within riddeline</b>
18a. Style of Addition or Elements(s)		30. Foundation Material <b>Concrete block</b>		41. Distance from & Frontage on Road <b>30 ft</b>
19. Architect or Engineer		31. Wall Construction <b>Balloon/western/platform frame</b>		51. Condition of Property: <b>Good/Fair</b>
		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>		52. Historic Outbuildings & Dependencies Structure Type <b>Other Building Type</b> Date unknown Associated Activity
		33. No. of Bays <b>3</b> Side Bays <b>2</b>		53. Affiliated Inventory Numbers Historic (OHI)
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		Archaeological (OAI)
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) The single story minimal traditional house is located on the north side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. The basement of the house is discernible from the glass-block filled glazing that punctuates the concrete block foundation. Alterations to the house include newer siding and roofing materials, as well as a new storage shed constructed to the rear of the property.				
43. History and Significance (Continue on Reverse if necessary) The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.				
44. Description of Environment and Outbuildings (See #52) The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east on property belonging to the Port Columbus International continued...				
45. Sources of Information Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/20/2007</b>
49. PIR Reviewer:				50. PIR Review Date:

3-12  
FRA-09642. County  
**Franklin**4. Present or Historic Name(s)  
**Not Known**6. Specific Address or Location  
**3198 E. 13th Avenue**

1. No. <b>FRA-09643-12</b>	4. Present Name(s) <b>Not Known</b>	i-12 FRA-0964
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Not Known</b>	

8. Site Plan with North Arrow	54. Farmstead Plan :	<p>Door Selection: <b>Single off center</b></p> <p>Door Position: <b>Flush</b></p> <p>Orientation: <b>Lateral axis</b></p> <p>Symmetry: <b>Bilateral asymmetry</b></p>
		

Report Associated With Project:  
NADB #:



1. No. **FRA-09643-12**

4. Present Name(s) **Not Known**

2. County **Franklin**

5. Historic or Other Name(s) **Not Known**

RA-0964  
I-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

**Airport.**

45. *Sources (Con't)*



## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

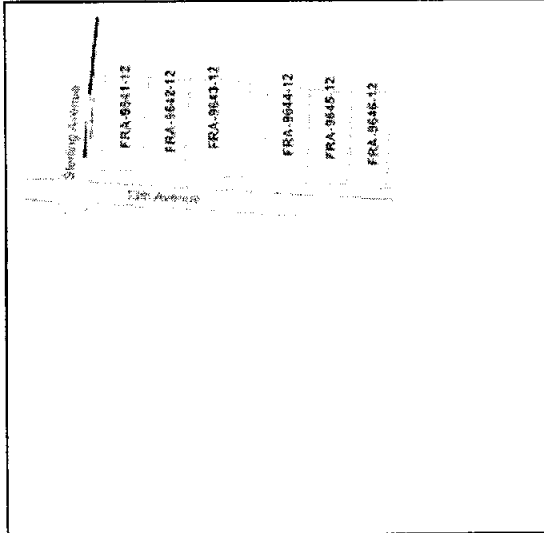
RPR Number:

1. No. <b>FRA-09644-12</b>		4. Present Name(s) <b>Not known</b>		FRA-09644-12 Franklin Not known
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Not Known</b>		
6. Specific Address or Location <b>3212 E. 13th Avenue</b>		19a. Design Sources	35. Plan Shape <b>Rectangular</b>	
6a. Lot, Section or VMD Number		20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. <b>Original/Most significant construct</b> 17b.	
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b> 22. Original Use, if apparent <b>Single Dwelling</b>	37. Window Type(s) <b>1 over 1</b>	
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336134 4428426</b> Zone Easting Northing		23. Present Use <b>Single Dwelling</b>	38. Building Dimensions <b>24 ft x 28 ft</b>	4. Present or Historic Name(s) Not known
10. Classification: <b>Building</b>		24. Ownership <b>Private</b>	39. Endangered? <b>NO</b> By What?	
11. On National Register? <b>NO</b>		25. Owner's Name & Address, if known <b>Patronis Thompson</b> <b>3212 E. 13th Avenue</b> <b>Columbus</b>	40. Chimney Placement <b>Off center within ridge line</b>	
13. Part of Established Hist. Dist? <b>NO</b>		26. Property Acreage <b>.12</b>	41. Distance from & Frontage on Road <b>30 ft</b>	
15. Other Designation (NR or Local)		27. Other Surveys	51. Condition of Property: <b>Good/Fair</b>	
16. Thematic Associations:		28. No. of Stories <b>One story</b>	52. Historic Outbuildings & Dependencies Structure Type <b>Garage</b>	
17. Date(s) or Period <b>1949</b>	17b. Alteration Date(s)	29. Basement? <b>Yes</b>	Date <b>Unknown</b>	
18. Style Class and Design <b>Dominant No academic style - Vernacular</b>		30. Foundation Material <b>Concrete block</b>	Associated Activity <b>Addition</b>	
18a. Style of Addition or Elements(s)		31. Wall Construction <b>Balloon/western/platform frame</b>	53. Affiliated Inventory Numbers Historic (OHI) Archaeological (OAI)	
19. Architect or Engineer		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>		
		33. No. of Bays <b>2</b> Side Bays <b>3</b>		
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) The single story front gabled minimal traditional house is located on the north side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. A driveway to the west of the house leads to a detached garage located near the rear of the property. The basement of the house is discernible from the glass-block glazing that punctuates the concrete block foundation. Alterations to the house include newer siding and roofing materials.				6. Specific Address or Location 3212 E. 13th Avenue
43. History and Significance (Continue on Reverse if necessary) The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.				
44. Description of Environment and Outbuildings (See #52) The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east on property belonging to the Port Columbus International continued...				
45. Sources of Information Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.				
46. Prepared By: <b>Samiran Chanchani</b>				
47. Organization: <b>ASC Group, Inc.</b>				
48. Date Recorded: <b>08/20/2007</b>				
49. PIR Reviewer:				
50. PIR Review Date:				

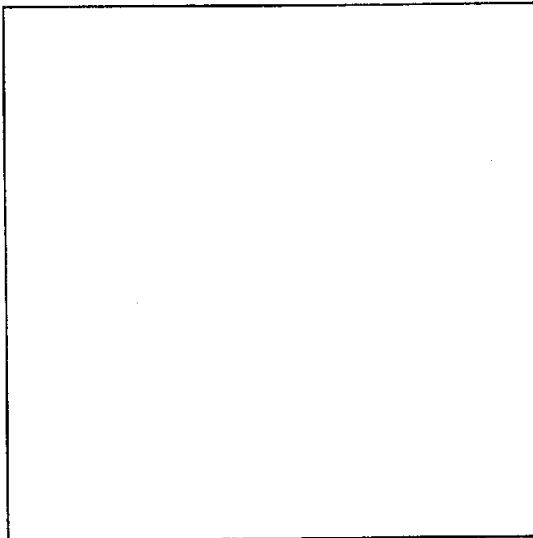


1. No. <b>FRA-09644-12</b>	4. Present Name(s) <b>Not known</b>	RA-0964 1-12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Not Known</b>	

8. Site Plan with North Arrow



54. Farmstead Plan :



Door Selection:  
**Single off center**

Door Position:  
**Flush**

Orientation:  
**Gable end axis**

Symmetry:  
**Repetition of bay arrangement**

Report Associated With Project:

NADB #:



1. No. **FRA-09644-12**

4. Present Name(s) **Not known**

2. County **Franklin**

5. Historic or Other Name(s) **Not Known**

I-12  
RA-0964

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

**Airport.**

45. *Sources (Con't)*



## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09645-12</b>		4. Present Name(s) <b>Not known</b>		5-12 FRA-0964
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Not known</b>		
6. Specific Address or Location <b>3218 E. 13th Avenue</b>		19a. Design Sources		2. County <b>Franklin</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder		
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>		4. Present or Historic Name(s) <b>Not known</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336149 4428425</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>		
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>		35. Plan Shape <b>Rectangular</b>
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>		
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Mitchell Tracy</b> <b>2100 Lehner Road</b> <b>Columbus, Ohio 43224</b>		36. Changes associated with 17/17b Dates: 17. <b>Original/Most significant construct</b> 17b.
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>		
16. Thematic Associations:		27. Other Surveys		37. Window Type(s) <b>1 over 1</b>
17. Date(s) or Period <b>1946</b>		28. No. of Stories <b>One story</b>		
18. Style Class and Design <b>Dominant No academic style - Vernacular</b>		29. Basement? <b>Yes</b>		38. Building Dimensions <b>28 ft x 24 ft</b>
18a. Style of Addition or Elements(s)		30. Foundation Material <b>Concrete block</b>		
19. Architect or Engineer		31. Wall Construction <b>Balloon/western/platform frame</b>		39. Endangered? <b>NO</b> By What?
		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>		
		33. No. of Bays <b>3</b> Side Bays <b>2</b>		40. Chimney Placement <b>Off center within ridge line</b>
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		
				41. Distance from & Frontage on Road <b>30 ft</b>
				51. Condition of Property: <b>Good/Fair</b>
				52. Historic Outbuildings & Dependencies Structure Type  Date  Associated Activity
				53. Affiliated Inventory Numbers Historic (OHI)  Archaeological (OAI)
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)				
The single story minimal traditional house is located on the north side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. A driveway to the west of the house leads to a walkway to the entrance. The basement of the house is discernible from the glass-block filled glazing that punctuates the concrete block foundation. Alterations to the house include newer siding and roofing materials.				
43. History and Significance (Continue on Reverse if necessary)				
The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.				
44. Description of Environment and Outbuildings (See #52)				
The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east on property belonging to the Port Columbus International continued...				
45. Sources of Information				
Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/20/2007</b> 50. PIR Review Date:
49. PIR Reviewer:				

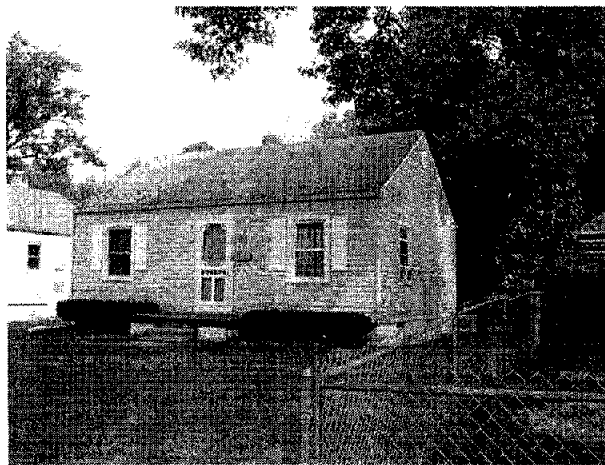
6. Specific Address or Location  
**3218 E. 13th Avenue**

1. No. <b>FRA-09645-12</b>	4. Present Name(s) <b>Not known</b>	RA-0964 -12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Not known</b>	

8. Site Plan with North Arrow	54. Farmstead Plan :	Door Selection: <b>Single centered</b>  Door Position: <b>Flush</b>  Orientation: <b>Lateral axis</b>  Symmetry: <b>Bilateral symmetry</b>
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Report Associated With Project:

NADB #:



1. No. **FRA-09645-12**

4. Present Name(s) **Not known**

2. County **Franklin**

5. Historic or Other Name(s) **Not known**

RA-0964  
-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

**Airport.**

45. *Sources (Con't)*





## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09646-12</b>		4. Present Name(s) <b>Not Known</b>		FRA-09646-12 6-12
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Not Known</b>		
6. Specific Address or Location <b>3224 E. 13th Avenue</b>		19a. Design Sources		35. Plan Shape <b>Rectangular</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder		
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>		37. Window Type(s) <b>1 over 1</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336162 4428421</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>		
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>		39. Endangered? <b>NO</b> By What?
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>		
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Lawrence V. Anthony</b> <b>3224 E. 13th Avenue</b> <b>Columbus, Ohio</b>		41. Distance from & Frontage on Road <b>30 ft</b>
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>		
16. Thematic Associations:		27. Other Surveys		52. Historic Outbuildings & Dependencies Structure Type <b>Garage</b> Date <b>1950</b> Associated Activity <b>Addition</b>
17. Date(s) or Period <b>1946</b>		28. No. of Stories <b>One story</b>		
17b. Alteration Date(s) <b>1950, 1979</b>		29. Basement? <b>Yes</b>		6. Specific Address or Location <b>3224 E. 13th Avenue</b>
18. Style Class and Design <b>Dominant</b> <b>No academic style - Vernacular</b>		30. Foundation Material <b>Concrete block</b>		
18a. Style of Addition or Element(s)		31. Wall Construction <b>Balloon/western/platform frame</b>		43. History and Significance (Continue on Reverse if necessary) <p>The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.</p>
19. Architect or Engineer		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>		
		33. No. of Bays <b>3</b> Side Bays <b>2</b>		45. Sources of Information <p>Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum &amp; Brown, Cincinnati, 2007.</p>
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		

1. No. <b>FRA-09646-12</b>	4. Present Name(s) <b>Not Known</b>	:RA-0964 1-12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Not Known</b>	

8. Site Plan with North Arrow	54. Farmstead Plan :	Door Selection: <b>Single off center</b>  Door Position: <b>Flush</b>  Orientation: <b>Lateral axis</b>  Symmetry: <b>Bilateral asymmetry</b>
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Report Associated With Project:  
 NADB #:



1. No. **FRA-09646-12**

4. Present Name(s) **Not Known**

2. County **Franklin**

5. Historic or Other Name(s) **Not Known**

RA-0964  
12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

**Airport.**

45. *Sources (Con't)*



## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09647-12</b>		4. Present Name(s) <b>Unknown</b>	
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>	
6. Specific Address or Location <b>3230 E. 13th Avenue</b>		19a. Design Sources	35. Plan Shape <b>Rectangular</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. Original/Most significant construct
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>	17b. Substantial alteration/addition
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336176 4428423</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>	37. Window Type(s) <b>1 over 1</b>
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>	38. Building Dimensions <b>24 ft x 28 ft</b>
11. On National Register? <b>NO</b>		24. Ownership <b>Public</b>	39. Endangered? <b>NO</b> By What?
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Bayless, William and Alma</b> <b>3230 E. 13th Avenue</b> <b>Columbus, Ohio</b>	40. Chimney Placement <b>Two chimneys asymmetrical</b>
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>	41. Distance from & Frontage on Road <b>30 ft</b>
16. Thematic Associations:		27. Other Surveys	51. Condition of Property: <b>Good/Fair</b>
17. Date(s) or Period <b>1947</b>		28. No. of Stories <b>One story</b>	52. Historic Outbuildings & Dependencies Structure Type <b>Garage</b>
17b. Alteration Date(s) <b>1950</b>		29. Basement? <b>Yes</b>	Date <b>1950</b>
18. Style Class and Design <b>Dominant</b> <b>No academic style - Vernacular</b>		30. Foundation Material <b>Concrete block</b>	Associated Activity <b>Addition</b>
18a. Style of Addition or Elements(s)		31. Wall Construction <b>Balloon/western/platform frame</b>	53. Affiliated Inventory Numbers Historic (OHI)
19. Architect or Engineer		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>	Archaeological (OAI)
33. No. of Bays <b>2</b> Side Bays <b>3</b>		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>	
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) The single story minimal traditional house is located on the north side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. A driveway to the east of the house leads, via a covered car port attached to the house, to a detached garage located near the rear of the property. The basement of the house is discernible from the glass-block filled glazing that punctuates the concrete block foundation. Apart from the 1950 garage, alterations to the house include newer siding and roofing materials.			
43. History and Significance (Continue on Reverse if necessary) The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.			
44. Description of Environment and Outbuildings (See #52) The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east on property belonging to the Port Columbus International continued...			
45. Sources of Information Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.			
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>	
49. PIR Reviewer:		48. Date Recorded: <b>08/20/2007</b> 50. PIR Review Date:	

FRA-0964  
7-122. County  
**Franklin**4. Present or Historic Name(s)  
**Unknown**6. Specific Address or Location  
**3230 E. 13th Avenue**

1. No. <b>FRA-09647-12</b>	4. Present Name(s) <b>Unknown</b>	FRA-0964 -12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Unknown</b>	

8. Site Plan with North Arrow	54. Farmstead Plan :	Door Selection: <b>Single off center</b>  Door Position: <b>Flush</b>  Orientation: <b>Gable end axis</b>  Symmetry: <b>Bilateral asymmetry</b>
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Report Associated With Project:

NADB #:





1. No. **FRA-09647-12**

4. Present Name(s) **Unknown**

2. County **Franklin**

5. Historic or Other Name(s) **Unknown**

RA-0964  
-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

**Airport.**

45. *Sources (Con't)*



## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

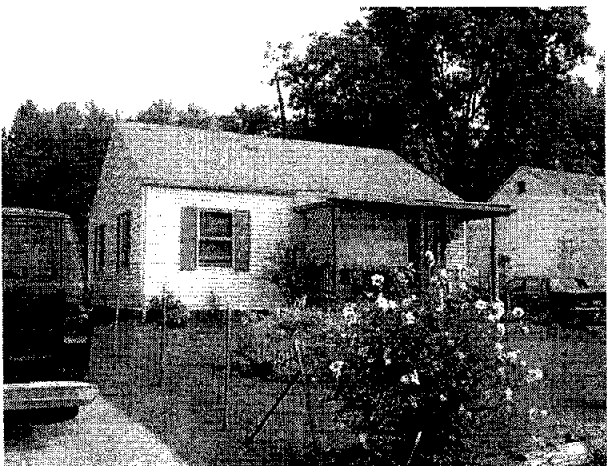
RPR Number:

1. No. <b>FRA-09648-12</b>		4. Present Name(s) <b>Unknown</b>		FRA-0964 8-12	2. County <b>Franklin</b>	4. Present or Historic Name(s) <b>Unknown</b>
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>				
6. Specific Address or Location <b>3236 E. 13th Avenue</b>		19a. Design Sources		35. Plan Shape <b>Rectangular</b>	36. Changes associated with 17/17b Dates: 17. Original/Most significant construct  17b. Some alteration	37. Window Type(s) <b>1 over 1</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder				
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>		38. Building Dimensions <b>28 ft x 24 ft</b>	39. Endangered? <b>NO</b> By What?	40. Chimney Placement <b>Off center within riddeline</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336189 4428419</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>				
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>		41. Distance from & Frontage on Road <b>30 ft</b>	51. Condition of Property: <b>Good/Fair</b>	52. Historic Outbuildings & Dependencies Structure Type
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>				
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Beth and Betty Upchurch</b> <b>3236 E. 13th Avenue</b> <b>Columbus, Ohio</b>		53. Affiliated Inventory Numbers Historic (OHI)  Archaeological (OAI)	Date	Associated Activity
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>				
16. Thematic Associations:		27. Other Surveys		54. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) <b>The single story minimal traditional house is located on the north side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. The basement to the house is discernible from the glass-block filled glazing that punctuates the concrete block foundation. The otherwise three bay front facade is marked by a simple unadorned covered porch 6 ft x15ft along the eastern corner of the house. The roof of the porch is newer, and appears to have been altered or added later. Windows along the front facade are flanked by false louvered panels. The roof appears to be in a condition of some disrepair. The Franklin County Auditor's records indicates that there is a detached patio, constructed in 1950, located to the rear of the house. There are no other structures associated with the house.</b>	3236 E. 13th Avenue	
17. Date(s) or Period <b>1946</b>		17b. Alteration Date(s) <b>1950</b>				
18. Style Class and Design <b>Dominant</b> <b>No academic style - Vernacular</b>		28. No. of Stories <b>One story</b>		55. Sources of Information <b>Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum &amp; Brown, Cincinnati, 2007.</b>	46. Prepared By: <b>Samiran Chanchani</b>	47. Organization: <b>ASC Group, Inc.</b>
18a. Style of Addition or Elements(s)		29. Basement? <b>Yes</b>				
19. Architect or Engineer		30. Foundation Material <b>Concrete block</b>		49. PIR Reviewer:	50. PIR Review Date:	
		31. Wall Construction <b>Balloon/western/platform frame</b>				49. PIR Reviewer:
		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>		49. PIR Reviewer:	50. PIR Review Date:	
		33. No. of Bays <b>3</b> Side Bays <b>2</b>				49. PIR Reviewer:
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		49. PIR Reviewer:	50. PIR Review Date:	

1. No. <b>FRA-09648-12</b>	4. Present Name(s) <b>Unknown</b>	:RA-0964 1-12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Unknown</b>	

8. Site Plan with North Arrow	54. Farmstead Plan :	Door Selection: <b>Single centered</b>  Door Position: <b>Flush</b>  Orientation: <b>Lateral axis</b>  Symmetry: <b>Bilateral symmetry</b>
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Report Associated With Project:  
 NADB #:



1. No. **FRA-09648-12**

4. Present Name(s) **Unknown**

2. County **Franklin**

5. Historic or Other Name(s) **Unknown**

RA-0964  
1-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

**Airport.**

45. *Sources (Con't)*



## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09649-12</b>		4. Present Name(s) <b>Unknown</b>		9-12 <b>FRA-0964</b>	2. County <b>Franklin</b>	4. Present or Historic Name(s) <b>Unknown</b>
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>				
6. Specific Address or Location <b>3242 E. 13th Avenue</b>		19a. Design Sources		35. Plan Shape <b>Rectangular</b>		6. Specific Address or Location <b>3242 E. 13th Avenue</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder		36. Changes associated with 17/17b Dates: 17. Original/Most significant construct 17b		
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>		37. Window Type(s) <b>1 over 1</b>		7. City or Village <b>Columbus</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336204 4428418</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>		38. Building Dimensions <b>28 ft x 24 ft</b>		
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>		39. Endangered? <b>NO</b> By What?		10. Classification: <b>Building</b>
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>		40. Chimney Placement <b>Off center within roof surface</b>		
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Frost, Gerald N.</b> <b>3242 E. 13th Avenue</b> <b>Columbus, Ohio</b>		41. Distance from & Frontage on Road <b>30</b>		13. Part of Established Hist. Dist? <b>NO</b>
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>		51. Condition of Property: <b>Good/Fair</b>		
16. Thematic Associations:		27. Other Surveys		52. Historic Outbuildings & Dependencies Structure Type		16. Thematic Associations:
17. Date(s) or Period <b>1947</b>		28. No. of Stories <b>One story</b>		Date		
18. Style Class and Design <b>Dominant</b> <b>No academic style - Vernacular</b>		29. Basement?		Associated Activity		18. Style Class and Design <b>Dominant</b> <b>No academic style - Vernacular</b>
18a. Style of Addition or Elements(s)		30. Foundation Material <b>Concrete block</b>		53. Affiliated Inventory Numbers Historic (OHI)		
19. Architect or Engineer		31. Wall Construction <b>Balloon/western/platform frame</b>		Archaeological (OAI)		19. Architect or Engineer
		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>				
		33. No. of Bays <b>3</b> Side Bays <b>2</b>				
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>				
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) The single story minimal traditional house is located on the north side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. The basement to the house is discernible from the glass-block filled glazing that punctuates the concrete block foundation. Alterations to the house include newer siding and roofing materials. A newer deck, 15 ft x 24 ft, has been added to the rear of the house (date unknown).						
43. History and Significance (Continue on Reverse if necessary) The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.						
44. Description of Environment and Outbuildings (See #52) The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east at property belonging to the Port Columbus International continued...						
45. Sources of Information Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.						
46. Prepared By: <b>Samiran Chanchani</b> 47. Organization: <b>ASC Group, Inc.</b> 48. Date Recorded: <b>08/20/2007</b>						
49. PIR Reviewer: 49. PIR Review Date:						

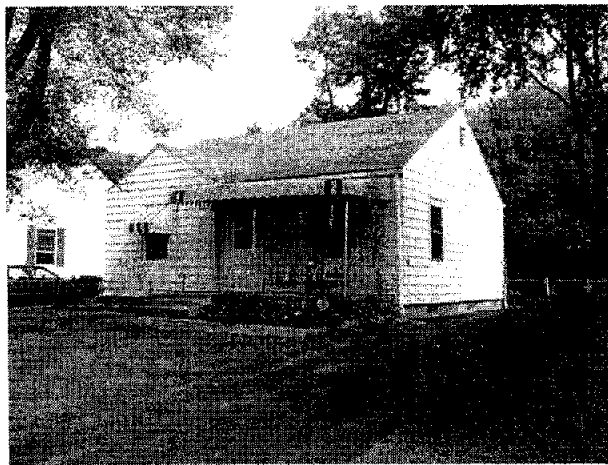


1. No. <b>FRA-09649-12</b>	4. Present Name(s) <b>Unknown</b>	:RA-0964 1-12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Unknown</b>	

8. Site Plan with North Arrow	54. Farmstead Plan :	Door Selection: <b>Single centered</b>  Door Position: <b>Flush</b>  Orientation: <b>Lateral axis</b>  Symmetry: <b>Bilateral asymmetry</b>
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Report Associated With Project:

NADB #:



1. No. **FRA-09649-12**

4. Present Name(s) **Unknown**

2. County **Franklin**

5. Historic or Other Name(s) **Unknown**

RA-0964  
1-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

**Airport.**

45. *Sources (Con't)*



Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09650-12</b>		4. Present Name(s) <b>Unknown</b>		FRA-09650-12 2. County <b>Franklin</b> 4. Present or Historic Name(s) <b>Unknown</b>
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3248 E. 13th Street</b>		19a. Design Sources		35. Plan Shape <b>Rectangular</b> 36. Changes associated with 17/17b Dates: 17. <b>Original/Most significant construct</b> 17b. 37. Window Type(s) <b>1 over 1</b> 38. Building Dimensions <b>24 ft x 28 ft</b> 39. Endangered? <b>NO</b> By What? 40. Chimney Placement <b>Off center within roof surface</b> 41. Distance from & Frontage on Road <b>30 ft</b> 51. Condition of Property: <b>Good/Fair</b> 52. Historic Outbuildings & Dependencies Structure Type Date Associated Activity
6a. Lot, Section or VMD Number		20. Contractor or Builder		
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>		53. Affiliated Inventory Numbers Historic (OHI) Archaeological (OAI)
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336218 4428417</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>		
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>		
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>		
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>MD3 Investments, LLC</b> <b>PO Box 30867</b> <b>Columbus, Ohio 43230</b>		
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>		
16. Thematic Associations:		27. Other Surveys		
17. Date(s) or Period <b>1946</b>		28. No. of Stories <b>One story</b>		
17b. Alteration Date(s)		29. Basement? <b>Yes</b>		
18. Style Class and Design <b>Dominant</b> <b>No academic style - Vernacular</b>		30. Foundation Material <b>Concrete block</b>		
18a. Style of Addition or Elements(s)		31. Wall Construction <b>Balloon/western/platform frame</b>		
19. Architect or Engineer		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>		
		33. No. of Bays <b>2</b> Side Bays <b>3</b>		
		34. Exterior Wall Material(s)		
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) The single story front gabled minimal traditional house is located on the north side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. The basement to the house is discernible from the glass-block filled glazing that punctuates the concrete block foundation. Alterations to the house include newer siding and roofing materials as well as a casement window along the side wall that is markedly different from the double-hung windows typical of the house. There is a 12 ft x 6 ft canopy over the porch that marks the entrance to the house.				
43. History and Significance (Continue on Reverse if necessary) The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.				
44. Description of Environment and Outbuildings (See #52) The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east on property belonging to the Port Columbus International continued...				
45. Sources of Information Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.				
46. Prepared By: <b>Samiran Chanchani</b> 47. Organization: <b>ASC Group, Inc.</b> 48. Date Recorded: <b>08/20/2007</b> 49. PIR Reviewer: 50. PIR Review Date:				

1. No. <b>FRA-09650-12</b>	4. Present Name(s) <b>Unknown</b>	:RA-0965 1-12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Unknown</b>	

8. Site Plan with North Arrow	54. Farmstead Plan :	Door Selection: <b>Single off center</b>  Door Position: <b>Flush</b>  Orientation: <b>Gable end axis</b>  Symmetry: <b>Bilateral asymmetry</b>
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Report Associated With Project:

NADB #:



1. No. **FRA-09650-12**

4. Present Name(s) **Unknown**

2. County **Franklin**

5. Historic or Other Name(s) **Unknown**

RA-0965  
1-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

**Airport.**

45. *Sources (Con't)*





## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

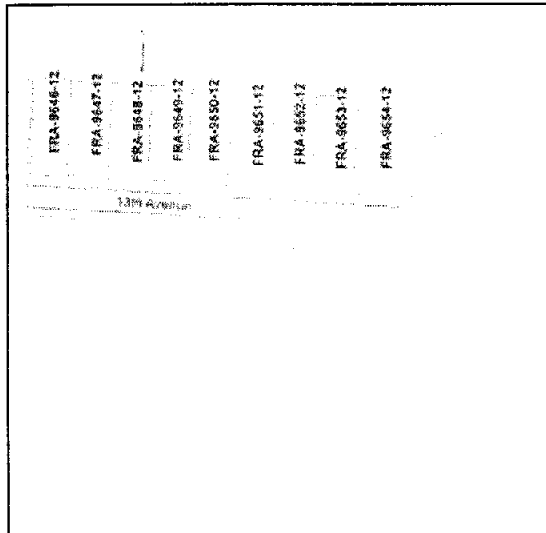
## OHIO HISTORIC INVENTORY

RPR Number:

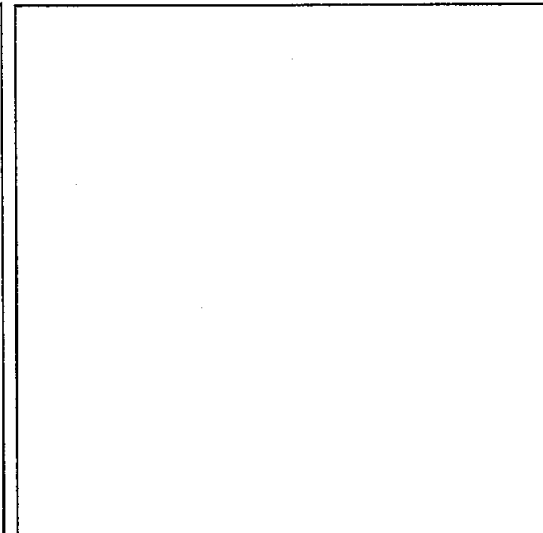
1. No. <b>FRA-09651-12</b>		4. Present Name(s) <b>Unknown</b>		FRA-09651-12 2. County <b>Franklin</b> 4. Present or Historic Name(s) <b>Unknown</b>
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3254 E. 13th Avenue</b>		19a. Design Sources	35. Plan Shape <b>Rectangular</b>	6. Specific Address or Location <b>3254 E. 13th Avenue</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. <b>Original/Most significant construct</b>	
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>	17b. Substantial alteration/addition	
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336232 4428416</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>	37. Window Type(s) <b>1 over 1</b>	
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>	38. Building Dimensions <b>24 ft x 28 ft</b>	
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>	39. Endangered? <b>NO</b> By What?	
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Joanne Loney</b> <b>3254 E. 13th Avenue</b> <b>Columbus, Ohio</b>	40. Chimney Placement	
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>	41. Distance from & Frontage on Road <b>30 ft</b>	
16. Thematic Associations:		27. Other Surveys	51. Condition of Property: <b>Good/Fair</b>	
17. Date(s) or Period <b>1946</b>		28. No. of Stories <b>One story</b>	52. Historic Outbuildings & Dependencies Structure Type	
17b. Alteration Date(s) <b>1995</b>		29. Basement? <b>Yes</b>	Date	
18. Style Class and Design <b>Dominant</b> <b>No academic style - Vernacular</b>		30. Foundation Material <b>Concrete block</b>	Associated Activity	
18a. Style of Addition or Elements(s)		31. Wall Construction <b>Balloon/western/platform frame</b>	53. Affiliated Inventory Numbers Historic (OHI)	
19. Architect or Engineer		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>	Archaeological (OAI)	
		33. No. of Bays <b>2</b> Side Bays <b>3</b>		
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) The single story minimal traditional house is located on the north side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. The house has a front porch 12 ft x 6 ft and a rear porch 24 ft x 6 ft - that is, full width - in dimensions. The Franklin County Auditor's data indicates that the house has been remodeled in 1995. Although the overall shape and form of the house is similar to other properties constructed at the same time, the finishing materials appear to be newer replacements.				
43. History and Significance (Continue on Reverse if necessary) The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.				
44. Description of Environment and Outbuildings (See #52) The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east on property belonging to the Port Columbus International continued...				
45. Sources of Information Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/20/2007</b>
49. PIR Reviewer:				50. PIR Review Date:

1. No. <b>FRA-09651-12</b>	4. Present Name(s) <b>Unknown</b>	-12 :RA-0965
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Unknown</b>	

8. Site Plan with North Arrow



54. Farmstead Plan :



Door Selection:  
**Single off center**

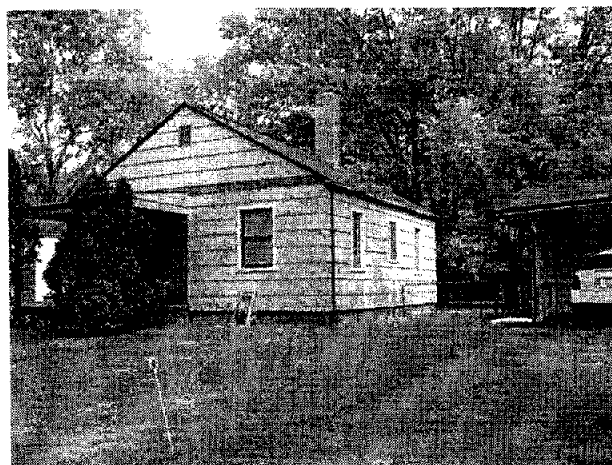
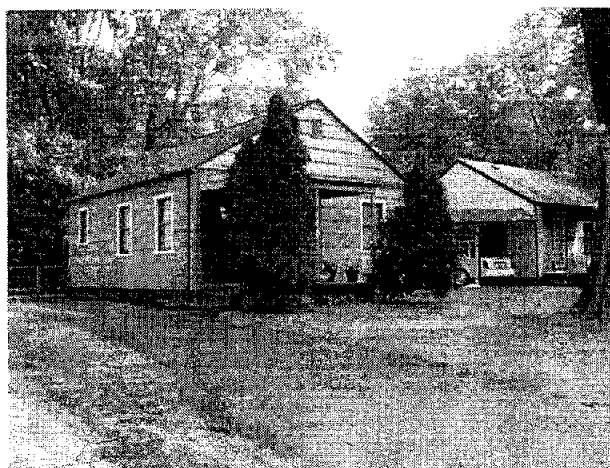
Door Position:  
**Flush**

Orientation:  
**Lateral axis**

Symmetry:  
**Bilateral asymmetry**

Report Associated With Project:

NADB #:



1. No. <b>FRA-09651-12</b>	4. Present Name(s) <b>Unknown</b>	:RA-0965 -12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Unknown</b>	
42. <i>Further Description of Important Interior and Exterior Features (Con't)</i>		
43. <i>History and Significance (Con't)</i>		
44. <i>Description of Environment and Outbuildings (Con't)</i> <b>Airport.</b>		
45. <i>Sources (Con't)</i>		



## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09652-12</b>		4. Present Name(s) <b>Unknown</b>		FRA-09652-12 2. County <b>Franklin</b> 3. County <b>Franklin</b> 4. Present or Historic Name(s) <b>Unknown</b>
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3260 E. 13th Avenue</b>		19a. Design Sources		35. Plan Shape <b>Rectangular</b>
		20. Contractor or Builder		
6a. Lot, Section or VMD Number		21. Building Type or Plan <b>Other House Type</b>		36. Changes associated with 17/17b Dates: 17. Original/Most significant construct 17b. Substantial alteration/addition
		22. Original Use, if apparent <b>Single Dwelling</b>		
7. City or Village <b>Columbus</b>		23. Present Use <b>Single Dwelling</b>		37. Window Type(s) <b>1 over 1</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336248 4428414</b> Zone Easting Northing		24. Ownership <b>Private</b>		
10. Classification: <b>Building</b>		25. Owner's Name & Address, if known <b>Wheelwright, Ernest III</b> <b>3260 E. 13th Avenue</b> <b>Columbus, Ohio</b>		38. Building Dimensions <b>28 ft x 24 ft</b>
11. On National Register? <b>NO</b>				
13. Part of Established Hist. Dist? <b>NO</b>		26. Property Acreage <b>.12</b>		39. Endangered? <b>NO</b> By What?
15. Other Designation (NR or Local)		27. Other Surveys		
16. Thematic Associations:		28. No. of Stories <b>One story</b>		40. Chimney Placement
		29. Basement? <b>Yes</b>		
17. Date(s) or Period <b>1946</b>		30. Foundation Material <b>Concrete block</b>		41. Distance from & Frontage on Road <b>30 ft</b>
17b. Alteration Date(s) <b>1949</b>		31. Wall Construction <b>Balloon/western/platform frame</b>		
18. Style Class and Design <b>No academic style - Vernacular</b>		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>		51. Condition of Property: <b>Good/Fair</b>
18a. Style of Addition or Elements(s)		33. No. of Bays <b>3</b> Side Bays <b>2</b>		
19. Architect or Engineer		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		52. Historic Outbuildings & Dependencies Structure Type <b>Garage</b> Date <b>1949</b> Associated Activity <b>Addition</b>
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) The single story minimal traditional house is located on the north side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. The basement to the house is discernible from the glass-block filled glazing that punctuates the concrete block foundation. The house is marked by a stoop leading up to the front entrance, a full length enclosed porch to the rear, and a car port extending out of the west facade of the house. A driveway from the street, located west of the house, leads to the garage to the rear of the property. Apart from the 1949 garage, alterations to the house include newer siding and roofing materials. The Franklin County Auditor records indicate that this house has a 3/4 basement while 1/4 of the floor area is crawlspace.				
43. History and Significance (Continue on Reverse if necessary) The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.				
44. Description of Environment and Outbuildings (See #52) The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east on property belonging to the Port Columbus International continued...				
45. Sources of Information Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/20/2007</b> 49. PIR Review Date:
49. PIR Reviewer:				

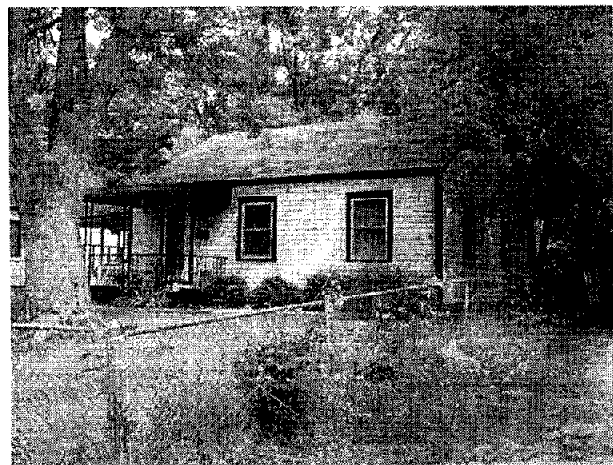
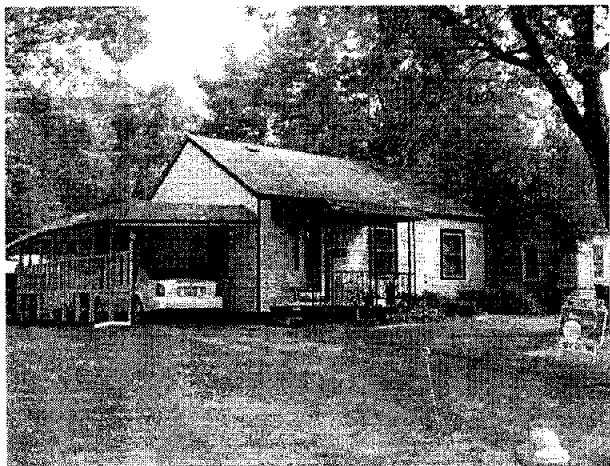
FRA-09652-12

2. County **Franklin**4. Present or Historic Name(s) **Unknown**6. Specific Address or Location  
**3260 E. 13th Avenue**

1. No. <b>FRA-09652-12</b>	4. Present Name(s) <b>Unknown</b>	:RA-0965 -12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Unknown</b>	

8. Site Plan with North Arrow	54. Farmstead Plan :	Door Selection: <b>Single off center</b>  Door Position: <b>Flush</b>  Orientation: <b>Lateral axis</b>  Symmetry: <b>Bilateral asymmetry</b>
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Report Associated With Project:  
NADB #:





1. No. **FRA-09652-12**

4. Present Name(s) **Unknown**

2. County **Franklin**

5. Historic or Other Name(s) **Unknown**

FRA-0965  
-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

**Airport.**

45. *Sources (Con't)*



## OHIO HISTORIC INVENTORY

RPR Number:

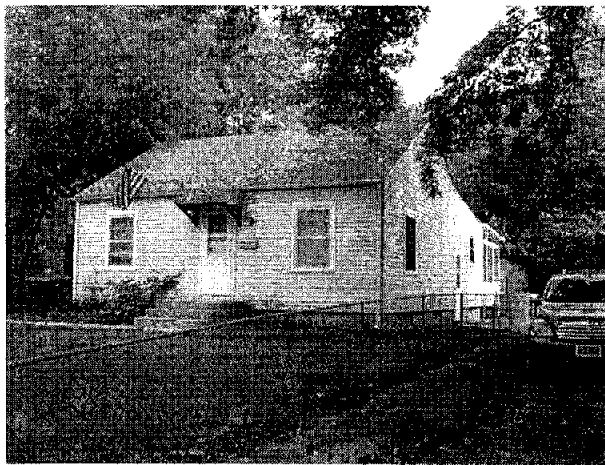
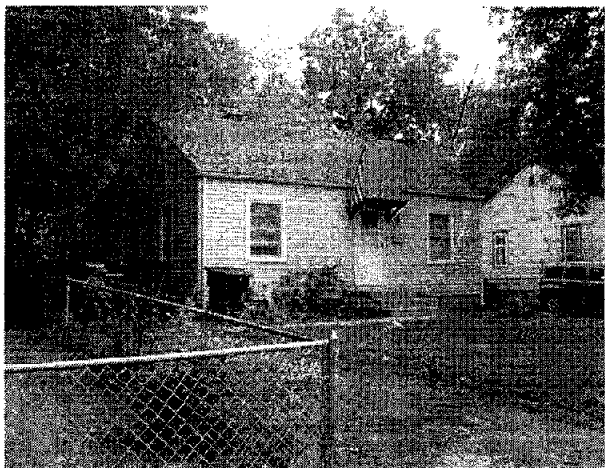
1. No. <b>FRA-09653-12</b>		4. Present Name(s) <b>Unknown</b>		FRA-0965 3-12
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3266 E. 13th Avenue</b>		19a. Design Sources	35. Plan Shape <b>Rectangular</b>	2. County <b>Franklin</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. Original/Most significant construct	
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>	17b. Some alteration	4. Present or Historic Name(s) <b>Unknown</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336263 4428415</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>	37. Window Type(s) <b>1 over 1</b>	
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>	38. Building Dimensions <b>28 ft x 24 ft</b>	
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>	39. Endangered? <b>NO</b> By What?	
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Milburn, Norman</b> <b>3266 E. 13th Avenue</b> <b>Columbus, Ohio</b>	40. Chimney Placement <b>Off center within roof surface</b>	
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>	41. Distance from & Frontage on Road <b>30 ft</b>	
16. Thematic Associations:		27. Other Surveys	51. Condition of Property: <b>Good/Fair</b>	
17. Date(s) or Period <b>1946</b>		28. No. of Stories <b>One story</b>	52. Historic Outbuildings & Dependencies Structure Type	
17b. Alteration Date(s) <b>1947</b>		29. Basement? <b>Yes</b>	Date	
18. Style Class and Design <b>Dominant No academic style - Vernacular</b>		30. Foundation Material <b>Concrete block</b>	Associated Activity	
18a. Style of Addition or Elements(s)		31. Wall Construction <b>Balloon/western/platform frame</b>	53. Affiliated Inventory Numbers Historic (OHI)	6. Specific Address or Location <b>3266 E. 13th Avenue</b>
19. Architect or Engineer		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>	Archaeological (OAI)	
33. No. of Bays <b>3</b> Side Bays <b>3</b>		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)				
<p>The single story minimal traditional house is located on the north side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. The basement to the house is discernible from the glass-block filled glazing that punctuates the concrete block foundation. Alterations to the house include newer siding and roofing materials. The house has a full length enclosed porch to the rear, covered by a roof that extends from that of the primary structure. The Franklin County Auditor's record for the property shows a porch located at the front of the house. However, the survey indicated that this porch does not currently exist, indicating that it may have been removed during the recent past.</p>				
43. History and Significance (Continue on Reverse if necessary)				
<p>The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.</p>				
44. Description of Environment and Outbuildings (See #52)				
<p>The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east on property belonging to the Port Columbus International continued...</p>				
45. Sources of Information				
<p>Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum &amp; Brown, Cincinnati, 2007.</p>				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/20/2007</b>
49. PIR Reviewer:				50. PIR Review Date:

1. No. <b>FRA-09653-12</b>	4. Present Name(s) <b>Unknown</b>	FRA-09653-12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Unknown</b>	

8. Site Plan with North Arrow	54. Farmstead Plan :	Door Selection: <b>Single centered</b>  Door Position: <b>Flush</b>  Orientation: <b>Gable end axis</b>  Symmetry: <b>Bilateral symmetry</b>
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Report Associated With Project:

NADB #:



1. No. **FRA-09653-12**

4. Present Name(s) **Unknown**

2. County **Franklin**

5. Historic or Other Name(s) **Unknown**

RA-0965  
1-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

**Airport.**

45. *Sources (Con't)*



## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09654-12</b>		4. Present Name(s) <b>Unknown</b>		FRA-09654-12 2. County <b>Franklin</b> 4. Present or Historic Name(s) <b>Unknown</b>
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3272 E. 13th Avenue</b>		19a. Design Sources	35. Plan Shape <b>Rectangular</b>	6. Specific Address or Location <b>3272 E. 13th Avenue</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. <b>Original/Most significant construct</b> 17b.	
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>	37. Window Type(s) <b>1 over 1</b>	
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336278 4428414</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>	38. Building Dimensions <b>28ft x 24ft</b>	
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>	39. Endangered? <b>NO</b> By What?	
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>	40. Chimney Placement <b>Off center within roof surface</b>	
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Barker, Jeffery</b> <b>3272 E. 13th Avenue</b> <b>Columbus, Ohio</b>	41. Distance from & Frontage on Road <b>30 ft</b>	
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>	51. Condition of Property: <b>Good/Fair</b>	
16. Thematic Associations:		27. Other Surveys	52. Historic Outbuildings & Dependencies Structure Type Date Associated Activity	
17. Date(s) or Period <b>1947</b>		28. No. of Stories <b>One story</b>	53. Affiliated Inventory Numbers Historic (OHI) Archaeological (OAI)	
17b. Alteration Date(s)		29. Basement? <b>Yes</b>		
18. Style Class and Design <b>No academic style - Vernacular</b>		30. Foundation Material <b>Concrete block</b>		
18a. Style of Addition or Elements(s)		31. Wall Construction <b>Balloon/western/platform frame</b>		
19. Architect or Engineer		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>		
		33. No. of Bays <b>3</b> Side Bays <b>2</b>		
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) <b>The single story minimal traditional house is located on the north side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. The basement to the house is discernible from the glass-block filled glazing that punctuates the concrete block foundation. The front porch, centrally located and covering 2/3rd of the facade, is covered with a gable end roof extending from the roof of the primary structure. The front porch appears to be in a deteriorated condition due to lack of maintenance, while the rest of the house is in a fair condition.</b>				6. Specific Address or Location <b>3272 E. 13th Avenue</b>
43. History and Significance (Continue on Reverse if necessary) <b>The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.</b>				
44. Description of Environment and Outbuildings (See #52) <b>The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east on property belonging to the Port Columbus International continued...</b>				
45. Sources of Information <b>Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum &amp; Brown, Cincinnati, 2007.</b>				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/20/2007</b>
49. PIR Reviewer:				50. PIR Review Date:



1. No. <b>FRA-09654-12</b>	4. Present Name(s) <b>Unknown</b>	:RA-0965 1-12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Unknown</b>	

8. Site Plan with North Arrow	54. Farmstead Plan :	Door Selection: <b>Single centered</b>  Door Position: <b>Flush</b>  Orientation: <b>Lateral axis</b>  Symmetry: <b>Bilateral symmetry</b>
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Report Associated With Project:  
 NADB #:



1. No. **FRA-09654-12**

4. Present Name(s) **Unknown**

2. County **Franklin**

5. Historic or Other Name(s) **Unknown**

FRA-0965  
I-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

**Airport.**

45. *Sources (Con't)*



## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09655-12</b>		4. Present Name(s) <b>Unknown</b>		5-12 FRA-09655
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3280 E. 13th Avenue</b>		19a. Design Sources		2. County <b>Franklin</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder		
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>		4. Present or Historic Name(s) <b>Unknown</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336292 4428412</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>		
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>		35. Plan Shape <b>Rectangular</b>
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>		
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Daniels, R. Mitchell</b> <b>3280 E. 13th Avenue</b> <b>Columbus</b>		36. Changes associated with 17/17b Dates: 17. Original/Most significant construct
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>		17b. Substantial alteration/addition
16. Thematic Associations:		27. Other Surveys		37. Window Type(s) <b>1 over 1</b>
17. Date(s) or Period <b>1946</b>		28. No. of Stories <b>One story</b>		38. Building Dimensions <b>24 ft x 28 ft</b>
17b. Alteration Date(s) <b>1975</b>		29. Basement? <b>Yes</b>		39. Endangered? <b>NO</b> By What?
18. Style Class and Design <b>Dominant</b> <b>No academic style - Vernacular</b>		30. Foundation Material <b>Concrete block</b>		40. Chimney Placement <b>Off center within ridgeline</b>
18a. Style of Addition or Elements(s)		31. Wall Construction <b>Balloon/western/platform frame</b>		41. Distance from & Frontage on Road <b>30 ft</b>
19. Architect or Engineer		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>		51. Condition of Property: <b>Good/Fair</b>
		33. No. of Bays <b>2</b> Side Bays <b>3</b>		52. Historic Outbuildings & Dependencies Structure Type
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		Date
				Associated Activity
				53. Affiliated Inventory Numbers Historic (OHI)
				Archaeological (OAI)
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)				
<p>The single story minimal traditional house is located on the north side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. The basement to the house is discernible from the glass-block filled glazing that punctuates the concrete block foundation. Alterations to the house include newer siding and roofing materials. The entrance to the house, at the west end of the front facade, is marked by a 12 sf canopy.</p>				
43. History and Significance (Continue on Reverse if necessary)				
<p>The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.</p>				
44. Description of Environment and Outbuildings (See #52)				
<p>The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east at property belonging to the Port Columbus International continued...</p>				
45. Sources of Information				
<p>Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum &amp; Brown, Cincinnati, 2007.</p>				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/20/2007</b>
49. PIR Reviewer:				50. PIR Review Date:

Franklin

Unknown

3280 E. 13th Avenue

1. No. <b>FRA-09655-12</b>	4. Present Name(s) <b>Unknown</b>	:RA-0965 1-12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Unknown</b>	

8. Site Plan with North Arrow	54. Farmstead Plan :	Door Selection: <b>Single off center</b>  Door Position: <b>Flush</b>  Orientation: <b>Gable end axis</b>  Symmetry: <b>Bilateral asymmetry</b>
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Report Associated With Project:  
 NADB #:



1. No. **FRA-09655-12**

4. Present Name(s) **Unknown**

2. County **Franklin**

5. Historic or Other Name(s) **Unknown**

FRA-09655  
1-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

**Airport.**

45. *Sources (Con't)*





## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

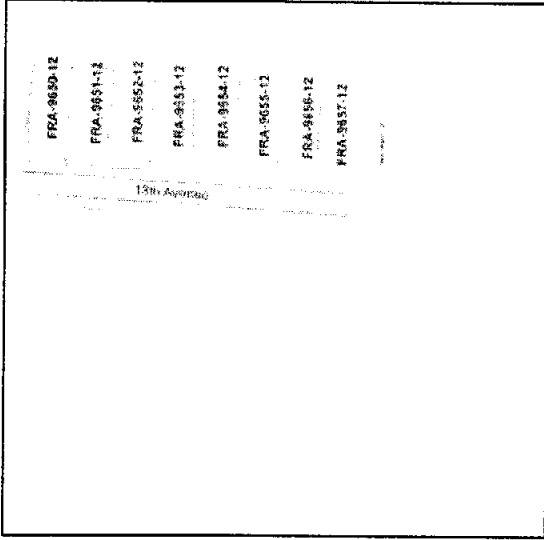
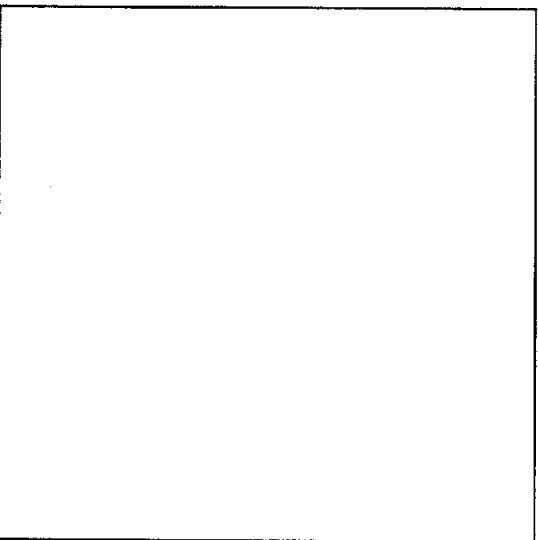
## OHIO HISTORIC INVENTORY

RPR Number:

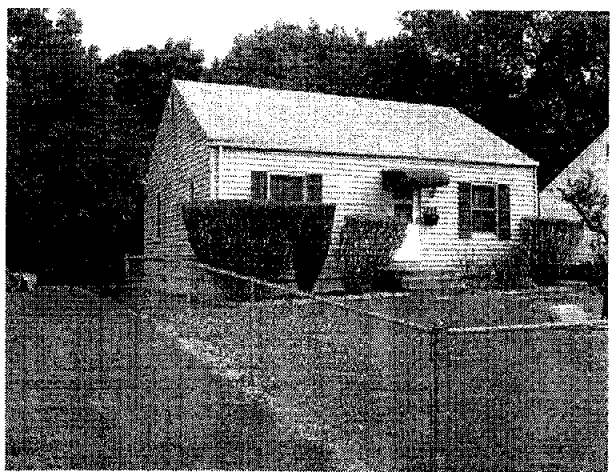
1. No. <b>FRA-09656-12</b>		4. Present Name(s) <b>Unknown</b>		FRA-09656-12 6-12
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3284 E. 13th Avenue</b>		19a. Design Sources		35. Plan Shape <b>Rectangular</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder		
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>		37. Window Type(s) <b>1 over 1</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336306 4428411</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>		
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>		39. Endangered? <b>NO</b> By What?
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>		
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Mason, Michael V.</b> <b>3284 E. 13th Avenue</b> <b>Columbus, Ohio</b>		41. Distance from & Frontage on Road <b>30 ft</b>
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>		
16. Thematic Associations:		27. Other Surveys		52. Historic Outbuildings & Dependencies Structure Type <b>Garage</b>  Date <b>1950</b>  Associated Activity <b>Addition</b>
17. Date(s) or Period <b>1946</b>		28. No. of Stories <b>One story</b>		
17b. Alteration Date(s) <b>1950</b>		29. Basement? <b>Yes</b>		
18. Style Class and Design <b>Dominant</b> <b>No academic style - Vernacular</b>		30. Foundation Material <b>Concrete block</b>		
18a. Style of Addition or Elements(s)		31. Wall Construction <b>Balloon/western/platform frame</b>		
19. Architect or Engineer		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>		
		33. No. of Bays <b>3</b> Side Bays <b>2</b>		
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) <b>The single story minimal traditional house is located on the north side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. The basement to the house is discernible from the glass-block filled glazing that punctuates the concrete block foundation. A driveway to the west of the house leads to the detached garage to the rear that was added in 1950. Apart from the 1950 garage, alterations to the house include newer siding and roofing materials. The garage itself appears to have been altered with a new door and siding.</b>				
43. History and Significance (Continue on Reverse if necessary) <b>The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.</b>				
44. Description of Environment and Outbuildings (See #52) <b>The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east on property belonging to the Port Columbus International continued...</b>				
45. Sources of Information <b>Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum &amp; Brown, Cincinnati, 2007.</b>				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/20/2007</b>
49. PIR Reviewer:				50. PIR Review Date:

FRA-09656-12  
6-122. County  
**Franklin**  
4. Present or Historic Name(s)  
**Unknown**6. Specific Address or Location  
**3284 E. 13th Avenue**

1. No. <b>FRA-09656-12</b>	4. Present Name(s) <b>Unknown</b>	:RA-09656-12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Unknown</b>	

8. Site Plan with North Arrow	54. Farmstead Plan :	
		<p>Door Selection: <b>Single centered</b></p> <p>Door Position: <b>Flush</b></p> <p>Orientation: <b>Lateral axis</b></p> <p>Symmetry: <b>Bilateral symmetry</b></p>

Report Associated With Project:  
NADB #:



1. No. **FRA-09656-12**

4. Present Name(s) **Unknown**

2. County **Franklin**

5. Historic or Other Name(s) **Unknown**

RA-0965  
12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

**Airport.**

45. *Sources (Con't)*



## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

RPR Number:

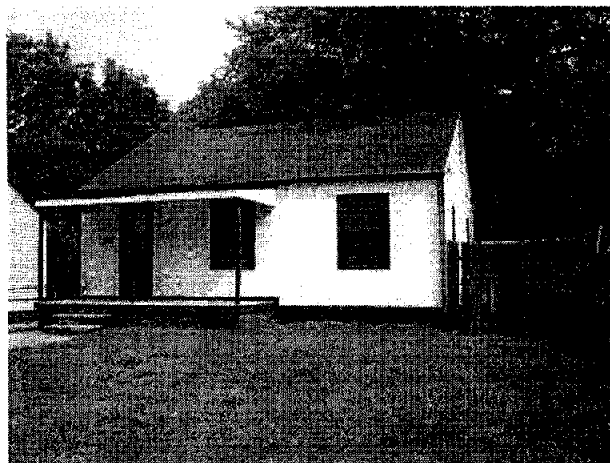
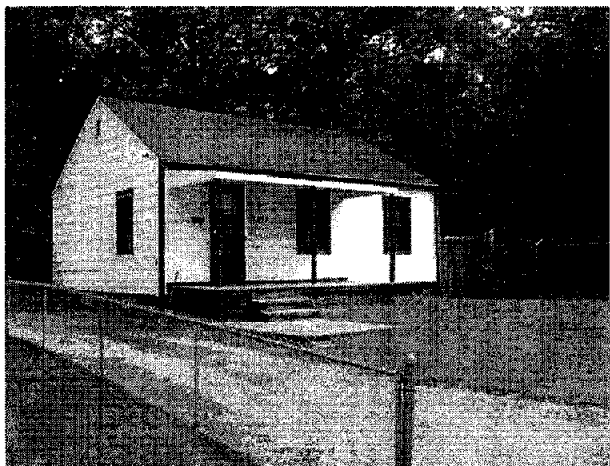
1. No. <b>FRA-09657-12</b>		4. Present Name(s) <b>Unknown</b>		7-12 <b>FRA-0965</b>
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3292 E. 13th Avenue</b>		19a. Design Sources		2. County <b>Franklin</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder		
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>		4. Present or Historic Name(s) <b>Unknown</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336320 4428408</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>		
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>		35. Plan Shape <b>Rectangular</b>
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>		
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Z M Daniels Properties</b> <b>PO Box 30851</b> <b>Columbus, Ohio 43230</b>		36. Changes associated with 17/17b Dates: 17. <b>Original/Most significant construct</b> 17b. <b>Substantial alteration/addition</b>
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>		
16. Thematic Associations:		27. Other Surveys		37. Window Type(s) <b>1 over 1</b>
17. Date(s) or Period <b>1947</b>		28. No. of Stories <b>One story</b>		
18. Style Class and Design <b>Dominant No academic style - Vernacular</b>		29. Basement? <b>Yes</b>		38. Building Dimensions <b>28 ft x 24 ft</b>
18a. Style of Addition or Elements(s)		30. Foundation Material <b>Concrete block</b>		
19. Architect or Engineer		31. Wall Construction <b>Balloon/western/platform frame</b>		39. Endangered? <b>NO</b> By What?
		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>		
		33. No. of Bays <b>3</b> Side Bays <b>2</b>		40. Chimney Placement
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		
				41. Distance from & Frontage on Road <b>30 ft</b>
				51. Condition of Property: <b>Good/Fair</b>
				52. Historic Outbuildings & Dependencies Structure Type  Date  Associated Activity
				53. Affiliated Inventory Numbers Historic (OHI)  Archaeological (OAI)
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) The single story minimal traditional house is located on the north side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. The basement to the house is discernible from the glass-block filled glazing that punctuates the concrete block foundation. The newer finishes and materials likely date from 1985, when, according to the Franklin County Auditor's records, the house was remodeled.				
43. History and Significance (Continue on Reverse if necessary) The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.				
44. Description of Environment and Outbuildings (See #52) The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. This is the last house on the north side of the street, beyond which E. 13th Avenue dead-ends to the east at property owned by the Port Columbus continued...				
45. Sources of Information Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.				
46. Prepared By: <b>Samiran Chanchani</b> 47. Organization: <b>ASC Group, Inc.</b> 48. Date Recorded: <b>08/20/2007</b>				
49. PIR Reviewer: 50. PIR Review Date:				

1. No. <b>FRA-09657-12</b>	4. Present Name(s) <b>Unknown</b>	:RA-0965 -12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Unknown</b>	

8. Site Plan with North Arrow	54. Farmstead Plan :	Door Selection: <b>Single centered</b>  Door Position: <b>Flush</b>  Orientation: <b>Lateral axis</b>  Symmetry: <b>Bilateral asymmetry</b>
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Report Associated With Project:

NADB #:



1. No. **FRA-09657-12**

4. Present Name(s) **Unknown**

2. County **Franklin**

5. Historic or Other Name(s) **Unknown**

RA-0965  
-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

**International Airport.**

45. *Sources (Con't)*





## OHIO HISTORIC INVENTORY

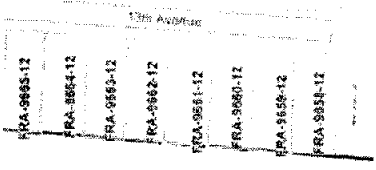
RPR Number:

1. No. <b>FRA-09658-12</b>		4. Present Name(s) <b>Unknown</b>		FRA-09658-12 8-12
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3291 E. 13th Avenue</b>		19a. Design Sources		2. County <b>Franklin</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder		
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>		4. Present or Historic Name(s) <b>Unknown</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336316 4428381</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>		
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>		35. Plan Shape <b>Rectangular</b>
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>		
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Dews, Darell L.</b> <b>3291 E. 13th Avenue</b> <b>Columbus, Ohio</b>		36. Changes associated with 17/17b Dates: 17. <b>Original/Most significant construct</b> 17b. <b>Substantial alteration/addition</b>
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>		
16. Thematic Associations:		27. Other Surveys		37. Window Type(s) <b>1 over 1</b>
17. Date(s) or Period <b>1942</b>		28. No. of Stories <b>One story</b>		
17b. Alteration Date(s) <b>1985</b>		29. Basement? <b>Yes</b>		38. Building Dimensions <b>28 ft x 24 ft</b>
18. Style Class and Design <b>Dominant No academic style - Vernacular</b>		30. Foundation Material <b>Concrete block</b>		
18a. Style of Addition or Elements(s)		31. Wall Construction <b>Balloon/western/platform frame</b>		39. Endangered? <b>NO</b> By What?
19. Architect or Engineer		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>		
		33. No. of Bays <b>3</b> Side Bays <b>2</b>		40. Chimney Placement <b>Off center within roof surface</b>
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		
				41. Distance from & Frontage on Road <b>30 ft</b>
				51. Condition of Property: <b>Good/Fair</b>
				52. Historic Outbuildings & Dependencies Structure Type <b>Other Outbuilding/Structure/Feature</b> Date Associated Activity
				53. Affiliated Inventory Numbers Historic (OHI) Archaeological (OAI)
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) The single story minimal traditional house is located on the south side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. A driveway to the west of the house leads to a car port extending from the west facade of the house. While the shape of the primary structure is rectangular and the dimensions identical to other houses of the same period on the street, two porches extend out of the structure. The front porch is a simple, unadorned open porch with its gable roof extending out of that of the building itself. This porch is 14 ft wide and is located near the west end of the front facade. The rear porch is 12 ft wide, located on the west end of that facade, and is completely enclosed. The front yard of the house is quite heavily landscaped, making portions of the house obscured from street visibility. This house is in a fairly good condition with newer finishes and materials. There is a storage shed located near the rear of the property.				
43. History and Significance (Continue on Reverse if necessary) The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s. Constructed in 1942, this is the oldest house in the '3000' block of E. 13th Avenue, and the only one constructed prior to the entry of the United States into World War II. The Franklin County Auditor's records indicate that the house was remodeled in 1985.				
44. Description of Environment and Outbuildings (See #52) The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east, where property belonging to the Port Columbus International continued...				
45. Sources of Information Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/20/2007</b>
49. PIR Reviewer:				50. PIR Review Date:

FRA-09658-12  
8-122. County  
**Franklin**4. Present or Historic Name(s)  
**Unknown**6. Specific Address or Location  
**3291 E. 13th Avenue**

8. Site Plan with North Arrow

54. Farmstead Plan :



Door Selection:  
**Single off center**

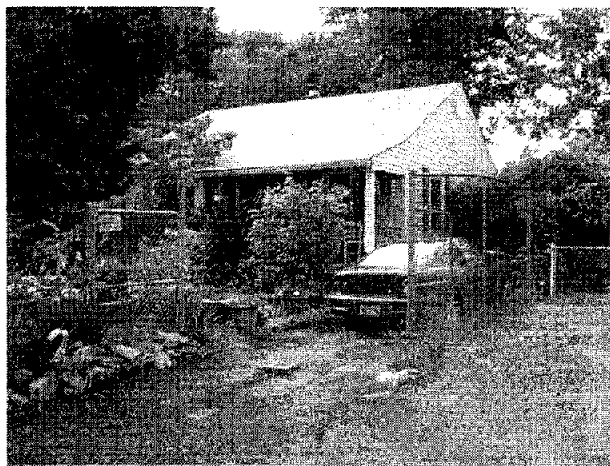
Door Position:  
**Flush**

Orientation:  
**Lateral axis**

Symmetry:  
**Bilateral asymmetry**

Report Associated With Project:

NADB #:



1. No. **FRA-09658-12**

4. Present Name(s) **Unknown**

2. County **Franklin**

5. Historic or Other Name(s) **Unknown**

RA-0965  
1-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

**Airport is located. This house abuts the airport property and is the last house on the south side of the block.**

45. *Sources (Con't)*



## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09659-12</b>		4. Present Name(s) <b>Unknown</b>		9-12 FRA-0965
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3283 E. 13th Avenue</b>		19a. Design Sources	35. Plan Shape <b>Rectangular</b>	2. County <b>Franklin</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. <b>Original/Most significant construct</b> 17b.	
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>	37. Window Type(s) <b>1 over 1</b>	4. Present or Historic Name(s) <b>Unknown</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336303 4428383</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>	38. Building Dimensions <b>28 ft x 24 ft</b>	
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>	39. Endangered? <b>NO</b> By What?	6. Specific Address or Location <b>3283 E. 13th Avenue</b>
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>	40. Chimney Placement <b>Off center within roof surface</b>	
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Daniels, Mitchell and Denise</b> <b>3283 E. 13th Avenue</b> <b>Columbus, Ohio</b>	41. Distance from & Frontage on Road <b>30 ft</b>	
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>	51. Condition of Property: <b>Good/Fair</b>	
16. Thematic Associations:		27. Other Surveys	52. Historic Outbuildings & Dependencies Structure Type	
17. Date(s) or Period <b>1946</b>		28. No. of Stories <b>One story</b>	Date	
18. Style Class and Design <b>Dominant No academic style - Vernacular</b>		29. Basement? <b>Yes</b>	Associated Activity	
18a. Style of Addition or Elements(s)		30. Foundation Material <b>Concrete block</b>		
19. Architect or Engineer		31. Wall Construction <b>Balloon/western/platform frame</b>	53. Affiliated Inventory Numbers Historic (OHI)	
		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>	Archaeological (OAI)	
		33. No. of Bays <b>3</b> Side Bays <b>2</b>		
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) The single story minimal traditional house is located on the south side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. The front entrance to the house is emphasized by simple, unadorned porch. Alterations to the house include newer siding and roofing materials. The backyard of the house is fenced. There are no associated structures visible.				
43. History and Significance (Continue on Reverse if necessary) The property on which the house stands was platted as part of the Cassidy Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.				
44. Description of Environment and Outbuildings (See #52) The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east on property belonging to the Port Columbus International continued...				
45. Sources of Information Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/20/2007</b>
49. PIR Reviewer:				50. PIR Review Date:

8. Site Plan with North Arrow

54. Farmstead Plan :

13th Avenue

FRA-9663-12

FRA-9664-12

FRA-9663-12

FRA-9662-12

FRA-9661-12

FRA-9660-12

FRA-9659-12

FRA-9658-12

Door Selection:

**Single centered**

Door Position:

**Flush**

Orientation:

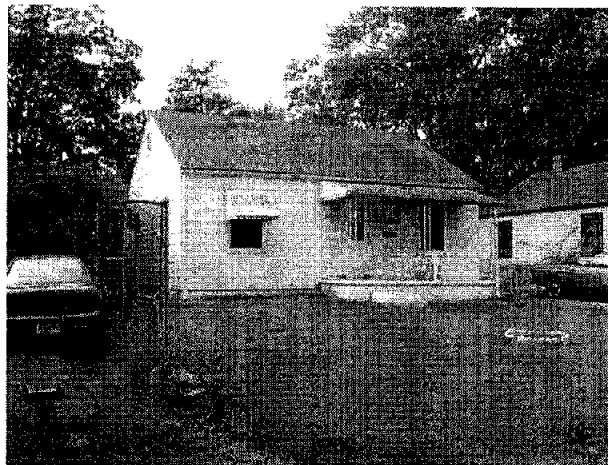
**Lateral axis**

Symmetry:

**Bilateral symmetry**

Report Associated With Project:

NADB #:



1. No. <b>FRA-09659-12</b>	4. Present Name(s) <b>Unknown</b>	:RA-0965 1-12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Unknown</b>	
42. Further Description of Important Interior and Exterior Features (Con't)		
43. History and Significance (Con't)		
44. Description of Environment and Outbuildings (Con't)		
Airport.		
45. Sources (Con't)		





## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09660-12</b>		4. Present Name(s) <b>Unknown</b>		FRA-09660-12 2. County <b>Franklin</b> 4. Present or Historic Name(s) <b>Unknown</b>
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3279 E. 13th Avenue</b>		19a. Design Sources	35. Plan Shape <b>Rectangular</b>	6. Specific Address or Location <b>3279 E. 13th Avenue</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. Original/Most significant construct	
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>	17b.	
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336288 4428381</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>	37. Window Type(s) <b>1 over 1</b>	
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>	38. Building Dimensions <b>24 ft x 28 ft</b>	
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>	39. Endangered? <b>NO</b> By What?	
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>2M Daniels Properties, Ltd.</b> <b>PO Box 30851</b> <b>Columbus, Ohio 43230</b>	40. Chimney Placement <b>Off center within riddeline</b>	
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>	41. Distance from & Frontage on Road <b>30 ft</b>	
16. Thematic Associations:		27. Other Surveys	51. Condition of Property: <b>Good/Fair</b>	
17. Date(s) or Period <b>1946</b>		28. No. of Stories <b>One story</b>	52. Historic Outbuildings & Dependencies Structure Type	
17b. Alteration Date(s)		29. Basement? <b>Yes</b>	Date	
18. Style Class and Design <b>Dominant No academic style - Vernacular</b>		30. Foundation Material <b>Concrete block</b>	Associated Activity	
18a. Style of Addition or Elements(s)		31. Wall Construction <b>Balloon/western/platform frame</b>	53. Affiliated Inventory Numbers Historic (OHI)	
19. Architect or Engineer		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>	Archaeological (OAI)	
		33. No. of Bays <b>2</b> Side Bays <b>3</b>		
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		

## 42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)

The single story minimal traditional house is located on the south side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. The basement to the house is discernible from the glass-block filled glazing that punctuates the concrete block foundation. Alterations to the house include newer siding and roofing materials. The central window from the east facade has been removed, and replaced by visibly newer wall and siding. No other associated buildings are visible, and the rear yard is fenced off with a wooden fence.

## 43. History and Significance (Continue on Reverse if necessary)

The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.

## 44. Description of Environment and Outbuildings (See #52)

The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east on property belonging to the Port Columbus International continued...

## 45. Sources of Information

Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.

46. Prepared By: **Samiran Chanchani**47. Organization: **ASC Group, Inc.**48. Date Recorded: **08/20/2007**

49. PIR Reviewer:

50. PIR Review Date:

FRA-09660-12

2. County **Franklin**4. Present or Historic Name(s) **Unknown**6. Specific Address or Location  
**3279 E. 13th Avenue**

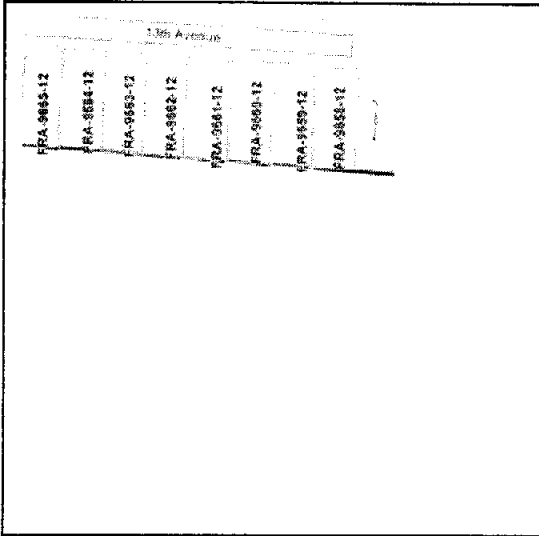
2. County **Franklin**

5. Historic or Other Name(s) **Unknown**

9960-

8. Site Plan with North Arrow

54. Farmstead Plan :



Door Selection:  
**Single off center**

Door Position:  
**Flush**

Orientation:  
**Gable end axis**

Symmetry:  
**Bilateral asymmetry**

Report Associated With Project:

NADB #:



1. No. **FRA-09660-12**

4. Present Name(s) **Unknown**

2. County **Franklin**

5. Historic or Other Name(s) **Unknown**

RA-0966  
I-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

**Airport.**

45. *Sources (Con't)*



## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09661-12</b>		4. Present Name(s) <b>Unknown</b>		1-12 <b>FRA-0966</b>
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3271 E. 13th Avenue</b>		19a. Design Sources	35. Plan Shape <b>Rectangular</b>	2. County <b>Franklin</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. Original/Most significant construct	
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>	17b.	4. Present or Historic Name(s) <b>Unknown</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336275 4428382</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>	37. Window Type(s) <b>1 over 1</b>	
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>	38. Building Dimensions <b>24 ft x 28 ft</b>	
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>	39. Endangered? <b>NO</b> By What?	
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Bashir, Emile</b> <b>3271 E. 13th Avenue</b> <b>Columbus, Ohio</b>	40. Chimney Placement <b>Off center within roof surface</b>	
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>	41. Distance from & Frontage on Road <b>30 ft</b>	
16. Thematic Associations:		27. Other Surveys	51. Condition of Property: <b>Good/Fair</b>	
17. Date(s) or Period <b>1947</b>		28. No. of Stories <b>One story</b>	52. Historic Outbuildings & Dependencies Structure Type	
17b. Alteration Date(s)		29. Basement? <b>Yes</b>	Date	
18. Style Class and Design <b>Dominant No academic style - Vernacular</b>		30. Foundation Material <b>Concrete block</b>	Associated Activity	
18a. Style of Addition or Element(s)		31. Wall Construction <b>Balloon/western/platform frame</b>	53. Affiliated Inventory Numbers Historic (OHI)	
19. Architect or Engineer		32. Roof Type <b>Cross gable</b> Roof Material <b>Asphalt shingle</b>	Archaeological (OAI)	
33. No. of Bays <b>2</b> Side Bays <b>3</b>		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) The single story minimal traditional house is located on the south side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. There is a cross-gable extension over the entrance to the house, transverse to the main axis of the gable roofed building. A covered extension to the house is only partly visible as it is located along the rear facade of the house. The basement to the house is discernible from the glass-block filled glazing that punctuates the concrete block foundation. Alterations to the house include newer siding and roofing materials.				
43. History and Significance (Continue on Reverse if necessary) The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.				
44. Description of Environment and Outbuildings (See #52) The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east on the Port Columbus International Airport property.				
45. Sources of Information Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/20/2007</b>
49. PIR Reviewer:				50. PIR Review Date:

1-12  
**FRA-0966**2. County  
**Franklin**4. Present or Historic Name(s)  
**Unknown**6. Specific Address or Location  
**3271 E. 13th Avenue**

8. Site Plan with North Arrow

54. Farmstead Plan :

High Avenue

FRA-9965-12

FRA-9654-12

FRA-9653-12

FRA-9462-12

FRA-9981-12

FRA-9960-12

FRA-9659-12

FRA-9918-12

Door Selection:

Single off center

Door Position:

Flush

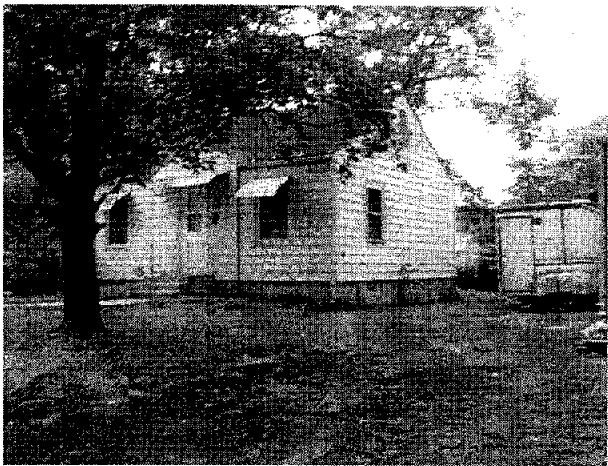
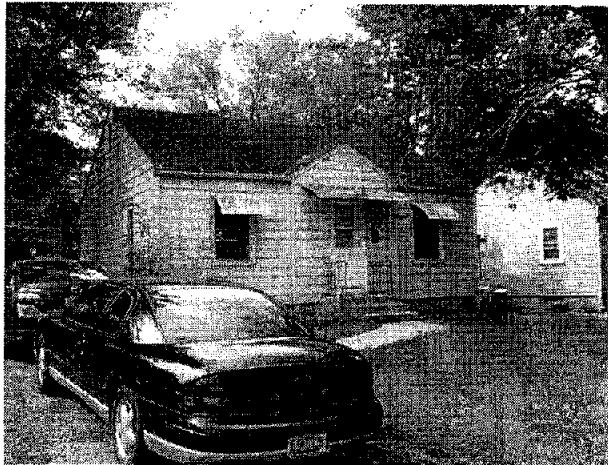
Orientation:

Lateral axis

Symmetry:

Bilateral asymmetry

Report Associated With Project:  
NADB #:



1. No. **FRA-09661-12**

4. Present Name(s) **Unknown**

2. County **Franklin**

5. Historic or Other Name(s) **Unknown**

RA-0966  
-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

45. *Sources (Con't)*





## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09662-12</b>		4. Present Name(s) <b>Unknown</b>		FRA-09662-12
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3265 E. 13th Avenue</b>		19a. Design Sources		2. County <b>Franklin</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder		
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>		4. Present or Historic Name(s) <b>Unknown</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336259 4428386</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>		
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>		35. Plan Shape <b>Irregular</b>
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>		
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Daniels, Mirchell and Denise</b> <b>PO Box 30867</b> <b>Columbus, Ohio 43230</b>		36. Changes associated with 17/17b Dates: 17. <b>Original/Most significant construct</b> 17b. <b>Substantial alteration/addition</b>
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>		
16. Thematic Associations:		27. Other Surveys		37. Window Type(s) <b>1 over 1</b>
17. Date(s) or Period <b>1946</b>		28. No. of Stories <b>One story</b>		
18. Style Class and Design <b>Dominant</b> <b>No academic style - Vernacular</b>		29. Basement? <b>Yes</b>		38. Building Dimensions <b>28 ft x 24 ft</b>
18a. Style of Addition or Elements(s)		30. Foundation Material <b>Concrete block</b>		
19. Architect or Engineer		31. Wall Construction <b>Balloon/western/platform frame</b>		39. Endangered? <b>NO</b> By What?
		32. Roof Type <b>Multiple gable</b> Roof Material <b>Asphalt shingle</b>		
		33. No. of Bays <b>3</b> Side Bays <b>2</b>		40. Chimney Placement <b>Off center within roof surface</b>
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) The single story minimal traditional house is located on the south side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. The house has been altered with the addition of an enclosed porch over the entrance, along the east side of the front facade. The enclosure is about one bay wide and extends out from the main vertical plane of the facade, rendering the house an irregular shape. Alterations to the house include newer siding and roofing materials. There are no associated buildings or structures on the property.				6. Specific Address or Location <b>3265 E. 13th Avenue</b>
43. History and Significance (Continue on Reverse if necessary) The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.				
44. Description of Environment and Outbuildings (See #52) The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east, where property belonging to the Port Columbus International continued...				
45. Sources of Information Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/20/2007</b>
49. PIR Reviewer:				50. PIR Review Date:

8. Site Plan with North Arrow

54. Farmstead Plan :

12th Avenue

FRA-9655-12

FRA-9654-12

FRA-9653-12

FRA-9652-12

FRA-9581-12

FRA-9549-12

FRA-9559-12

FRA-9533-12

Door Selection:

Single off center

Door Position:

Flush

Orientation:

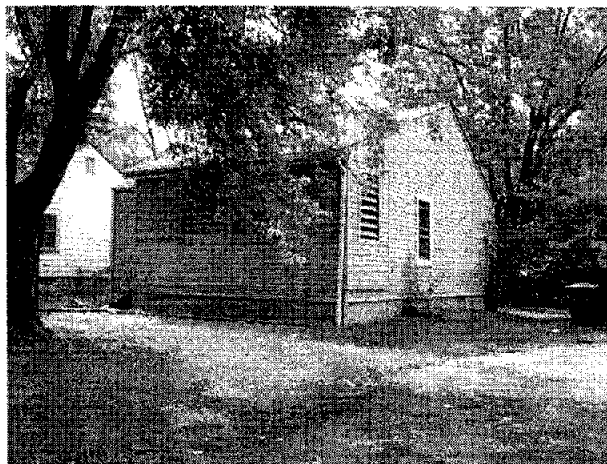
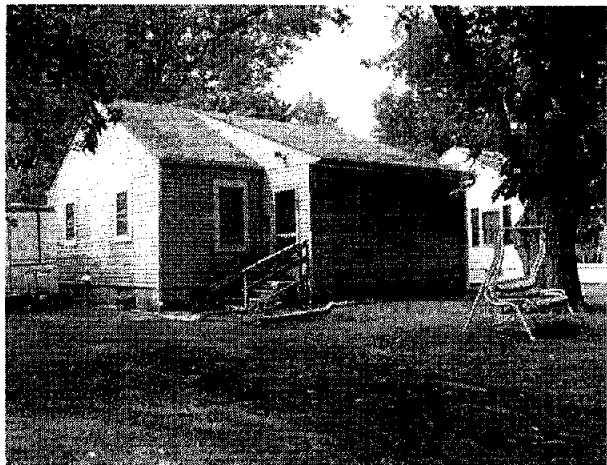
Gable dominant with lateral smaller extension

Symmetry:

Bilateral asymmetry

Report Associated With Project:

NADB #:



1. No. <b>FRA-09662-12</b>	4. Present Name(s) <b>Unknown</b>	FRA-0966 1-12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Unknown</b>	
42. Further Description of Important Interior and Exterior Features (Con't)		
43. History and Significance (Con't)		
44. Description of Environment and Outbuildings (Con't)		
Airport is located.		
45. Sources (Con't)		



## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

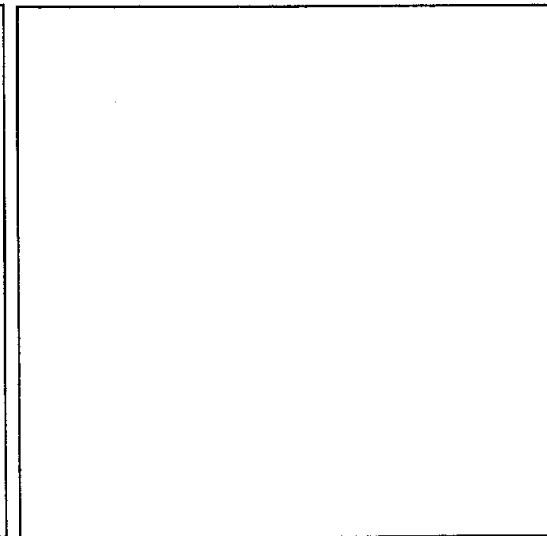
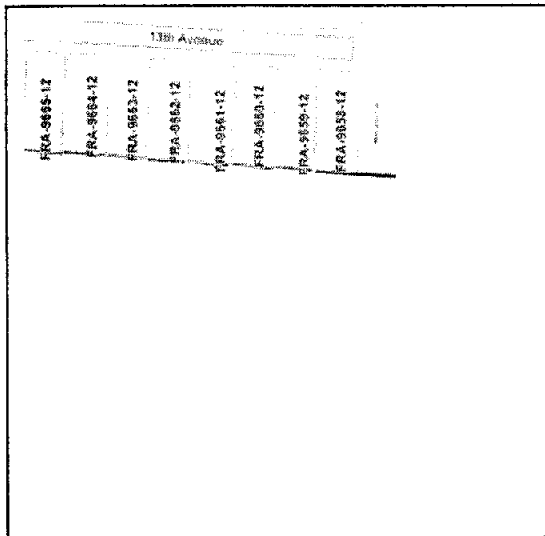
## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09663-12</b>		4. Present Name(s) <b>Unknown</b>		3-12 FRA-0966
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3259 E. 13th Avenue</b>		19a. Design Sources	35. Plan Shape <b>Rectangular</b>	2. County <b>Franklin</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. <b>Original/Most significant construct</b> 17b.	
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>	37. Window Type(s) <b>1 over 1</b>	4. Present or Historic Name(s) <b>Unknown</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336245 4428388</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>	38. Building Dimensions <b>28 ft x 24 ft</b>	
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>	39. Endangered? <b>NO</b> By What?	6. Specific Address or Location <b>3259 E. 13th Avenue</b>
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>	40. Chimney Placement <b>Off center within roof surface</b>	
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Mickens, Margaret</b> <b>3259 E. 13th Avenue</b> <b>Columbus, Ohio</b>	41. Distance from & Frontage on Road <b>30 ft</b>	
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>	51. Condition of Property: <b>Good/Fair</b>	
16. Thematic Associations:		27. Other Surveys	52. Historic Outbuildings & Dependencies Structure Type	
17. Date(s) or Period <b>1946</b>		28. No. of Stories <b>One story</b>	Date	
18. Style Class and Design <b>Dominant No academic style - Vernacular</b>		29. Basement? <b>Yes</b>	Associated Activity	
18a. Style of Addition or Elements(s)		30. Foundation Material <b>Concrete block</b>		
19. Architect or Engineer		31. Wall Construction <b>Balloon/western/platform frame</b>	53. Affiliated Inventory Numbers Historic (OHI)	
		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>	Archaeological (OAI)	
		33. No. of Bays <b>3</b> Side Bays <b>2</b>		
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)				
<p>The single story minimal traditional house is located on the south side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. A drive way to the east of the house leads to the detached garage, also constructed in 1946, located to the rear of the property. A path extending from the driveway leads to the entrance of the house. The basement of the house is discernible from the glass-block filled glazing that punctuates the concrete block foundation. There are two porches attached to the house. A simple stoop emphasizes the entrance to the house, while an enclosed porch is located along the eastern side of the rear facade. Alterations to the house include newer siding and roofing materials.</p>				
43. History and Significance (Continue on Reverse if necessary)				
<p>The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.</p>				
44. Description of Environment and Outbuildings (See #52)				
<p>The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east, where property belonging to the Port Columbus International continued...</p>				
45. Sources of Information				
<p>Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum &amp; Brown, Cincinnati, 2007.</p>				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/20/2007</b>
49. PIR Reviewer:				50. PIR Review Date:

8. Site Plan with North Arrow

54. Farmstead Plan :



Door Selection:

Single off center

Door Position:

Flush

Orientation:

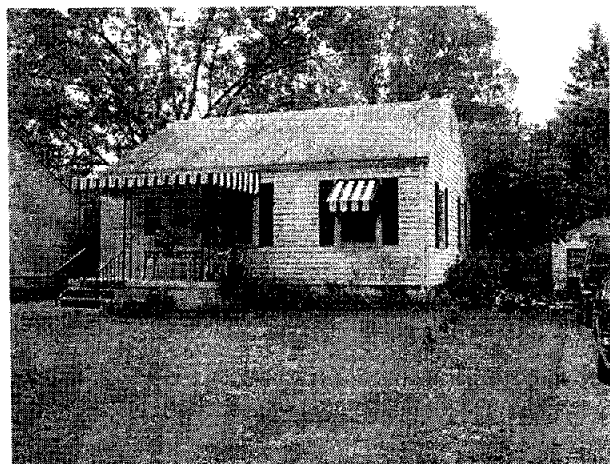
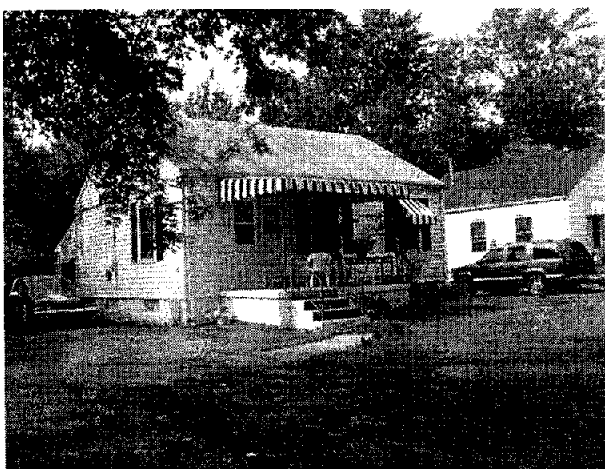
Lateral axis

Symmetry:

Bilateral asymmetry

Report Associated With Project:

NADB #:



1. No. <b>FRA-09663-12</b>	4. Present Name(s) <b>Unknown</b>	:RA-0966 1-12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Unknown</b>	
42. <i>Further Description of Important Interior and Exterior Features (Con't)</i>		
43. <i>History and Significance (Con't)</i>		
44. <i>Description of Environment and Outbuildings (Con't)</i> <b>Airport is located.</b>		
45. <i>Sources (Con't)</i>		





## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09664-12</b>		4. Present Name(s) <b>Unknown</b>		FRA-09664-12 2. County <b>Franklin</b> 4. Present or Historic Name(s) <b>Unknown</b>
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3253 E. 13th Avenue</b>		19a. Design Sources	35. Plan Shape <b>Rectangular</b>	6. Specific Address or Location <b>3253 E. 13th Avenue</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. <b>Original/Most significant construct</b> 17b.	
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>	37. Window Type(s) <b>1 over 1</b>	
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336229 4428387</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>	38. Building Dimensions <b>24 ft x 28 ft</b>	
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>	39. Endangered? <b>NO</b> By What?	
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>	40. Chimney Placement <b>Off center within roof surface</b>	
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Daniels, Michelle and Denise</b> <b>3253 E. 13th Avenue</b> <b>Columbus, Ohio</b>	41. Distance from & Frontage on Road <b>30 ft</b>	
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>	51. Condition of Property: <b>Good/Fair</b>	
16. Thematic Associations:		27. Other Surveys	52. Historic Outbuildings & Dependencies Structure Type <b>Garage</b>	
17. Date(s) or Period <b>1946</b>		28. No. of Stories <b>One story</b>	Date <b>1946</b>	
18. Style Class and Design <b>Dominant</b> <b>No academic style - Vernacular</b>		29. Basement? <b>Yes</b>	Associated Activity	
18a. Style of Addition or Elements(s)		30. Foundation Material <b>Concrete block</b>	53. Affiliated Inventory Numbers Historic (OHI) Archaeological (OAI)	
19. Architect or Engineer		31. Wall Construction <b>Balloon/western/platform frame</b>		
		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>		
		33. No. of Bays <b>2</b> Side Bays <b>3</b>		
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) The single story minimal traditional house is located on the south side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. A driveway along the east of the property leads to the detached garage located to the rear of the house. The basement of the house is discernible from the glass-block filled glazing that punctuates the concrete block foundation. Alterations to the house include newer siding on the exterior walls and new shingles on the gable front roof.				
43. History and Significance (Continue on Reverse if necessary) The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.				
44. Description of Environment and Outbuildings (See #52) The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east, where property belonging to the Port Columbus International continued...				
45. Sources of Information Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/20/2007</b>
49. PIR Reviewer:				50. PIR Review Date:

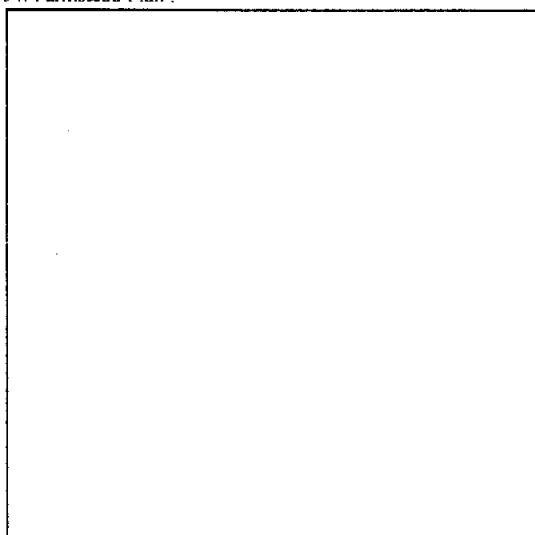
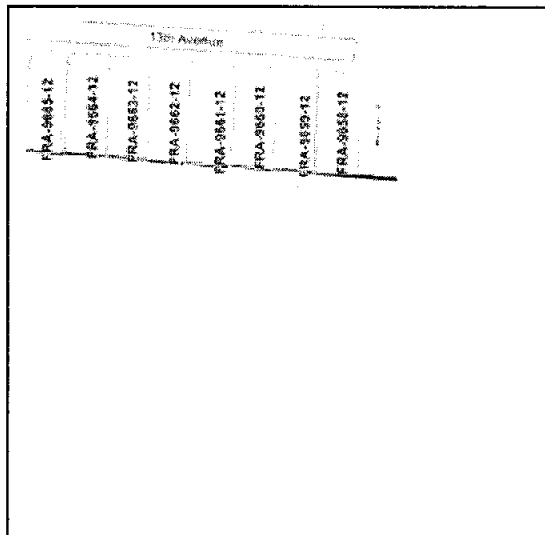
2. County **Franklin**

5. Historic or Other Name(s) **Unknown**

9960-

8. Site Plan with North Arrow

54. Farmstead Plan :



Door Selection:  
**Single off center**

Door Position:  
**Flush**

Orientation:  
**Gable end axis**

Symmetry:  
**Bilateral asymmetry**

Report Associated With Project:

NADB #:



1. No. <b>FRA-09664-12</b>	4. Present Name(s) <b>Unknown</b>	:RA-0966 1-12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Unknown</b>	
42. Further Description of Important Interior and Exterior Features (Con't)		
43. History and Significance (Con't)		
44. Description of Environment and Outbuildings (Con't)		
Airport is located.		
45. Sources (Con't)		



## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09665-12</b>		4. Present Name(s) <b>Unknown</b>		5-12 FRA-0966 2. County <b>Franklin</b> 4. Present or Historic Name(s) <b>Unknown</b>
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3247 E. 13th Avenue</b>		19a. Design Sources	35. Plan Shape <b>Rectangular</b>	3247 E. 13th Avenue
6a. Lot, Section or VMD Number		20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. <b>Original/Most significant construct</b>	
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other Barn</b>	17b. <b>Substantial alteration/addition</b>	
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336217 4428387</b> Zone <b>Easting Northing</b>		22. Original Use, if apparent <b>Single Dwelling</b>	37. Window Type(s) <b>1 over 1</b>	
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>	38. Building Dimensions <b>24 ft x 28 ft</b>	
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>	39. Endangered? <b>NO</b> By What?	
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Goodwin, Hudson H. 1271 E. Long Street Columbus, Ohio 43203</b>	40. Chimney Placement	
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>	41. Distance from & Frontage on Road <b>30 ft</b>	
16. Thematic Associations:		27. Other Surveys	51. Condition of Property: <b>Good/Fair</b>	
17. Date(s) or Period <b>1946</b>		28. No. of Stories <b>One story</b>	52. Historic Outbuildings & Dependencies Structure Type  Date  Associated Activity	
17b. Alteration Date(s) <b>1985</b>		29. Basement? <b>Yes</b>		
18. Style Class and Design <b>Dominant No academic style - Vernacular</b>		30. Foundation Material <b>Concrete block</b>		
18a. Style of Addition or Elements(s)		31. Wall Construction <b>Balloon/western/platform frame</b>		
19. Architect or Engineer		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>		
		33. No. of Bays <b>2</b> Side Bays <b>3</b>	53. Affiliated Inventory Numbers Historic (OHI)  Archaeological (OAI)	
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		

## 42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)

The single story minimal traditional house is located on the south side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. A driveway along the eastern boundary of the property leads to a detached garage, also constructed in 1946, located to the rear of the property. A path to the rear of the house leads diagonally to the garage. Alterations to the house include newer siding on the walls and asphalt shingle roofing. There is a wood fence marking the boundary along the backyard.

## 43. History and Significance (Continue on Reverse if necessary)

The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s. The Franklin County Auditor's data indicates that the house was remodeled in 1985.

## 44. Description of Environment and Outbuildings (See #52)

The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east, where property belonging to the Port Columbus International continued...

## 45. Sources of Information

Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.

46. Prepared By: **Samiran Chanchani**47. Organization: **ASC Group, Inc.**48. Date Recorded: **08/20/2007**

49. PIR Reviewer:

50. PIR Review Date:

8. Site Plan with North Arrow

54. Farmstead Plan :

13m Average

FRA-9668-12  
FRA-9667-12  
FRA-9668-12  
FRA-9665-12  
FRA-9664-12  
FRA-9663-12  
FRA-9662-12  
FRA-9661-12  
FRA-9660-12

Door Selection:  
**Single off center**

Door Position:  
**Flush**

Orientation:  
**Gable end axis**

Symmetry:  
**Bilateral asymmetry**

Report Associated With Project:

NADB #:



1. No. <b>FRA-09665-12</b>	4. Present Name(s) <b>Unknown</b>	FRA-0966 1-12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Unknown</b>	
42. Further Description of Important Interior and Exterior Features (Con't)		
43. History and Significance (Con't)		
44. Description of Environment and Outbuildings (Con't)		
Airport is located.		
45. Sources (Con't)		





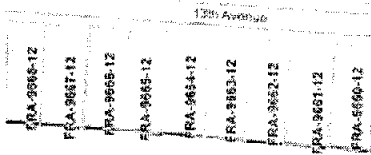
## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09666-12</b>		4. Present Name(s) <b>Unknown</b>		6-12 FRA-09666
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3241 E. 13th Avenue</b>		19a. Design Sources	35. Plan Shape <b>Irregular</b>	2. County <b>Franklin</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. Original/Most significant construct	
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>	17b.	4. Present or Historic Name(s) <b>Unknown</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336202 4428390</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>	37. Window Type(s) <b>1 over 1</b>	
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>	38. Building Dimensions <b>28 ft x 24 ft</b>	
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>	39. Endangered? <b>NO</b> By What?	
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Dexter, Deborah</b> <b>3241 E. 13th Avenue</b> <b>Columbus, Ohio</b>	40. Chimney Placement <b>Off center within roof surface</b>	
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>	41. Distance from & Frontage on Road <b>30</b>	
16. Thematic Associations:		27. Other Surveys	51. Condition of Property: <b>Good/Fair</b>	
17. Date(s) or Period <b>1946</b>		28. No. of Stories <b>One story</b>	52. Historic Outbuildings & Dependencies Structure Type <b>Garage</b>	
18. Style Class and Design <b>Dominant No academic style - Vernacular</b>		29. Basement? <b>Yes</b>	Date <b>1946</b>	
18a. Style of Addition or Elements(s)		30. Foundation Material <b>Concrete block</b>	Associated Activity	
19. Architect or Engineer		31. Wall Construction <b>Balloon/western/platform frame</b>	53. Affiliated Inventory Numbers Historic (OHI)	
		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>	Archaeological (OAI)	
		33. No. of Bays <b>3</b> Side Bays <b>2</b>		
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) The single story minimal traditional house is located on the south side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. A driveway to the west of the house leads to a detached garage located to the rear of the property. The rectangular shape of the house is rendered irregular by a multiple gable roof, a covered porch extension to the front and a permanently enclosed porch attached to the rear facade. The rear porch may have been enclosed at a later time, as this does not appear to be part of the original design of other similar houses on the street. Alterations to the house include newer siding and roofing materials.				6. Specific Address or Location <b>3241 E. 13th Avenue</b>
43. History and Significance (Continue on Reverse if necessary) The property on which the house stands was platted as part of the Cassidy Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.				
44. Description of Environment and Outbuildings (See #52) The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east, where property belonging to the Port Columbus International continued...				
45. Sources of Information Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/20/2007</b>
49. PIR Reviewer:				50. PIR Review Date:

### 8. Site Plan with North Arrow

#### 54. Farmstead Plan :



Door Selection:  
**Single centered**

Door Position:  
**Flush**

Orientation:  
**Lateral axis with multiple  
smaller lateral extension**

**Bilateral asymmetry**

**Report Associated With Project:**

**NADB #:**



1. No. **FRA-09666-12**

4. Present Name(s) **Unknown**

2. County **Franklin**

5. Historic or Other Name(s) **Unknown**

RA-09666  
-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

**Airport is located.**

45. *Sources (Con't)*



## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

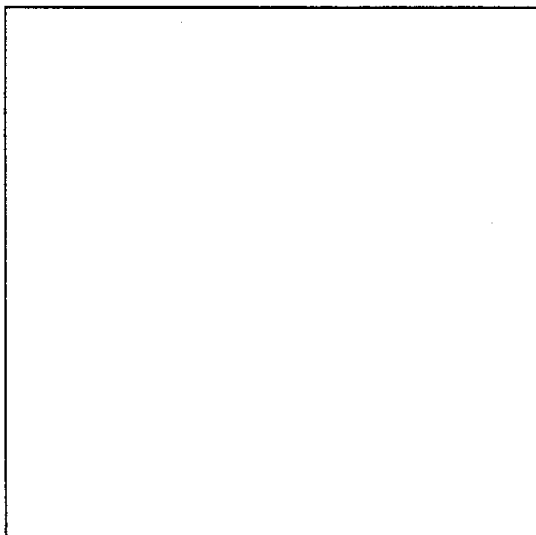
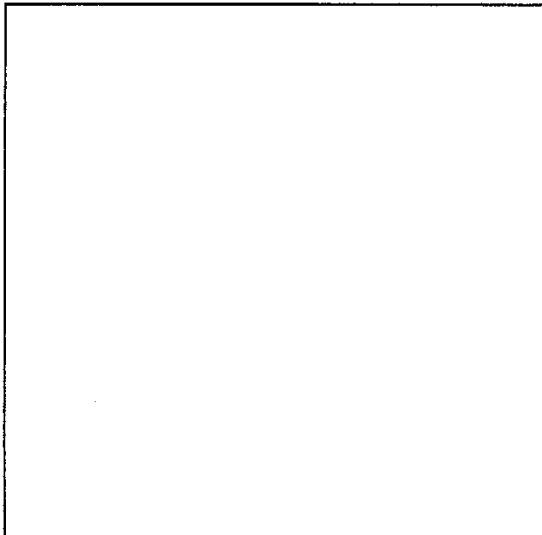
## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09667-12</b>		4. Present Name(s) <b>Unknown</b>		7-12 <b>FRA-09667-12</b>
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3235 E. 13th Avenue</b>		19a. Design Sources	35. Plan Shape <b>Irregular</b>	2. County <b>Franklin</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. <b>Original/Most significant construct</b>	
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>	17b. <b>Substantial alteration/addition</b>	4. Present or Historic Name(s) <b>Unknown</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336189 4428393</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>	37. Window Type(s) <b>1 over 1</b>	
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>	38. Building Dimensions <b>28 ft x 24 ft</b>	6. Specific Address or Location <b>3235 E. 13th Avenue</b>
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>	39. Endangered? <b>NO</b> By What?	
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Bailey, Ralph and Fred</b> <b>Columbus, Ohio</b>	40. Chimney Placement <b>Two chimneys asymmetrical</b>	
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>	41. Distance from & Frontage on Road <b>30</b>	
16. Thematic Associations:		27. Other Surveys	51. Condition of Property: <b>Good/Fair</b>	
17. Date(s) or Period <b>1946</b>		28. No. of Stories <b>One story</b>	52. Historic Outbuildings & Dependencies Structure Type <b>Garage</b> Other Outbuilding/Structure/Feature Date <b>1950</b> Unknown	
17b. Alteration Date(s) <b>1950</b>		29. Basement? <b>Yes</b>	Associated Activity <b>Addition</b>	
18. Style Class and Design <b>Dominant</b> <b>No academic style - Vernacular</b>		30. Foundation Material <b>Concrete block</b>	53. Affiliated Inventory Numbers Historic (OHI) Archaeological (OAI)	
18a. Style of Addition or Elements(s)		31. Wall Construction <b>Balloon/western/platform frame</b>		
19. Architect or Engineer		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>		
		33. No. of Bays <b>3</b> Side Bays <b>2</b>		
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) The single story minimal traditional house is located on the south side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. The shape of the house is rendered irregular due to three extensions to it. A dominant, symmetrically disposed enclosed porch with a cross-gable roof marks the front facade. To the west facade is attached a car port with a gently pitched metal roof over it. A smaller enclosed porch along the rear facade is partly visible from the street. A driveway leading up the west side of the property leads to a paved area with a shed at the southwest corner and a large detached garage along the southeast corner of the property. The basement of the house is discernible from the glass-block filled glazing that punctuates the concrete block foundation. The house has two chimneys, one within the roof surface, and a second exterior one along the west facade. Alterations to the house include newer siding and roofing materials.				
43. History and Significance (Continue on Reverse if necessary) The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.				
44. Description of Environment and Outbuildings (See #52) The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east, where property belonging to the Port Columbus International continued...				
45. Sources of Information Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/20/2007</b>
49. PIR Reviewer:				50. PIR Review Date:

8. Site Plan with North Arrow

54. Farmstead Plan :



Door Selection:

**Single centered**

Door Position:

**Flush**

Orientation:

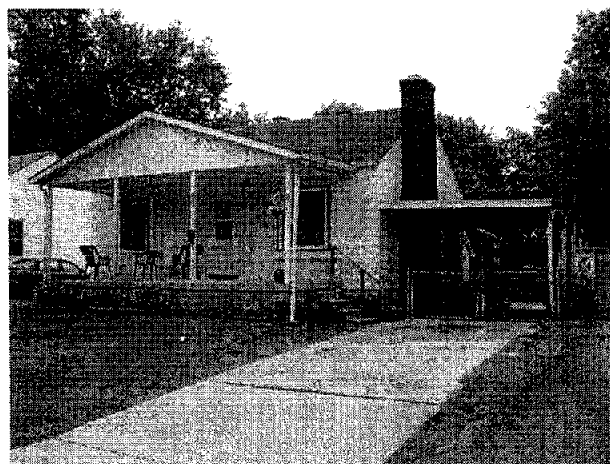
**Gable with lateral wing**

Symmetry:

**Bilateral symmetry**

Report Associated With Project:

NADB #:



1. No. **FRA-09667-12**

4. Present Name(s) **Unknown**

2. County **Franklin**

5. Historic or Other Name(s) **Unknown**

RA-09667-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

**Airport is located.**

45. *Sources (Con't)*





## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09668-12</b>		4. Present Name(s) <b>Unknown</b>		8-12 FRA-09668
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3229 E. 13th Avenue</b>		19a. Design Sources		2. County <b>Franklin</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder		
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>		4. Present or Historic Name(s) <b>Unknown</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336173 4428391</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>		
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>		35. Plan Shape <b>Rectangular</b>
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>		
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>D &amp; J Legacy Holdings, LLC</b> <b>3229 E. 13th Avenue</b> <b>Columbus, Ohio</b>		36. Changes associated with 17/17b Dates: 17. <b>Original/Most significant construct</b> 17b. <b>Substantial alteration/addition</b>
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>		
16. Thematic Associations:		27. Other Surveys		37. Window Type(s) <b>1 over 1</b>
17. Date(s) or Period <b>1946</b>		28. No. of Stories <b>One story</b>		
18. Style Class and Design <b>Dominant No academic style - Vernacular</b>		29. Basement? <b>Yes</b>		38. Building Dimensions <b>24 ft x 28 ft</b>
18a. Style of Addition or Elements(s)		30. Foundation Material <b>Concrete block</b>		
19. Architect or Engineer		31. Wall Construction <b>Balloon/western/platform frame</b>		39. Endangered? <b>NO</b> By What?
		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>		
		33. No. of Bays <b>2</b> Side Bays <b>3</b>		40. Chimney Placement <b>Off center within ridaeline</b>
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		
				41. Distance from & Frontage on Road <b>30 ft</b>
				51. Condition of Property: <b>Good/Fair</b>
				52. Historic Outbuildings & Dependencies Structure Type <b>Garage</b> Date <b>1977</b> Associated Activity
				53. Affiliated Inventory Numbers Historic (OHI) Archaeological (OAI)
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) The single story minimal traditional house is located on the south side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. The basement of the house is discernible from the glass-block filled glazing that punctuates the concrete block foundation. The house has a wooden, open deck along the front facade and a side entrance with a door in the central bay of the west facade. Alterations to the house include newer siding and roofing materials. The rear yard of the house is fenced.				
43. History and Significance (Continue on Reverse if necessary) The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s. A detached garage was added in 1977, and, according to the Franklin County Auditor Records, the house was remodeled in 1999.				
44. Description of Environment and Outbuildings (See #52) The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east, where property belonging to the Port Columbus International continued...				
45. Sources of Information Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.				
46. Prepared By: <b>Samiran Chanchani</b> 47. Organization: <b>ASC Group, Inc.</b> 48. Date Recorded: <b>08/20/2007</b> 49. PIR Reviewer: 50. PIR Review Date:				

FRA-09668-12

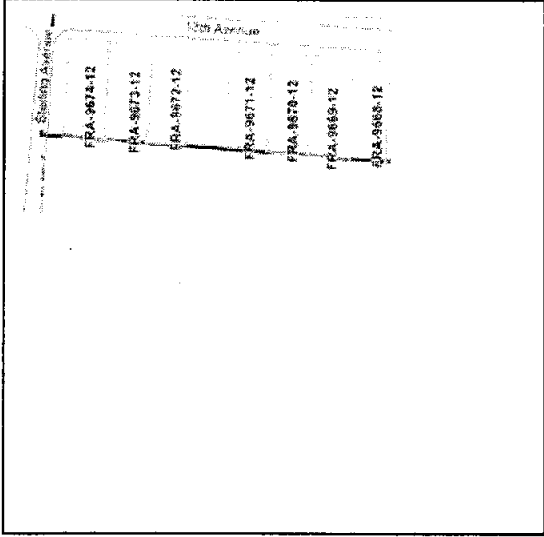
Franklin

Unknown

3229 E. 13th Avenue

8. Site Plan with North Arrow

54. Farmstead Plan :



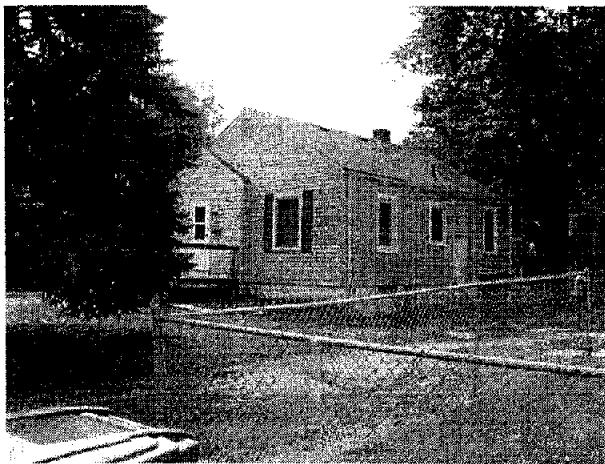
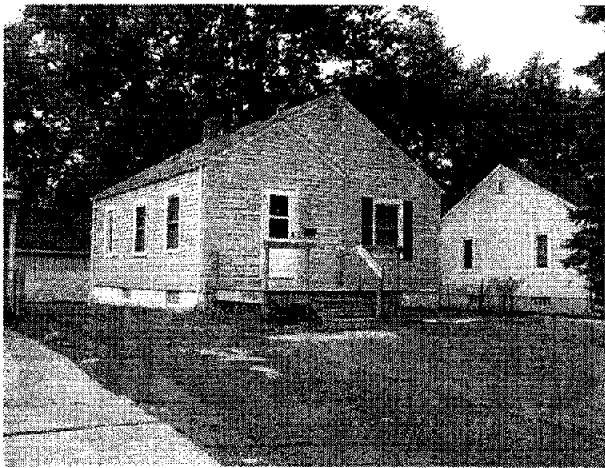
Door Selection:  
**Single off center**

Door Position:  
**Flush**

Orientation:  
**Gable end axis**

Symmetry:  
**Bilateral asymmetry**

Report Associated With Project:  
NADB #:



1. No. <b>FRA-09668-12</b>	4. Present Name(s) <b>Unknown</b>	:RA-09668-12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Unknown</b>	
42. Further Description of Important Interior and Exterior Features (Con't)		
43. History and Significance (Con't)		
44. Description of Environment and Outbuildings (Con't)		
Airport is located.		
45. Sources (Con't)		



## OHIO HISTORIC INVENTORY

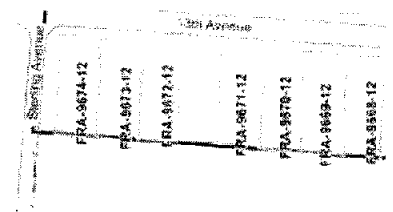
RPR Number:

1. No. <b>FRA-09669-12</b>		4. Present Name(s) <b>Unknown</b>		9-12 <b>FRA-09669-12</b>
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3223 E. 13th Avenue</b>		19a. Design Sources	35. Plan Shape <b>Rectangular</b>	2. County <b>Franklin</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. <b>Original/Most significant construct</b>	
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>	17b. <b>Substantial alteration/addition</b>	4. Present or Historic Name(s) <b>Unknown</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336159 4428392</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>	37. Window Type(s) <b>1 over 1</b>	
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>	38. Building Dimensions <b>28 ft x 24 ft</b>	
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>	39. Endangered? <b>NO</b> By What?	
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>MD3 Investments, LLC</b> <b>3223 E. 13th Avenue</b> <b>Columbus, Ohio</b>	40. Chimney Placement <b>Off center within roof surface</b>	
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>	41. Distance from & Frontage on Road <b>30 ft</b>	
16. Thematic Associations:		27. Other Surveys	51. Condition of Property: <b>Good/Fair</b>	
17. Date(s) or Period <b>1946</b>		28. No. of Stories <b>One story</b>	52. Historic Outbuildings & Dependencies Structure Type <b>Garage</b>	
17b. Alteration Date(s) <b>1985</b>		29. Basement? <b>Yes</b>	Date <b>1946</b>	
18. Style Class and Design <b>Dominant</b> <b>No academic style - Vernacular</b>		30. Foundation Material <b>Concrete block</b>	Associated Activity	
18a. Style of Addition or Elements(s)		31. Wall Construction <b>Balloon/western/platform frame</b>	53. Affiliated Inventory Numbers Historic (OHI)	
19. Architect or Engineer		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>	Archaeological (OAI)	
19a. Style of Addition or Elements(s)		33. No. of Bays <b>3</b> Side Bays <b>2</b>		
19b. Alteration Date(s)		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)				
The single story minimal traditional house is located on the south side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. The entrance to the house is emphasized by a small, cross-gable roof located entirely within the roof-line of the main building. A driveway to the east of the house leads to a detached garage at the rear end of the property. The basement of the house is discernible from the glass-block filled glazing that punctuates the concrete block foundation. Alterations to the house include newer siding and roofing materials.				
43. History and Significance (Continue on Reverse if necessary)				
The property on which the house stands was platted as part of the Cassidy Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s. According to the Franklin County Auditor's records, the house was remodeled in 1985.				
44. Description of Environment and Outbuildings (See #52)				
The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east, where property belonging to the Port Columbus International continued...				
45. Sources of Information				
Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/20/2007</b>
49. PIR Reviewer:				50. PIR Review Date:

9-12  
**FRA-09669-12**2. County  
**Franklin**4. Present or Historic Name(s)  
**Unknown**6. Specific Address or Location  
**3223 E. 13th Avenue**

8. Site Plan with North Arrow

54. Farmstead Plan :



Door Selection:  
**Single centered**

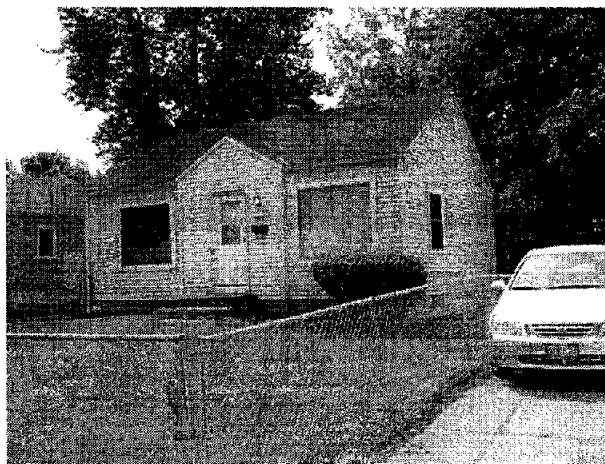
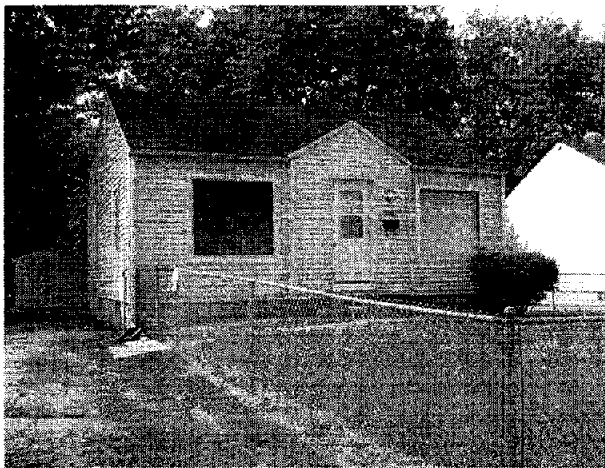
Door Position:  
**Flush**

Orientation:  
**Lateral axis**

Symmetry:  
**Bilateral symmetry**

Report Associated With Project:

NADB #:



1. No. <b>FRA-09669-12</b>	4. Present Name(s) <b>Unknown</b>	:RA-0966 L-12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Unknown</b>	
42. Further Description of Important Interior and Exterior Features (Con't)		
43. History and Significance (Con't)		
44. Description of Environment and Outbuildings (Con't)		
Airport is located.		
45. Sources (Con't)		





## Ohio Historic Preservation Office

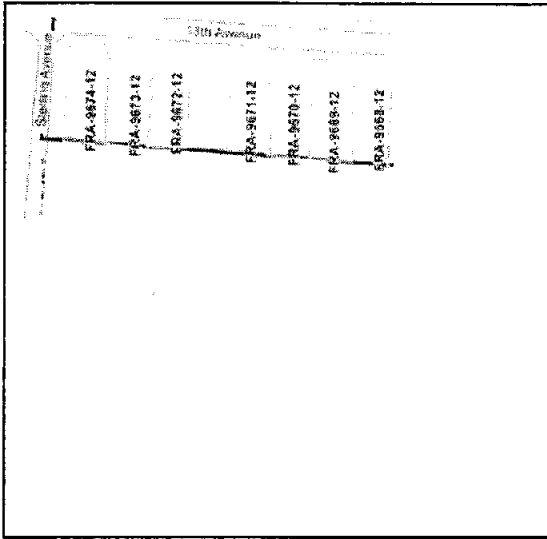
567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09670-12</b>		4. Present Name(s) <b>Unknown</b>		FRA-0967 0-12
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3217 E. 13th Avenue</b>		19a. Design Sources	35. Plan Shape <b>Irregular</b>	2. County <b>Franklin</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. <b>Original/Most significant construct</b>	
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>	17b. <b>Some alteration</b>	4. Present or Historic Name(s) <b>Unknown</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336146 4428396</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>	37. Window Type(s) <b>1 over 1</b>	
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>	38. Building Dimensions <b>28 ft x 24 ft</b>	
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>	39. Endangered? <b>NO</b> By What?	
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Daniels, Mitchell</b> <b>3217 E. 13th Avenue</b> <b>Columbus, Ohio</b>	40. Chimney Placement <b>Off center within roof surface</b>	
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>	41. Distance from & Frontage on Road <b>30 ft</b>	
16. Thematic Associations:		27. Other Surveys	51. Condition of Property: <b>Good/Fair</b>	
17. Date(s) or Period <b>1947</b>		28. No. of Stories <b>One story</b>	52. Historic Outbuildings & Dependencies Structure Type	
17b. Alteration Date(s) <b>1950</b>		29. Basement? <b>Yes</b>	Date	
18. Style Class and Design <b>Dominant No academic style - Vernacular</b>		30. Foundation Material <b>Concrete block</b>	Associated Activity	
18a. Style of Addition or Elements(s)		31. Wall Construction <b>Balloon/western/platform frame</b>	53. Affiliated Inventory Numbers Historic (OHI)	
19. Architect or Engineer		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>	Archaeological (OAI)	
33. No. of Bays <b>3</b> Side Bays <b>2</b>		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) The single story minimal traditional house is located on the south side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. A covered porch, two bays wide and located at the east end of the front facade, breaks with the symmetry of the three bay front elevation. A driveway along the east face of the property leads up to a rectangular paved area to the rear, a location likely marked for the construction of a detached garage as seen in nearby houses. The roof of the house has been modified near the rear, southwest end, with the addition of an attic space in that part of the house. Other alterations to the house include newer siding and roofing material, and a detached concrete patio near the rear facade of the house.				6. Specific Address or Location <b>3217 E. 13th Avenue</b>
43. History and Significance (Continue on Reverse if necessary) The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s. According to the Franklin County Auditor's records, a detached porch was added to the house in 1950.				
44. Description of Environment and Outbuildings (See #52) The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east on property belonging to the Port Columbus International continued...				
45. Sources of Information Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/20/2007</b>
49. PIR Reviewer:				50. PIR Review Date:

8. Site Plan with North Arrow



54. Farmstead Plan :

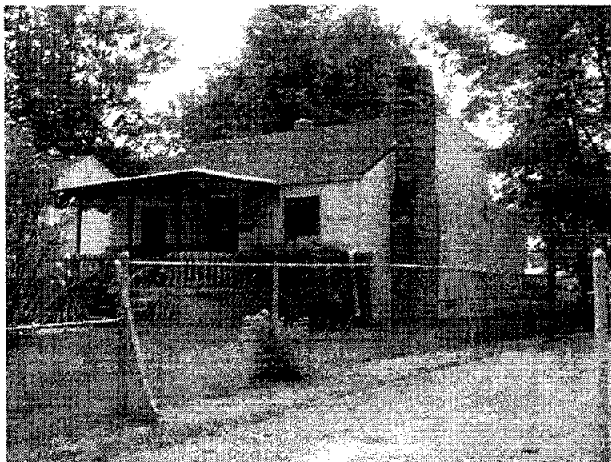
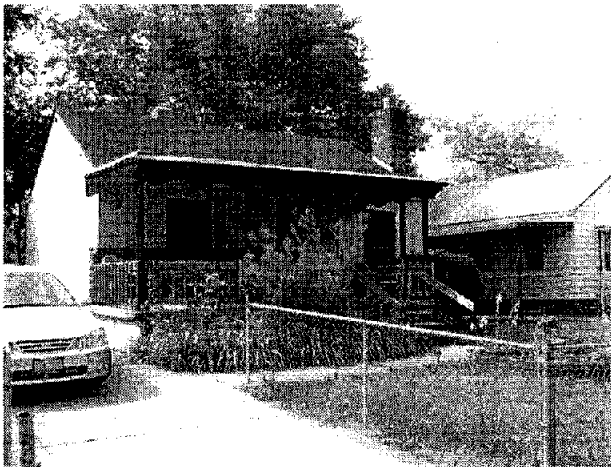
Door Selection:  
Single centered

Door Position:  
Flush

Orientation:  
Lateral axis

Symmetry:  
Bilateral asymmetry

Report Associated With Project:  
NADB #:



1. No. **FRA-09670-12**

4. Present Name(s) **Unknown**

2. County **Franklin**

5. Historic or Other Name(s) **Unknown**

RA-0967  
12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

**Airport.**

45. *Sources (Con't)*



## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

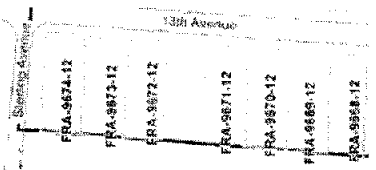
## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09671-12</b>		4. Present Name(s) <b>Unknown</b>		1-12 2. County <b>Franklin</b>	4. Present or Historic Name(s) <b>Unknown</b>
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>			
6. Specific Address or Location <b>3211 E. 13th Avenue</b>		19a. Design Sources	35. Plan Shape <b>Rectangular</b>	3211 E. 13th Avenue	
6a. Lot, Section or VMD Number		20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. <b>Original/Most significant construct</b> 17b.		
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>	37. Window Type(s) <b>1 over 1</b>		
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336132 4428394</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>	38. Building Dimensions <b>24ft x 28ft</b>		
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>	39. Endangered? <b>NO</b> By What?		
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>	40. Chimney Placement <b>Off center within ridealene</b>		
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Anthony, Veronica</b> <b>3211 E. 13th Avenue</b> <b>Columbus, Ohio</b>	41. Distance from & Frontage on Road <b>30 ft</b>		
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>	51. Condition of Property: <b>Good/Fair</b>		
16. Thematic Associations:		27. Other Surveys	52. Historic Outbuildings & Dependencies Structure Type Date Associated Activity		
17. Date(s) or Period <b>1947</b>		28. No. of Stories <b>One story</b>	53. Affiliated Inventory Numbers Historic (OHI) Archaeological (OAI)		
18. Style Class and Design <b>No academic style - Vernacular</b>		29. Basement? <b>Yes</b>			
18a. Style of Addition or Elements(s)		30. Foundation Material <b>Concrete block</b>			
19. Architect or Engineer		31. Wall Construction <b>Balloon/western/platform frame</b>			
		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>			
		33. No. of Bays <b>2</b> Side Bays <b>3</b>			
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>			
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) <b>The single story minimal traditional house is located on the south side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. A driveway along the eastern boundary of the property leads, via a carport attached to the house, to a new storage shed located at the south east corner of the property. The carport, likely a later addition, is covered with a metal roof supported by metal posts. Other alterations to the house include newer siding on the walls and shingles on the roof.</b>					6. Specific Address or Location <b>3211 E. 13th Avenue</b>
43. History and Significance (Continue on Reverse if necessary) <b>The property on which the house stands was platted as part of the Cassidy Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.</b>					
44. Description of Environment and Outbuildings (See #52) <b>The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east on property belonging to the Port Columbus International continued...</b>					
45. Sources of Information <b>Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum &amp; Brown, Cincinnati, 2007.</b>					
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/20/2007</b>	
49. PIR Reviewer:				50. PIR Review Date:	

8. Site Plan with North Arrow

54. Farmstead Plan :



Door Selection:  
**Single off center**

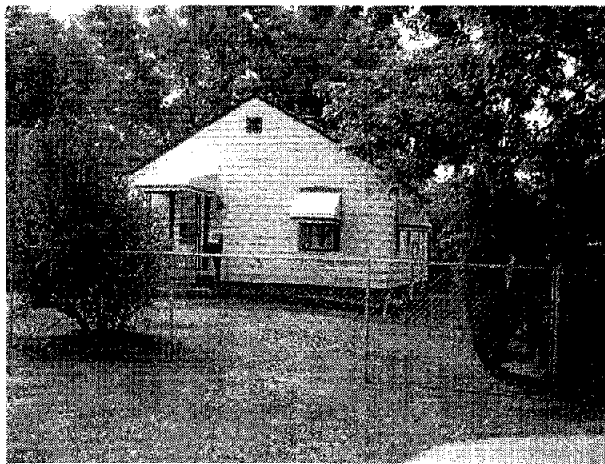
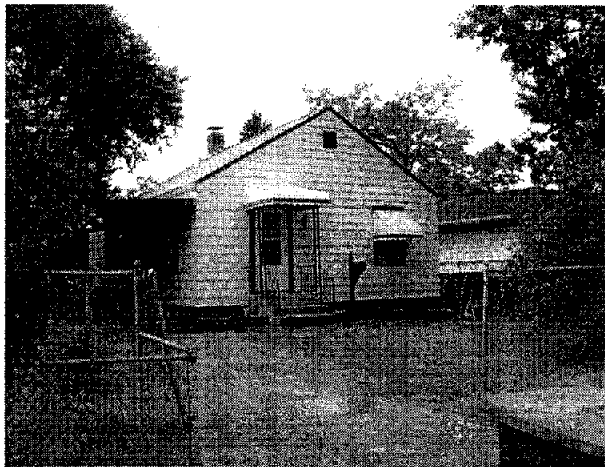
Door Position:  
**Flush**

Orientation:  
**Gable end axis**

Symmetry:  
**Bilateral asymmetry**

Report Associated With Project:

NADB #:



1. No. **FRA-09671-12**

4. Present Name(s) **Unknown**

2. County **Franklin**

5. Historic or Other Name(s) **Unknown**

RA-0967  
-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

**Airport.**

45. *Sources (Con't)*



## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09672-12</b>		4. Present Name(s) <b>Unknown</b>		FRA-0967 2-12
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3197 E. 13th Avenue</b>		19a. Design Sources	35. Plan Shape <b>Rectangular</b>	2. County <b>Franklin</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. Original/Most significant construct	
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>	17b.	4. Present or Historic Name(s) <b>Unknown</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336103 4428397</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>	37. Window Type(s) <b>1 over 1</b>	
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>	38. Building Dimensions <b>28 ft x 24 ft</b>	
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>	39. Endangered? <b>NO</b> By What?	
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Jamison, John W. and Vivian C. 3197 E. 13th Avenue Columbus, Ohio</b>	40. Chimney Placement <b>Off center within riddeline</b>	
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>	41. Distance from & Frontage on Road <b>30 ft</b>	
16. Thematic Associations:		27. Other Surveys	51. Condition of Property: <b>Good/Fair</b>	
17. Date(s) or Period <b>1947</b>		28. No. of Stories <b>One story</b>	52. Historic Outbuildings & Dependencies Structure Type <b>Other Outbuilding/Structure/Feature</b>	
18. Style Class and Design <b>Dominant No academic style - Vernacular</b>		29. Basement? <b>Yes</b>	Date <b>Unknown (new)</b>	
18a. Style of Addition or Elements(s)		30. Foundation Material <b>Concrete block</b>	Associated Activity	
19. Architect or Engineer		31. Wall Construction <b>Balloon/western/platform frame</b>	53. Affiliated Inventory Numbers Historic (OHI)	
		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>	Archaeological (OAI)	
		33. No. of Bays <b>3</b> Side Bays <b>2</b>		
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) The single story minimal traditional house is located on the south side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. A driveway to the west of the house leads up to the carport extending from the west facade. The carport is likely to be a later alteration to the structure. Other alterations to the house include newer siding and roofing materials, as well as the false, decorative panels that flank the windows of the house. The entire property - the front and backyard - is fenced.				
43. History and Significance (Continue on Reverse if necessary) The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s.				
44. Description of Environment and Outbuildings (See #52) The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east on property belonging to the Port Columbus International continued...				
45. Sources of Information Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/20/2007</b>
49. PIR Reviewer:				50. PIR Review Date:

3197 E. 13th Avenue



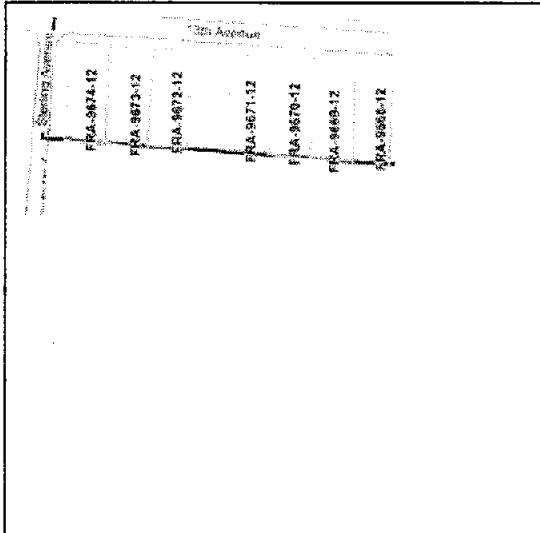
2. County **Franklin**

5. Historic or Other Name(s) **Unknown**

-0967

8. Site Plan with North Arrow

54. Farmstead Plan :



Door Selection:  
**Single centered**

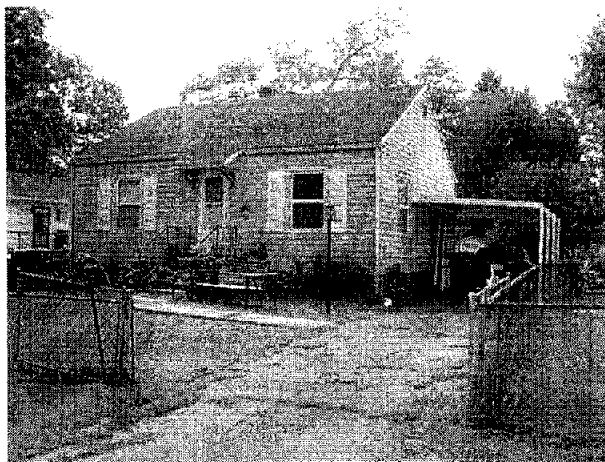
Door Position:  
**Flush**

Orientation:  
**Lateral axis**

Symmetry:  
**Bilateral symmetry**

Report Associated With Project:

NADB #:



1. No. <b>FRA-09672-12</b>	4. Present Name(s) <b>Unknown</b>	:RA-0967 1-12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Unknown</b>	
42. Further Description of Important Interior and Exterior Features (Con't)		
43. History and Significance (Con't)		
44. Description of Environment and Outbuildings (Con't)		
Airport.		
45. Sources (Con't)		



## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

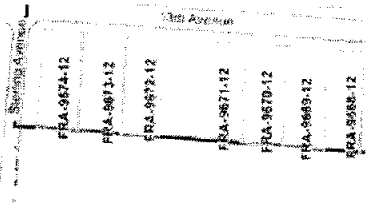
RPR Number:

1. No. <b>FRA-09673-12</b>		4. Present Name(s) <b>Unknown</b>		3-12 <b>FRA-09673-12</b>
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3191 E. 13th Avenue</b>		19a. Design Sources		2. County <b>Franklin</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder		
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>		4. Present or Historic Name(s) <b>Unknown</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336090 4428401</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>		
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>		35. Plan Shape <b>Rectangular</b>
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>		
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Gibson, Jack E. and Patti</b> <b>3191 E. 13th Avenue</b> <b>Columbus, Ohio</b>		36. Changes associated with 17/17b Dates: 17. <b>Original/Most significant construct</b> 17b. <b>Substantial alteration/addition</b>
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>		
16. Thematic Associations:		27. Other Surveys		37. Window Type(s) <b>1 over 1</b>
17. Date(s) or Period <b>1947</b>		28. No. of Stories <b>One story</b>		
18. Style Class and Design <b>Dominant</b> <b>No academic style - Vernacular</b>		29. Basement? <b>Concrete block</b>		38. Building Dimensions <b>24 ft x 28 ft</b>
18a. Style of Addition or Elements(s)		30. Foundation Material <b>Concrete block</b>		
19. Architect or Engineer		31. Wall Construction <b>Balloon/western/platform frame</b>		39. Endangered? <b>NO</b> By What?
		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>		
		33. No. of Bays <b>2</b> Side Bays <b>3</b>		40. Chimney Placement <b>Off center within ridge line</b>
		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		
				41. Distance from & Frontage on Road <b>30 ft</b>
				51. Condition of Property: <b>Good/Fair</b>
				52. Historic Outbuildings & Dependencies Structure Type <b>Garage</b> Date <b>1977</b> Associated Activity <b>Addition</b>
				53. Affiliated Inventory Numbers Historic (OHI) Archaeological (OAI)
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)				
<p>The single story minimal traditional house is located on the south side of E. 13th Avenue, and is fronted by a yard about 30 ft. deep. A driveway to the west of the house leads to the large garage located to the rear of the property. The basement of the house is discernible from the glass-block filled glazing that punctuates the concrete block foundation. A porch covered with a gable roof extends out 10 ft from the front facade of the house. It is likely that the porch has been altered with the addition of a newer roof. Other alterations to the house include newer siding and roofing materials.</p>				
43. History and Significance (Continue on Reverse if necessary)				
<p>The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s. A newer garage was added in 1977.</p>				
44. Description of Environment and Outbuildings (See #52)				
<p>The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east on property belonging to the Port Columbus International continued...</p>				
45. Sources of Information				
<p>Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum &amp; Brown, Cincinnati, 2007.</p>				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/20/2007</b>
49. PIR Reviewer:				50. PIR Review Date:

3-12  
**FRA-09673-12**2. County  
**Franklin**4. Present or Historic Name(s)  
**Unknown**6. Specific Address or Location  
**3191 E. 13th Avenue**

8. Site Plan with North Arrow

54. Farmstead Plan :



Door Selection:  
**Single off center**

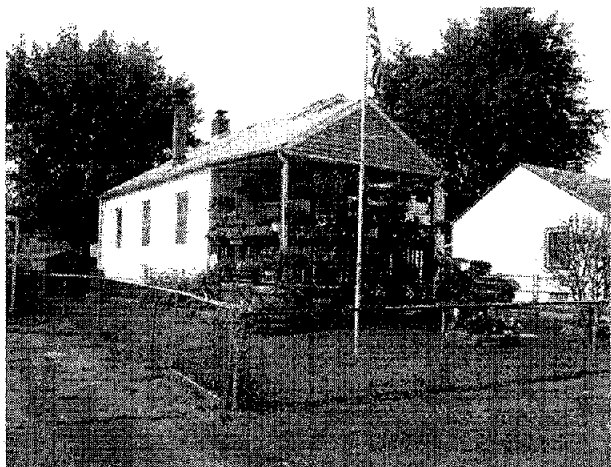
Door Position:  
**Flush**

Orientation:  
**Gable end axis**

Symmetry:  
**Bilateral asymmetry**

Report Associated With Project:

NADB #:



1. No. **FRA-09673-12**

4. Present Name(s) **Unknown**

2. County **Franklin**

5. Historic or Other Name(s) **Unknown**

RA-0967  
1-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

**Airport.**

45. *Sources (Con't)*



## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

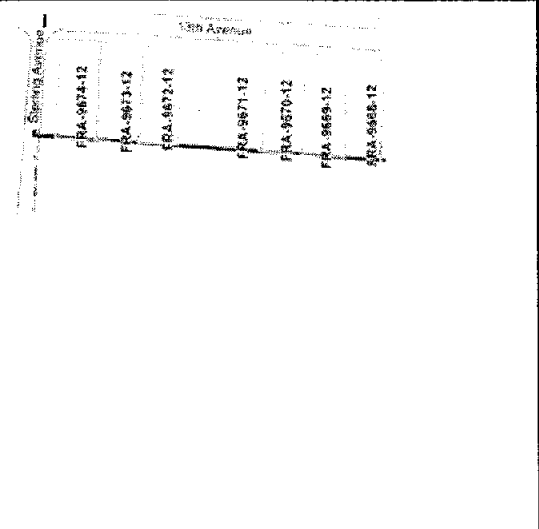
## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09674-12</b>		4. Present Name(s) <b>Unknown</b>		FRA-0967 4-12 Franklin 2. County Unknown 4. Present or Historic Name(s)
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>3185 E. 13th Avenue</b>		19a. Design Sources	35. Plan Shape <b>Rectangular</b>	6. Specific Address or Location <b>3185 E. 13th Avenue</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. Original/Most significant construct	
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>	17b. Substantial alteration/addition	
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336073 4428400</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>	37. Window Type(s) <b>1 over 1</b>	
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>	38. Building Dimensions <b>28 ft x 24 ft</b>	
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>	39. Endangered? <b>NO</b> By What?	
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>McCain, Richard</b> <b>3185 E. 13th Avenue</b> <b>Columbus, Ohio</b>	40. Chimney Placement <b>Off center within roof surface</b>	
15. Other Designation (NR or Local)		26. Property Acreage <b>.12</b>	41. Distance from & Frontage on Road <b>30 ft</b>	
16. Thematic Associations:		27. Other Surveys	51. Condition of Property: <b>Good/Fair</b>	
17. Date(s) or Period <b>1947</b>		28. No. of Stories <b>One story</b>	52. Historic Outbuildings & Dependencies Structure Type <b>Garage</b>	
17b. Alteration Date(s) <b>1979</b>		29. Basement? <b>Yes</b>	Date <b>1979</b>	
18. Style Class and Design <b>Dominant No academic style - Vernacular</b>		30. Foundation Material <b>Concrete block</b>	Associated Activity <b>Addition</b>	
18a. Style of Addition or Elements(s)		31. Wall Construction <b>Balloon/western/platform frame</b>	53. Affiliated Inventory Numbers Historic (OHI)	
19. Architect or Engineer		32. Roof Type <b>Gable</b> Roof Material <b>Asphalt shingle</b>	Archaeological (OAI)	
19. Architect or Engineer		33. No. of Bays <b>3</b> Side Bays <b>2</b>		
19. Architect or Engineer		34. Exterior Wall Material(s) <b>Aluminum or vinyl siding</b>		
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) The single story minimal traditional house is located on the south side of E. 13th Avenue at its intersection with Sterling Avenue, and is fronted by a yard about 30 ft. deep along both streets. A path from 13th Avenue leads to the front entrance to the house, while a driveway extending east from Sterling Avenue leads to the garage. The basement of the house is discernible from the glass-block filled glazing that punctuates the concrete block foundation. Alterations to the house include newer siding for the walls, shingles on the roof, and new decorative panels flanking the windows. The backyard of the house has been fenced off from the adjacent property.				
43. History and Significance (Continue on Reverse if necessary) The property on which the house stands was platted as part of the Cassady Peake Meadows subdivision, which includes E. 12th Avenue and E. 13th Avenue. The subdivision was platted before World War II, possibly during the 1930s. A new garage was added in 1979, according to the Franklin County Auditor records.				
44. Description of Environment and Outbuildings (See #52) The house is located in a fairly dense urban environment comprised of similarly sized single family homes, many of which were constructed during the period 1940-1950. Typically, all the houses are set on lots approximately 0.12 acres in size. Several of the houses in the area have detached garages with driveways located to the rear of the property. The '3000' block of E. 13th Avenue on which the house is located dead ends to the east on property belonging to the Port Columbus International continued...				
45. Sources of Information Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/20/2007</b>
49. PIR Reviewer:				50. PIR Review Date:

8. Site Plan with North Arrow

54. Farmstead Plan :



Door Selection:  
**Single off center**

Door Position:  
**Flush**

Orientation:  
**Multiple facade orientation**

Symmetry:  
**Bilateral asymmetry**

Report Associated With Project:  
NADB #:





1. No. <b>FRA-09674-12</b>	4. Present Name(s) <b>Unknown</b>	RA-0967 1-12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Unknown</b>	
42. Further Description of Important Interior and Exterior Features (Con't)		
43. History and Significance (Con't)		
44. Description of Environment and Outbuildings (Con't)		
Airport.		
45. Sources (Con't)		



## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09675-12</b>		4. Present Name(s) <b>TAT Hangar</b>		5-12 FRA-0967 2. County <b>Franklin</b> 4. Present or Historic Name(s) <b>TAT Hangar</b>
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>TAT Hangar</b>		
6. Specific Address or Location <b>575 N. Hamilton Road</b> <b>Port Columbus International Airport</b>		19a. Design Sources	35. Plan Shape <b>Rectangular</b>	6. Specific Address or Location <b>575 N. Hamilton Road</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder	36. Changes associated with 17/17h Dates: 17. Original/Most significant construct	
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other Building Type</b>	17b. Some alteration	
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 340304 4428137</b> Zone Easting Northing		22. Original Use, if apparent <b>Air Related</b>	37. Window Type(s) <b>Steel</b>	
10. Classification: <b>Building</b>		23. Present Use <b>Air Related</b>	38. Building Dimensions <b>120 ft x 200 ft</b>	
11. On National Register? <b>NO</b>		24. Ownership <b>Public</b>	39. Endangered? <b>NO</b> By What?	
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>City of Columbus</b> <b>Columbus</b> <b>Ohio</b>	40. Chimney Placement	
15. Other Designation (NR or Local)		26. Property Acreage <b>2</b>	41. Distance from & Frontage on Road <b>120</b>	
16. Thematic Associations: <b>Air</b>		27. Other Surveys	51. Condition of Property: <b>Good/Fair</b>	
17. Date(s) or Period <b>1928-1929</b>		28. No. of Stories <b>One story</b>	52. Historic Outbuildings & Dependencies Structure Type	
17b. Alteration Date(s) <b>1975</b>		29. Basement?	Date	
18. Style Class and Design <b>Other</b>		30. Foundation Material <b>Concrete slab</b>	Associated Activity	
18a. Style of Addition or Elements(s)		31. Wall Construction <b>Concrete frame</b>	53. Affiliated Inventory Numbers Historic (OHI) <b>FRA-09676-12</b> Archaeological (OAI)	
19. Architect or Engineer <b>Allied Architects Association, Columbus</b>		32. Roof Type <b>Hangar</b> Roof Material <b>Metal</b>		
		33. No. of Bays Side Bays		
		34. Exterior Wall Material(s) <b>Brick</b>		
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) Located at the eastern end of the airport, the TAT (Transcontinental Air Transport, the predecessor of TWA) Hangar is a structure constructed out of composite materials, that is, an arched metallic roof supported by load-bearing concrete lateral walls. The walls of the 1929 building are constructed of concrete, and have been painted white. Metal and glass shutters mark the front, gable end of the building. Smaller attached utility buildings and structures are visible along the side facades. The support system is emphasized by the squared full height concrete projections at the vertices that take on the appearance of monumental squared piers. These emphasized corner walls retain their original details, which include large arched openings topped with a series of three rectangular openings, providing the modern structure with a classical motif.				
43. History and Significance (Continue on Reverse if necessary) The structure was part of the facility constructed in 1929, when commercial aviation was in its infancy and worked in conjunction with the well-established railroad system. Apart from the Nationwide Hangar to the north and the Old Port Columbus Airport Control Tower located to the south, the transportation complex also included a railway line and station. The station was a regular stop for the Pennsylvania Railroad System train Airway Limited. In an arrangement with the railroad, airplanes would transport passengers during the daytime portions of the transcontinental trip, while trains would transport them during the night. With the development of instruments for night-flying in the 1930s, the railroad portion of the system was discontinued and all-flight transcontinental travel began, continued...				
44. Description of Environment and Outbuildings (See #52) The Hangar is located near the south-east boundary of the Port Columbus International Airport. It is surrounded by the airport runways and associated features to its west, the Nationwide Hangar to the north, and commercial buildings and structures along N. Hamilton Road.				
45. Sources of Information Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/21/2007</b>
49. PIR Reviewer:				50. PIR Review Date:

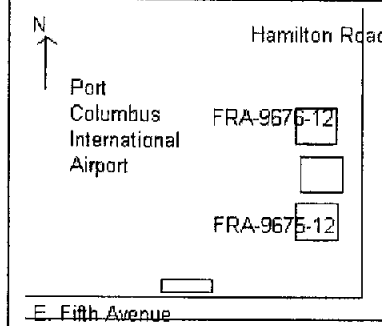
2. County **Franklin**

5. Historic or Other Name(s) **TAT Hangar**

0967

8. Site Plan with North Arrow

54. Farmstead Plan :



Door Selection:

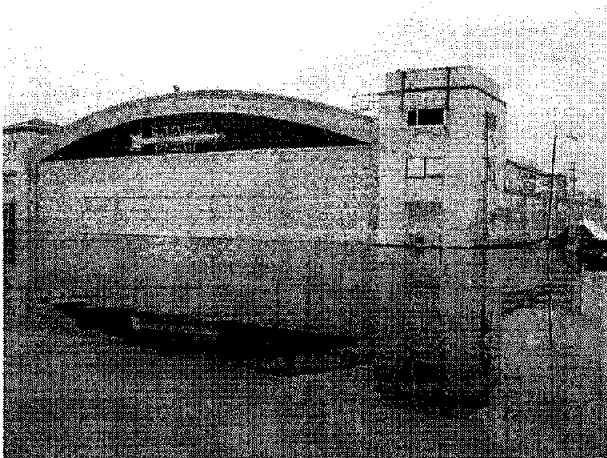
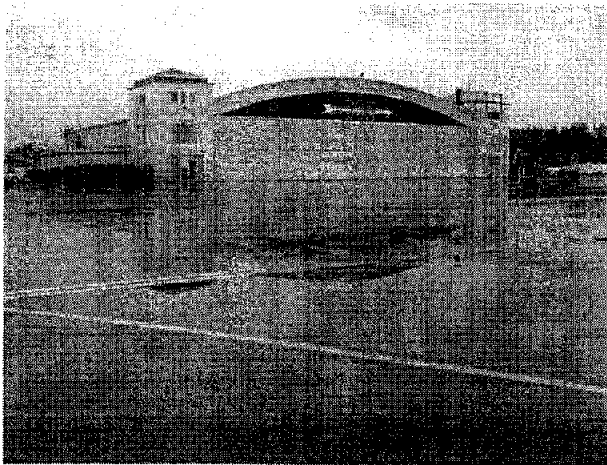
Door Position:

Orientation:  
**Gable end axis**

Symmetry:  
**Bilateral symmetry**

Report Associated With Project:

NADB #:



1. No. **FRA-09675-12**

4. Present Name(s) **TAT Hangar**

2. County **Franklin**

5. Historic or Other Name(s) **TAT Hangar**

RA-0967  
1-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

**with Columbus remaining as one of the airports in the TAT/TWA system.**

44. *Description of Environment and Outbuildings (Con't)*

45. *Sources (Con't)*



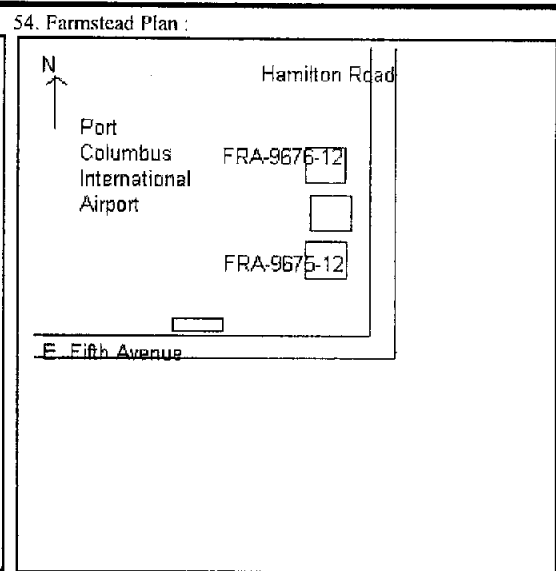
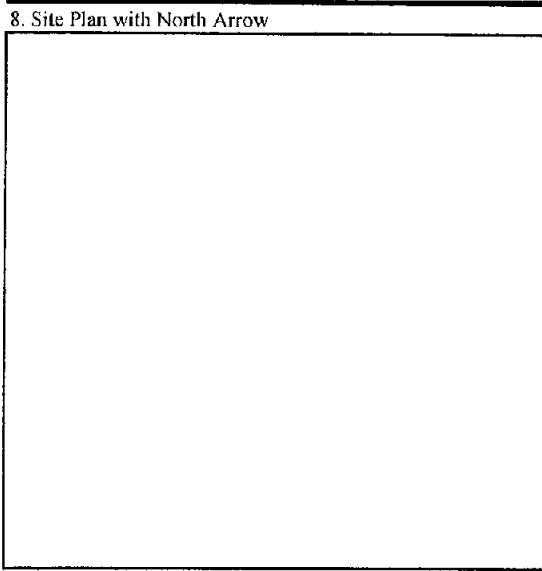
## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09676-12</b>		4. Present Name(s) <b>Nationwide Hangar</b>		FRA-09676-12 2. County <b>Franklin</b> 4. Present or Historic Name(s) <b>Nationwide Hangar</b>
2. County <b>Franklin</b>		5. Historic or Other Name(s)		
6. Specific Address or Location <b>645 N. Hamilton Road Port Columbus International Airport</b>		19a. Design Sources	35. Plan Shape <b>Rectangular</b>	6. Specific Address or Location <b>645 N. Hamilton Road</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. Original/Most significant construct	
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other Building Type</b>	17b.	
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 340302 4428300</b> Zone Easting Northing		22. Original Use, if apparent <b>Air Related</b>	37. Window Type(s) <b>Steel</b>	
10. Classification: <b>Building</b>		23. Present Use <b>Air Related</b>	38. Building Dimensions <b>160 ft x 140 ft</b>	
11. On National Register? <b>NO</b>		24. Ownership <b>Public</b>	39. Endangered? <b>NO</b> By What?	
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>City of Columbus Columbus, Ohio</b>	40. Chimney Placement	
15. Other Designation (NR or Local)		26. Property Acreage <b>2</b>	41. Distance from & Frontage on Road <b>300 ft</b>	
16. Thematic Associations: <b>Air</b>		27. Other Surveys	51. Condition of Property: <b>Good/Fair</b>	
17. Date(s) or Period <b>1929</b>		28. No. of Stories <b>One story</b>	52. Historic Outbuildings & Dependencies Structure Type	
17b. Alteration Date(s)		29. Basement?	Date	
18. Style Class and Design <b>Other</b>		30. Foundation Material <b>Concrete slab</b>	Associated Activity	
18a. Style of Addition or Elements(s)		31. Wall Construction <b>Concrete frame</b>	53. Affiliated Inventory Numbers Historic (OHI) <b>FRA-09675-12</b> Archaeological (OAI)	
19. Architect or Engineer <b>Allied Architects Association, Columbus</b>		32. Roof Type <b>Hangar</b> Roof Material <b>Metal</b>		
		33. No. of Bays Side Bays		
		34. Exterior Wall Material(s) <b>Brick</b>		
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) <b>Located at the eastern end of the airport, the Nationwide Hangar is constructed out of composite materials, that is, an arched metallic roof supported by load-bearing concrete lateral walls. Metal and glass shutters mark the front, gable end of the building. Smaller attached utility buildings and structures are visible along the side facades. The support system is emphasized by the squared full height concrete projections that take on the appearance of monumental squared piers. The facades of the building are treated without any ornamentation, emphasizing the functional nature of the building, although the corner piers once matched those of the TAT Hangar to the south.</b>				
43. History and Significance (Continue on Reverse if necessary) <b>This Hangar is related to the early history of Port Columbus. The structure was part of the facility constructed in 1929, when commercial aviation was in its infancy. Tenants included Curtis Flying Service in the 1930s and Nationwide Transport Association, Inc., in the 1960s.</b>				
44. Description of Environment and Outbuildings (See #52) <b>The Hangar is located near the southeast boundary of the Port Columbus International Airport. It is surrounded by the airport runways and associated features to its west, the TAT Hangar to the south, and commercial buildings and structures along N. Hamilton Road.</b>				
45. Sources of Information <b>Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum &amp; Brown, Cincinnati, 2007.</b>				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/21/2007</b>
49. PIR Reviewer:				50. PIR Review Date:



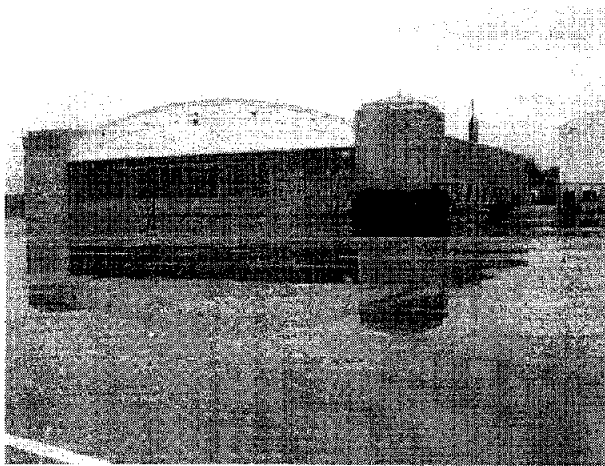
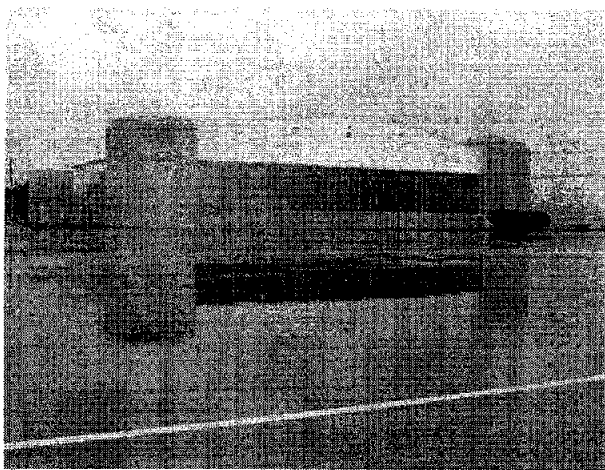
Door Selection:

Door Position:

Orientation:  
**Gable end axis**

Symmetry:

Report Associated With Project:  
NADB #:





## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09677-12</b>		4. Present Name(s) <b>Building 120 (Ammunition Magazine)</b>		FRA-09677-12 2. County <b>Franklin</b> 4. Present or Historic Name(s) <b>Building 120 (Ammunition Magazine)</b>
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Building 120 (Ammunition Magazine)</b>		
6. Specific Address or Location <b>4300 E. 5th Avenue</b>		19a. Design Sources	35. Plan Shape <b>Rectangular</b>	6. Specific Address or Location <b>4300 E. 5th Avenue</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. <b>Original/Most significant construct</b> 17b.	
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other Building Type</b>	37. Window Type(s)	
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 338123 4428545</b> Zone Easting Northing		22. Original Use, if apparent <b>Arms Storage</b>	38. Building Dimensions <b>12 ft x 30 ft</b>	
10. Classification: <b>Structure</b>		23. Present Use <b>STORAGE</b>	39. Endangered? <b>NO</b> By What?	
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>	40. Chimney Placement	
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>4300 VENTURE 34910 LLC</b> <b>1798 Frebis Avenue</b> <b>Columbus, Ohio</b>	41. Distance from & Frontage on Road <b>2000 ft</b>	
15. Other Designation (NR or Local)		26. Property Acreage	51. Condition of Property: <b>Deteriorated</b>	
16. Thematic Associations: <b>Cold War</b> <b>Manufacturing Industries</b>		27. Other Surveys	52. Historic Outbuildings & Dependencies Structure Type	
17. Date(s) or Period <b>1950s</b>		28. No. of Stories <b>One story</b>	Date	
17b. Alteration Date(s)		29. Basement?	Associated Activity	
18. Style Class and Design <b>Other</b>		30. Foundation Material <b>Concrete slab</b>		
18a. Style of Addition or Elements(s)		31. Wall Construction <b>Concrete slab</b>		
19. Architect or Engineer		32. Roof Type <b>Flat</b> Roof Material <b>Other</b>		
		33. No. of Bays Side Bays	53. Affiliated Inventory Numbers Historic (OHI)	
		34. Exterior Wall Material(s) <b>Concrete</b>	Archaeological (OAI)	
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) <b>Building 120 of Air Force Plant 85 is a windowless, flat-roofed, cast concrete structure located immediately north of Building 7. There are two entrance doors closely spaced at right-angles to each other located on a recess on its south facing facade, west corner. The entrances are partly hidden from view by the western concrete wall, which projects out and tapers towards the roof. A vent is visible on the roof. A plaque designates the structure as Building No. 120, an ammunition magazine constructed in 1952.</b>				
43. History and Significance (Continue on Reverse if necessary) <b>The building was used to store ammunition for Air Force Plant 85 beginning in the 1950s. The structure did not contribute directly to materiel production during the Cold War.</b>				
44. Description of Environment and Outbuildings (See #52) <b>The structure is located south of the Port Columbus International Airport runways and north of the Million Air warehouse, hangers, and offices. It is surrounded by expansive docking and parking areas and commercial and utility structures constructed since the 1940s.</b>				
45. Sources of Information <b>Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum &amp; Brown, Cincinnati, 2007.</b>				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/21/2007</b>
49. PIR Reviewer:				50. PIR Review Date:



8. Site Plan with North Arrow

54. Farmstead Plan :

Port Columbus International Airport

South runway

taxiway

FRA-9677-42

International Air Center, formerly Air Force Plant 85

E. Fifth Avenue

N

Door Selection:  
**Two doors symmetrical**

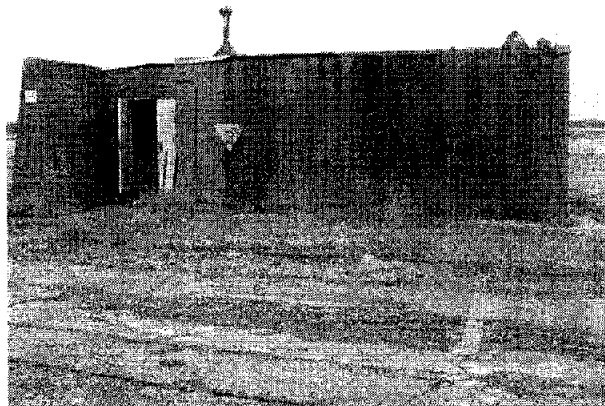
Door Position:

Orientation:

Symmetry:  
**Bilateral asymmetry**

Report Associated With Project:

NADB #:





## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09678-12</b>		4. Present Name(s) <b>Unknown</b>		FRA-09678-12 2. County <b>Franklin</b> 4. Present or Historic Name(s) <b>Unknown</b>
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>Port Columbus International Airport North of N. James Street</b>		19a. Design Sources	35. Plan Shape <b>Rectangular</b>	6. Specific Address or Location <b>Port Columbus International Airport</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. <b>Original/Most significant construct</b> 17b.	
7. City or Village <b>Port Columbus Int. Airport</b>		21. Building Type or Plan <b>Other Building Type</b>	37. Window Type(s)	
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 338017 4428685</b> Zone Easting Northing		22. Original Use, if apparent <b>STORAGE</b>	38. Building Dimensions <b>30ft x 35 ft</b>	
10. Classification: <b>Structure</b>		23. Present Use <b>UNKNOWN USE</b>	39. Endangered? <b>NO</b> By What?	
11. On National Register? <b>NO</b>		24. Ownership <b>Public</b>	40. Chimney Placement	
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>City of Columbus</b> <b>Columbus, Ohio</b>	41. Distance from & Frontage on Road	
15. Other Designation (NR or Local)		26. Property Acreage	51. Condition of Property: <b>Deteriorated</b>	
16. Thematic Associations:		27. Other Surveys	52. Historic Outbuildings & Dependencies Structure Type Date Associated Activity	
17. Date(s) or Period <b>c. 1950s</b>		28. No. of Stories <b>One story</b>	53. Affiliated Inventory Numbers Historic (OHI) Archaeological (OAI)	
17b. Alteration Date(s)		29. Basement? <b>Concrete slab</b>		
18. Style Class and Design <b>Other</b>		30. Foundation Material <b>Concrete frame</b>		
18a. Style of Addition or Elements(s)		31. Wall Construction <b>Concrete frame</b>		
19. Architect or Engineer <b>Unknown</b>		32. Roof Type <b>Flat</b> Roof Material <b>Unknown</b>		
		33. No. of Bays Side Bays		
		34. Exterior Wall Material(s) <b>Concrete</b>		
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) <b>This structure is a single storied concrete building located in a secured, fenced area south of the airport runway and northwest of Building 7 and the Air Force Plant 85 complex. The structure is only partly visible because it is surrounded on all sides by a metal fence and heavy vegetation. The structure appears to be in a condition of disuse, judging from the heavy outgrowth of vegetation and weeds growing in its immediate vicinity and along some of the walls of the structure. Portions of the fence and its support system, which may have been constructed during the same period as the structure, show heavy rusting. The integrity of the structure appears to be poor.</b>				
43. History and Significance (Continue on Reverse if necessary) <b>The structure, like other concrete structures in the vicinity of Air Force Plant 85, was likely to have been constructed during the 1950s. Its actual use during the time is unknown, and there is no record of its association with the historic Air Force Plant 85 complex.</b>				
44. Description of Environment and Outbuildings (See #52) <b>The structure is located south of the Port Columbus International Airport runways and north-northwest of the Million Air warehouse, hangers, and offices. It is surrounded by expansive docking and parking areas to the east and commercial and utility structures constructed since the 1940s to the south.</b>				
45. Sources of Information <b>Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum &amp; Brown, Cincinnati, 2007.</b>				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/21/2007</b>
49. PIR Reviewer:				50. PIR Review Date:

8. Site Plan with North Arrow

54. Farmstead Plan :

Port Columbus International Airport

South runway

taxiway

FRA-9678-12

International Air Center, formerly Air Force Plant 85

E. Fifth Avenue

N

Door Selection:

Door Position:

Orientation:

Symmetry:

Report Associated With Project:  
NADB #:





## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

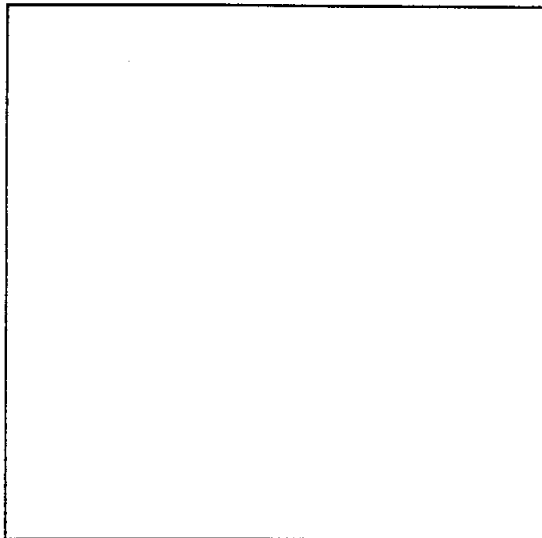
RPR Number:

1. No. <b>FRA-09679-12</b>		4. Present Name(s) <b>Unknown</b>		9-12 <b>FRA-0967</b>
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>Port Columbus International Airport</b>		19a. Design Sources		2. County <b>Franklin</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder		
7. City or Village <b>Port Columbus Int. Airport</b>		21. Building Type or Plan <b>Other Building Type</b>		4. Present or Historic Name(s) <b>Unknown</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 337989 4428685</b> Zone Easting Northing		22. Original Use, if apparent <b>UNKNOWN USE</b>		
10. Classification: <b>Structure</b>		23. Present Use <b>UNKNOWN USE</b>		35. Plan Shape <b>Irregular</b>
11. On National Register? <b>NO</b>		24. Ownership <b>Public</b>		
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>City of Columbus</b> <b>Columbus, Ohio</b>		36. Changes associated with 17/17b Dates: 17. <b>Original/Most significant construct</b> 17b.
15. Other Designation (NR or Local)		26. Property Acreage		
16. Thematic Associations: <b>Cold War</b>		27. Other Surveys		37. Window Type(s)
17. Date(s) or Period <b>c. 1950s</b>		28. No. of Stories <b>One story</b>		
18. Style Class and Design <b>Other</b>		29. Basement?		38. Building Dimensions <b>40 ft x 60 ft approx.</b>
18a. Style of Addition or Elements(s)		30. Foundation Material <b>Concrete slab</b>		
19. Architect or Engineer		31. Wall Construction <b>Concrete frame</b>		39. Endangered? <b>NO</b> By What?
		32. Roof Type <b>Flat</b> Roof Material <b>Unknown</b>		
		33. No. of Bays Side Bays		40. Chimney Placement
		34. Exterior Wall Material(s) <b>Cast concrete block (rock faced)</b>		
				41. Distance from & Frontage on Road <b>300 ft N of N. James Rd</b>
				51. Condition of Property: <b>Deteriorated</b>
				52. Historic Outbuildings & Dependencies Structure Type  Date  Associated Activity
				53. Affiliated Inventory Numbers Historic (OHI)  Archaeological (OAI)
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) <b>The structure is a composite of a flat-roofed cast concrete building, a cylindrical storage tank placed horizontally north of it, and associated pipes and vents. The 1987 Facility Plot Plan for Air Force Plant 85 indicates that the structure was located in a cluster of buildings in close proximity to the thermodynamics building (Building 259). The thermodynamics building has been removed, along with other small structures in the vicinity of Air Force Plant 85. The lack of maintenance is visible from the outgrowth of vegetation around the main structure, and the considerable rusting on the associated tank, adversely impacting its integrity of design and materials. Other associated structures in the vicinity appear to have been removed, impacting its integrity of feeling, association, and setting. The overall integrity of the structure is poor.</b>				
43. History and Significance (Continue on Reverse if necessary) <b>Based upon its proximity to the thermodynamics building, the structure may have served an ancillary function to that structure, typing its significance to the tests conducted there during the Cold War. However, the thermodynamics buildings as well as other smaller structures in the vicinity have been removed.</b>				
44. Description of Environment and Outbuildings (See #52) <b>The structure is located south of the Port Columbus International Airport runways and north-northwest of the Million Air warehouse, hangers, and offices. It is surrounded by expansive docking and parking areas to the east and commercial and utility structures constructed since the 1940s to the south.</b>				
45. Sources of Information <b>Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum &amp; Brown, Cincinnati, 2007.</b>				
46. Prepared By: <b>Samiran Chanchani</b> 47. Organization: <b>ASC Group, Inc.</b> 48. Date Recorded: <b>08/21/2007</b>				
49. PIR Reviewer: 50. PIR Review Date:				

9-12  
**FRA-0967**2. County  
**Franklin**4. Present or Historic Name(s)  
**Unknown**6. Specific Address or Location  
**Port Columbus International Airport**

8. Site Plan with North Arrow

54. Farmstead Plan :



Port Columbus International Airport

South runway



D

■ FRA 9679-12

International Air  
Center, formerly Air  
Force Plant 85

E. Fifth Avenue



Door Selection:

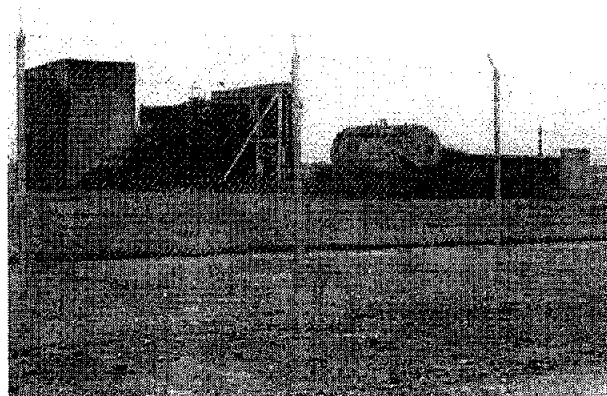
Door Position:

Orientation:

Symmetry:

Report Associated With Project:

NADB #:





## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09680-12</b>	4. Present Name(s) <b>Unknown</b>	FRA-09680-12 2. County <b>Franklin</b> 4. Present or Historic Name(s) <b>Unknown</b>
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Unknown</b>	
6. Specific Address or Location <b>Port Columbus International Airport</b>	19a. Design Sources	35. Plan Shape <b>Octagonal</b>
6a. Lot, Section or VMD Number	20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. 17b.
7. City or Village <b>Port Columbus Int. Airport</b>	21. Building Type or Plan <b>Other Building Type</b>	37. Window Type(s)
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336743 4428556</b> Zone Easting Northing	22. Original Use, if apparent <b>GOVERNMENT/PUBLIC</b>	38. Building Dimensions <b>20 ft tall, approx. 6 ft diameter</b>
10. Classification: <b>Structure</b>	23. Present Use <b>VACANT/NOT IN USE</b>	39. Endangered? <b>NO</b> By What?
11. On National Register? <b>NO</b>	24. Ownership	40. Chimney Placement
13. Part of Established Hist. Dist? <b>NO</b>	25. Owner's Name & Address, if known <b>City of Columbus</b> <b>Columbus, Ohio</b>	41. Distance from & Frontage on Road <b>300 ft east of Seltzer Rd</b>
15. Other Designation (NR or Local)	26. Property Acreage	51. Condition of Property: <b>Deteriorated</b>
16. Thematic Associations:	27. Other Surveys	52. Historic Outbuildings & Dependencies Structure Type <b>Other Building Type</b>
17. Date(s) or Period <b>mid-twentieth centur</b>	28. No. of Stories <b>One story</b>	Date <b>mid-20th c.</b>
18. Style Class and Design <b>Other</b>	29. Basement?	Associated Activity
18a. Style of Addition or Elements(s)	30. Foundation Material <b>Concrete slab</b>	53. Affiliated Inventory Numbers Historic (OHI) <b>FRA-09681-12</b> Archaeological (OAI)
19. Architect or Engineer	31. Wall Construction <b>Concrete slab</b>	
	32. Roof Type <b>Flat</b> Roof Material <b>Unknown</b>	
	33. No. of Bays Side Bays	
	34. Exterior Wall Material(s) <b>Cast concrete block (rock faced)</b>	
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) The structure is an octagonal concrete tower approximately 20 ft tall and approximately 6 ft in width located at the western end of the airport property. There is a door located at the southern end of the tower. Inside, the base of the tower is concrete, and there is a small gutter visible inside. The structure, associated with FRA-09681-12 located to the south, is clearly in a condition of disuse, and a remnant of an old water treatment facility. A paved path leading from FRA-09680-12 to FRA-09681-12 is partly visible.		
43. History and Significance (Continue on Reverse if necessary) There was no historical information available concerning the structure. It appears to have been associated with a larger water storage, supply or treatment facility.		
44. Description of Environment and Outbuildings (See #52) The structure is located south of the Port Columbus International Airport runways, in a field. It is near the intersection of Seltzer Road and the International Air Center access road, approximately 300 ft east of Seltzer Road. Seltzer Road near the structure is marked by single and double storied commercial structures and associated parking lots.		
45. Sources of Information Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati, 2007.		
46. Prepared By: <b>Samiran Chanchani</b>	47. Organization: <b>ASC Group, Inc.</b>	48. Date Recorded: <b>08/21/2007</b>
49. PIR Reviewer:		50. PIR Review Date:

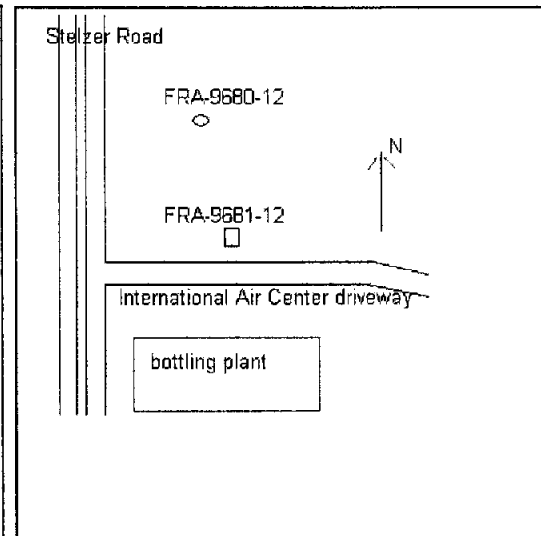
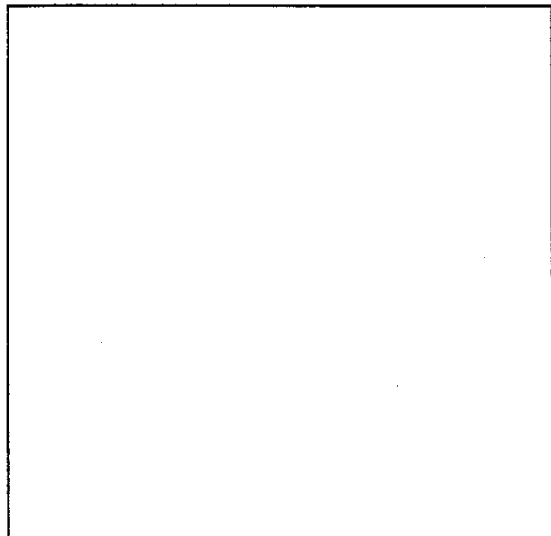
2. County **Franklin**

5. Historic or Other Name(s) **Unknown**

8960

8. Site Plan with North Arrow

54. Farmstead Plan :



Door Selection:

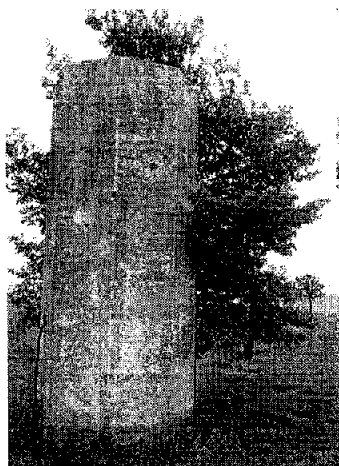
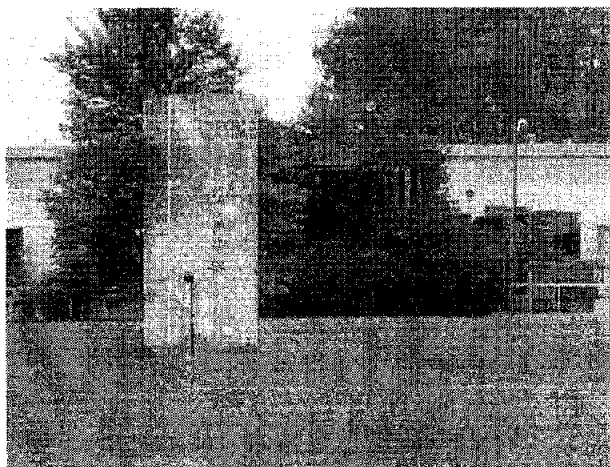
Door Position:

Orientation:

Symmetry:

Report Associated With Project:

NADB #:







## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09681-12</b>		4. Present Name(s) <b>Unknown</b>		1-12 FRA-09681-12
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Unknown</b>		
6. Specific Address or Location <b>Port Columbus International Airport</b>		19a. Design Sources	35. Plan Shape <b>Rectangular</b>	2. County <b>Franklin</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. <b>Original/Most significant construct</b> 17b.	
7. City or Village <b>Port Columbus Int. Airport</b>		21. Building Type or Plan <b>Other Building Type</b>	37. Window Type(s)	4. Present or Historic Name(s) <b>Unknown</b>
9. U.T.M. Reference Quadrangle Name: <b>Northeast Columbus</b> <b>17 336753 4428569</b> Zone Easting Northing		22. Original Use, if apparent <b>GOVERNMENT/PUBLIC</b>	38. Building Dimensions	
10. Classification: <b>Structure</b>		23. Present Use <b>VACANT/NOT IN USE</b>	39. Endangered? <b>NO</b> By What?	6. Specific Address or Location <b>Port Columbus International Airport</b>
11. On National Register? <b>NO</b>		24. Ownership <b>Public</b>	40. Chimney Placement	
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>City of Columbus</b> <b>Columbus, Ohio</b>	41. Distance from & Frontage on Road <b>50 ft north of E. 5th Av</b>	
15. Other Designation (NR or Local)		26. Property Acreage	51. Condition of Property: <b>Deteriorated</b>	
16. Thematic Associations:		27. Other Surveys	52. Historic Outbuildings & Dependencies	
17. Date(s) or Period <b>mid-20th century</b>		28. No. of Stories <b>One story</b>	53. Affiliated Inventory Numbers Historic (OHI) <b>FRA-09680-12</b> Archaeological (OAI)	
18. Style Class and Design <b>Other</b>		29. Basement?	54. Associated Activity	
18a. Style of Addition or Elements(s)		30. Foundation Material <b>Concrete slab</b>		
19. Architect or Engineer		31. Wall Construction <b>Concrete block</b>		
		32. Roof Type <b>Flat</b> Roof Material <b>Unknown</b>		
		33. No. of Bays Side Bays		
		34. Exterior Wall Material(s) <b>Cast concrete block (rock faced)</b>		
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary)				
<p>This is a concrete structure, rectangular in plan. Its roof, apparently accessible, extends out from the footprint of the building and is surrounded by a metal rail. There are several vents located on the faces of the structure, which is about 25-30 ft in height, and metal pipes extending to the ground. An entrance to the structure is located on the north face under the canopy provided by the extended roof. The purpose of the structure is unknown; it was most likely part of a facility that also included FRA-09680-12, to which it is connected by a paved path. The structure is in a condition of disuse, with heavy outgrowth of vegetation surrounding all faces and growing on its walls. It is likely that some of the associated structures have been removed, and consequently it is not possible to discern what it was used for.</p>				
43. History and Significance (Continue on Reverse if necessary)				
<p>There was no historical information available concerning the structure. It appears to have been associated with a larger water storage, supply or treatment facility.</p>				
44. Description of Environment and Outbuildings (See #52)				
<p>The structure is located near the southwest corner of the Port Columbus International Airport, in a field. It is near the intersection of Stelzer Road and the International Air Center access road, approximately 50 ft north of the access road. Stelzer Road near the structure is marked by single and double storied commercial structures and associated parking lots.</p>				
45. Sources of Information				
<p>Chanchani, Samiran, and Douglas Terpstra; Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum &amp; Brown, Cincinnati, 2007.</p>				
46. Prepared By: <b>Samiran Chanchani</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/21/2007</b>
49. PIR Reviewer:				50. PIR Review Date:

2. County **Franklin**

5. Historic or Other Name(s) **Unknown**

8960

8. Site Plan with North Arrow

54. Farmstead Plan :

Stelzer Road

FRA-9680-12

FRA-9681-12

International Air Center driveway

bottling plant

Door Selection:

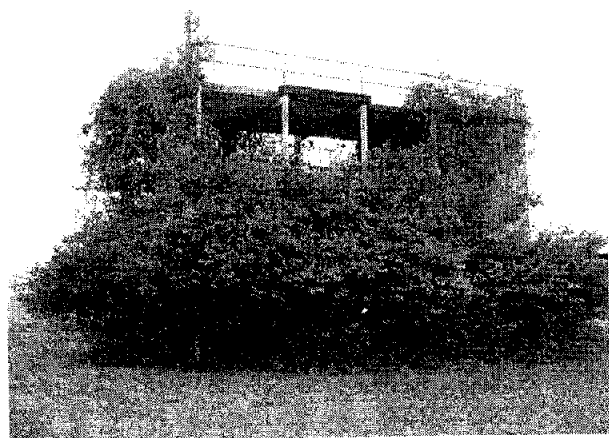
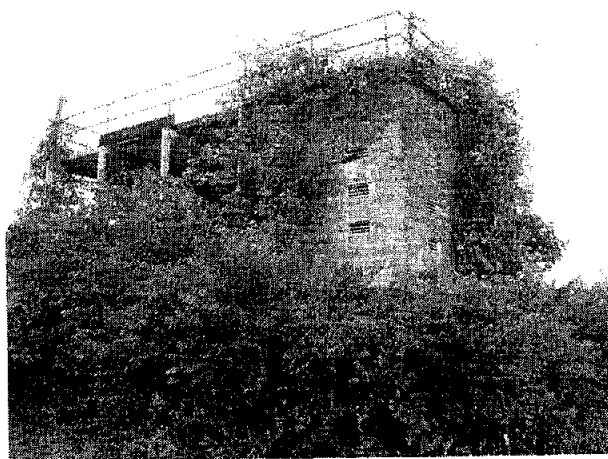
Door Position:

Orientation:

Symmetry:

Report Associated With Project:

NADB #:



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## **Attachment 2**

History/Architecture Survey of the Area of Potential Effects  
for Indirect Effects for the Section 106 Evaluation and the  
Environmental Impact Statement for Proposed Improvements to  
Port Columbus International Airport, Cities of Columbus and  
Gahanna, Franklin County, Ohio

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**History/Architecture Survey of the Area of Potential Effects  
for Indirect Effects for the Section 106 Evaluation and the  
Environmental Impact Statement for Proposed  
Improvements to Port Columbus International Airport,  
Cities of Columbus and Gahanna, Franklin County, Ohio**

**By**

**Douglas Terpstra, M.S.**

**ASC**  
GROUP, INC.



ARCHAEOLOGY



ARCHITECTURE



ENVIRONMENT

CULTURAL AND ENVIRONMENTAL CONSULTANTS

**History/Architecture Survey of the Area of Potential Effects for Indirect Effects for the  
Section 106 Evaluation and the Environmental Impact Statement for Proposed  
Improvements to Port Columbus International Airport, Cities of Columbus and Gahanna,  
Franklin County, Ohio**

**By**

**Douglas Terpstra, M.S.**

**Submitted By:**

**Shaune Skinner, M.A., RPA**

**Project Manager**

**ASC Group, Inc.**

**4620 Indianola Ave.**

**Columbus, Ohio 43214**

**614.268.2514**

**Submitted To:**

**Landrum & Brown, Inc.**

**11279 Carnell Park Drive**

**Cincinnati, OH 45242**

**513.530.1246**

**Lead Agency: Federal Aviation Administration**

**April 3, 2008**

## ABSTRACT

In August 2007, ASC Group, Inc., under contract with Landrum & Brown, Inc., undertook a history/architecture survey of the area of potential effects for the indirect effects, primarily noise impacts, expected from the proposed improvements to Port Columbus International Airport in the cities of Columbus and Gahanna, Franklin County, Ohio. The proposed improvement is the replacement of the existing south runway with a new runway farther south. The area of potential effects for indirect effects is a large box extending from west of Joyce Avenue in the west to east of Taylor Station Road in the east, and from the I-270/I-670 interchange in the north to 5th Avenue in the south. This area of potential effect encompasses the 65 DNL noise contour area and the area of potentially significant noise increase, where noise levels are expected to rise by at least 1.5 dB. A separate area of potential effect was delineated for direct effects, and the results of that survey are presented in a separate report.

ASC Group photographed every built resource greater than 50 years of age in the area of potentially significant noise increase and conducted a windshield survey in the remainder of the area of potential effects for indirect effects to identify history/architecture resources likely to prove eligible for listing in the National Register of Historic Places. Four resources listed in or determined eligible for listing in the National Register of Historic Places are present in the area of potential indirect effects: The Old Port Columbus Airport Control Tower, Valley Dale Ballroom, the Elam Drake Residence, and 1388 Sunbury Road. Four resources likely to prove eligible for the National Register of Historic Places were identified in the area of potential indirect effects, none of which are in the area of potentially significant noise impact: 1891 Sunbury Road (FRA-2052-14), recommended eligible under Criteria A, B, and C; Erskine Hall at Ohio Dominican University (FRA-2069-14), recommended eligible under Criterion C; Wehrle Hall at Ohio Dominican University (FRA-2068-14), recommended eligible under Criterion C; and Shepard School on Walcutt Avenue, recommended eligible under Criterion C.



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## CHAPTER 1: INTRODUCTION

ASC Group, Inc., under contract with Landrum & Brown, Inc., has completed a history/architecture survey for the area of potential effects (APE) for indirect effects for the proposed improvements to Port Columbus International Airport in the cities of Columbus and Gahanna, Franklin County, Ohio (Figure 1). This survey is part of the preparation of an Environmental Impact Statement to review the potential impacts from proposed capital improvements at the airport. In particular, the Columbus Regional Airport Authority proposes to replace the existing Runway 10R/28L with a new runway of approximately the same length. The new runway is proposed to be relocated south of the existing runway to allow for future passenger terminal expansion.

The survey being reported in this document examined potential history/architecture resources in the indirect effects APE for the proposed project, the indirect effects consisting of noise impacts from air traffic using the proposed new runway. The indirect effects APE is a large, slightly irregular box. The west boundary of the APE consists of the railroad line west of Joyce Avenue. The north boundary is in line with Myrtle Avenue at its west end and proceeds east in an east-southeast direction, passing through the I-270/I-670 interchange to Big Walnut Creek, turning more sharply southeast to the north side of the I-270/Hamilton Road interchange, and then proceeding approximately due east to a point approximately 2,500 ft east of Taylor Station Road. From that point, the east boundary of the APE proceeds roughly south to a point 900 ft north of Broad Street (State Route [SR] 16). From the latter point, the APE proceeds west in nearly a straight line to the intersection of 7th Avenue and 5th Avenue south of the airport. 5th Avenue forms the remainder of the south boundary of the APE (Figure 2). The indirect effects APE includes the entirety of the 65 DNL noise contour and the area of potentially significant noise increase where noise increases of 1.5 dB are expected. Direct effects to some existing built resources also are expected as a result of this project. However, a separate APE was developed to encompass the potential historic resources expected to receive direct impacts from the project, and a separate survey was conducted to evaluate the National Register of Historic Places (NRHP) eligibility of built resources in that APE (see Chanchani and Terpstra 2007). The resources in the direct effects APE will not be reported in this document.

The purpose of this investigation is to provide information for compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. The goals of this

investigation are to determine whether history/architecture resources are present in the APE and, if so, to evaluate whether they are eligible for the NRHP. Douglas Terpstra, M.S., conducted the fieldwork on August 27-29 and 31, 2007, and served as history/architecture principal investigator. Shaune M. Skinner, M.A., RPA, served as project manager.

## CHAPTER 2: LITERATURE REVIEW

### PREVIOUSLY DOCUMENTED HISTORY/ARCHITECTURE RESOURCES

In October 2006, ASC Group, Inc., completed a Cultural Resources Existing Conditions Report for the project that included a literature review for the indirect effects APE (Terpstra and Gibbs 2006). The literature review was reviewed and updated by Douglas Terpstra, M.S., on September 6 and 10, 2007. The following resources were reviewed at OHPO:

1. NRHP list;
2. NRHP formal determination of eligibility (DOE) list;
3. NRHP consensus and preliminary DOE lists;
4. Inactive NRHP nomination forms;
5. Draft NRHP nomination forms;
6. NRHP questionnaires; and
7. Ohio Historic Inventory (OHI) forms.

Within the indirect effects APE are five cemeteries, three properties listed in the NRHP, three properties determined eligible for listing in the NRHP (NRHP-DOE), and 54 properties recorded on OHI forms, some of which are among the NRHP and NRHP-DOE properties (Figure 2; Table 1). The NRHP-listed resources are the Elam Drake Residence, the Valley Dale Ballroom, and the Old Port Columbus Airport Control Tower (Appendix A). These properties are discussed in Terpstra and Gibbs (2006) and in Chapter 5 of this report. The NRHP-DOE properties are Air Force Plant 85, the U.S. Navy/Electrosonics Hangar, and a house at 1388 Sunbury Road<sup>1</sup>. The U.S. Navy/Electrosonics Hangar has been demolished and so is not included on Figure 2 or Table 1. Air Force Plant 85 is also included in the direct effects APE and is discussed in Terpstra and Gibbs (2006) and in the report for the direct effects APE (Chanchani and Terpstra 2007). The house at 1388 Sunbury Road received a consensus NRHP-DOE between OHPO and FAA in 1995 resulting from a residential soundproofing project. The house was found to be eligible under Criteria A and C as a good local example of a farmhouse type (Martha Raymond, letter to Tony Iacobini, 30 May 1995, copy on file at OHPO, Columbus). This property is discussed further in Chapter 5 of this report. In addition, a NRHP questionnaire has been submitted to OHPO requesting a preliminary evaluation of Evergreen Cemetery on Woodland Avenue.

---

<sup>1</sup> 1388 Sunbury Road has been assigned OHI number FRA-2063-14, although the OHI form lists the address as 1386 Sunbury Road.

Of the 54 OHI properties in the indirect effects APE, 24 are buildings or structures associated with Air Force Plant 85. Seven of the remaining 30 OHI properties are nineteenth century residences; most are located along Alum Creek and likely are former farmhouses. One of the seven has a brick barn, inventoried separately. Three of the inventoried properties, all now demolished, were company housing for the Claycraft Company, a brick manufacturer located along Claycraft Road in Gahanna. Eleven properties are residences from the 1920s to the 1940s that reflect the suburban growth of Columbus in the early twentieth century. Most of these houses are modest in size and design, although FRA-2064-14 is a larger, Tudor Revival-style house that is now part of the Ohio Dominican University (ODU) campus. Two additional ODU campus buildings also are included in the OHI. Two schools and a church are among the remaining OHI properties.

Historic cartographic sources help illustrate the history and development of the indirect effects APE (Figures 3–9). These maps and atlases show that much of the indirect effects APE consisted of open farmland into the early twentieth century. Suburban and industrial development spread slowly eastward from Columbus in the early twentieth century, but it was not until after World War II that widespread commercial and residential development of the area began. These sources are discussed more in depth in the historic context.

### **HISTORIC CONTEXT**

The indirect effects APE is located in what originally were portions of Clinton, Mifflin, and Jefferson townships in Franklin County, although Columbus and Gahanna have annexed much of this land in the second half of the twentieth century. Prior to the Treaty of Greenville in 1795, the U.S. did not have title to the land in Ohio. France lost their claims to Ohio with its loss to Great Britain in the French and Indian War, and Great Britain relinquished its claim to Ohio with its defeat to the U.S. in the American Revolution. Great Britain had attempted to avoid conflict with the Native Americans by maintaining the region north and west of the Ohio River as a Native American reserve, but was unsuccessful at preventing Euro-American frontiersmen and squatters from moving into the territory. Conflicts with the Native Americans in Ohio made settlement unsafe, and there were few permanent settlers and little recorded history. Squatters settled on land without legally owning it, clearing and farming small plots until they were driven away by Native Americans or federal troops, or left to continue to follow the frontier west (Knepper 2002).



Beginning with the Treaty of Fort McIntosh in 1785, the U.S. government attempted to remove Native American claims to Ohio and open the territory for settlement. After failed attempts to defeat mounting Native American resistance by General Josiah Harmar in 1790 and General Arthur St. Clair in 1791, General Anthony Wayne achieved a convincing victory at the Battle of Fallen Timbers in 1794. The following year, Native American tribes in Ohio signed the Treaty of Greenville, which confined the Native Americans to the northwest portion of Ohio and opened the rest of the land to permanent settlement (Knepper 2002).

The Northwest Ordinance of 1787 established a system of government for the Northwest Territory and a process for eventual statehood. By the turn of the century, the eastern portion of the Northwest Territory had a sufficient number of residents that the territorial legislature could petition Congress for statehood. Delegates drafted a constitution late in 1802, and President Jefferson signed the bill creating the State of Ohio in February 1803. Ohio's new state legislature met for the first time on March 1, 1803 (Knepper 2002).

The indirect effects APE is located in the United States Military District (USMD). The USMD extends from the Scioto River in the west to the Seven Ranges survey on the east, and from the Greenville Treaty line in the north to the Refugee Tract and Congress lands in the south. Congress set aside the USMD in 1796 to provide bounty land to veterans of the Continental army. Survey of the USMD began the following year with the land divided into five-mile-square surveying townships, with each township divided into quarter townships of 4,000 acres each. Their original proprietors subdivided the quarter townships in any manner they chose. The land bounties ranged from 100 acres for the average soldier to 1,100 acres for a major general. Because the quarter townships did not correspond to the amount of the bounties, veterans had to pool their warrants in order to be able to purchase land. In practice, many veterans sold their warrants to land speculators instead. Congress recognized the discrepancy and, in 1800 and 1802, divided some of the remaining unsold land into smaller lots. Finally, in 1803 all remaining land was surveyed into one-mile-square sections and sold as public land (Knepper 2002).

Pioneers heading into Ohio either followed the Ohio River downstream by flatboat until they came to an overland point of departure or they simply crossed the Ohio River and headed inland directly over Native American trails or early Euro American roads. Pioneers to Ohio generally fell into one of three categories. The first were subsistence farmers who kept a few livestock and cleared only as much land as they could easily tend by themselves. Although most

squatters fell into this category, many more settlers in this category might be considered specialists in land clearing and improvement, who could sell their holdings at a profit to later settlers and follow the frontier. The second category was ordinary farmers who arrived with enough capital to buy a cleared farm or to hire labor to clear a farm. These farmers replaced early crude round-log cabins with log, frame, or brick houses, and also constructed barns and outbuildings. Farm production was oriented towards reaching outside markets, not merely subsistence. Finally, although rare, some settlers were wealthy individuals who arrived in Ohio with large amounts of capital and who could establish large, well-stocked farms upon their arrival. The fertile bottomlands of the river and creek valleys had the most appeal for settlers, followed by uplands. Settlers considered prairies and swamps to be inferior land (Jones 1983).

During the initial phases of settlement, frontier farmers could sell their agricultural surplus to the U.S. troops stationed on the frontier or to newly arrived settlers. However, as the frontier became more established, there was too much surplus to be disposed of locally. Much was sent by flatboat down the Ohio and Mississippi rivers to New Orleans. Although roads usually were too poor to ship crops by land, livestock was sometimes driven on the hoof to eastern markets. The lack of easy accessibility to eastern markets drove many of the early transportation projects in Ohio, especially the canal system. In the major river valleys that had drawn the earliest Euro-American settlers the pioneer period had passed by about 1815, and in much of the rest of the state by the 1820s (Jones 1983).

The U.S. population census of 1850 was the first to list residents' place of birth and provides valuable insight into the ethnic and geographic origins of the state's early settlers. None of the three townships in the APE were exceptionally densely or lightly settled in comparison to the rest of the county. In all three townships the majority of migrants were from the Middle Atlantic states, especially Pennsylvania, although Jefferson Township had more settlers from New Jersey than from Pennsylvania. The townships had lesser, but significant, numbers of settlers from Maryland, Virginia, and New York as well. Clinton Township had a sizeable number of settlers from New England, especially Connecticut, although the other two townships had few New England settlers. Mifflin and Jefferson townships had relatively few foreign immigrants, with those present mostly from Germany. Clinton Township had a relatively large number of Irish immigrants (Wilhelm 1982).

Mifflin Township was organized in 1811 and named for a governor of Pennsylvania. Settlement of the township began in 1799 and 1800 with the arrival of migrants from Pennsylvania. These settlers included William Read, William Simmons, Frederick Agler, George Baughman, Daniel Turney, Matthias Ridenour, and Ebenezer Butler. Creeks in the township, including Alum Creek and Big Walnut Creek, powered sawmills as early as the 1820s, although the first gristmill was not constructed until 1859. In 1848–1849, John Clark laid out the village of Gahanna, while Jesse Baughman a few years later platted the adjacent village of Bridgeport. Eventually the entire community became called Gahanna. A post office was established in Gahanna in 1849 (Historical Publishing Company 1901; Taylor 1909).

Mifflin Township in 1842 was covered with a grid-like pattern of rectangular farms reflective of the rectangular survey system established by Congress. Narrow but deep lots are frequently seen along the two major creeks, possibly to maximize the number of settlers with waterfront land (Wheeler 1842) [Figure 3, Sheets 1 and 2]. Notable in Mifflin Township on Graham's (1856) county map is W. Shepard's Water Cure along Nelson Road. Cassady Avenue and Mock Road appear for the first time on this map. A large number of buildings are depicted along Johnstown Road (Figure 4, Sheets 1 and 2). Leonard Avenue, Stelzer Road, and James Road had been constructed by 1872. Shepard's Water Cure was still present, and St. Mary's Academy had moved to the land north of Johnstown Road and east of Sunbury Road. T. Leonard's "Home Farm" occupied approximately 600 acres of land at the southwest corner of the township. Numerous buildings were located along Johnstown and Sunbury roads at this time (Caldwell et al. 1973 [1872]) [Figure 5, Sheets 1–3].

William Shepard, a graduate of the Eclectic Medical College in Cincinnati, came to Franklin County in 1853 and established a hydrotherapy sanitarium for ladies east of Nelson Road and south of the future 5th Avenue using water from Alum Creek. Hydropathy was a medical fad popular in the U.S. in the mid-nineteenth century in which it was believed that by immersing the body in cold water, blood would be drawn from the diseased parts, thus promoting healing. The practice was promoted as a cure-all for everything from colds to arthritis to mental illness. Between 1843 and 1900, more than 200 such facilities operated in the U.S., and Shepard's was one of the longer lasting of these. In time, Shepard's facility came to serve as a home for invalids, the elderly, and the mentally ill in addition to its hydrotherapy work. The facility drew enough visitors to warrant its own railroad station for a time. In 1894, Shepard and

Dr. Bishop McMillen opened the McMillen Sanitarium at the northeast corner of Nelson and 5th, and the original facility was sold a few years later. The McMillen Sanitarium lasted until ca. 1968 and is no longer extant. The original facility housed a number of medical and/or social work tenants during the twentieth century, but was destroyed by fire in 1981. A community developed around Shepard's sanitariums where his employees lived. The presence of the community led to the establishment of stores, a church, a school, and a post office. Columbus annexed the community in 1910 and 1926, although the Shepard name survives in the names of a local church, school, and Columbus Metropolitan Library branch (Albrecht 1994; Daft 1979).

Another mid-nineteenth century arrival in Mifflin Township was St. Mary of the Springs Academy. This Dominican Sisters-run academy for girls moved to a site north of Nelson Road and east of Sunbury Road in 1868 after their previous academy in Somerset, Ohio, was destroyed by fire. A second building for the academy was constructed in 1892, and a new chapel and convent was built in 1903. An art museum, Wehrle Hall, was constructed in 1911. Although the congregation had incorporated an institute in 1911 to provide college-level courses for teacher training, the sisters lacked enough members with appropriate degrees to provide classes. A full four-year college for women finally was launched in 1924 and shared the grounds with the academy. A dining hall, academic building (Erskine Hall), and dormitory (Sansbury Hall) were constructed for the college in 1928–1929 (Arter 1966; Mullay 2005).

Clinton Township was organized in 1811. Early settlers included the Fultons, John Hunter, Samuel Elvaire, John Lisle, the Hendersons, the Hesses, and the Beers. The Olentangy River powered a number of early mills in the township (Taylor 1909). The township consisted of a grid of roughly rectangular farms (Wheeler 1842) [Figure 3]. By 1856, much of the greatest density of settlement in the township was along High Street, between Columbus and Worthington, well west of the APE. Windsor Atcheson and William Neil each owned several hundred acres of land in the southeast corner of the township within and adjacent to the APE. Buildings in the vicinity generally were located along present-day Cleveland Avenue west of the APE (Graham 1856) [Figure 4, Sheet 1]. The Columbus, Mt. Vernon & Cleveland Railroad, which forms the west boundary of the APE, had been constructed by 1872. Several brickyards are depicted along Cleveland Avenue west of the railroad. Landowners were beginning to subdivide their land along Cleveland Avenue adjacent to Columbus by this time. Columbus had annexed land along High Street as far north as roughly Hudson Street. In the APE, Windsor

Atcheson still owned more than 500 acres of land, and W. H. Innis' "Meadow Farm" also occupied more than 500 acres (Caldwell et al. 1973 [1872]) [Figure 5, Sheet 1].

Jefferson Township was established in 1816. General Jonathan Dayton of New Jersey, later the founder of the city of Dayton, patented the northeast quarter of the township in 1800, divided it into 100-acre lots, and sold the land to citizens of New Jersey, leading to the large number of settlers from that state noted in the 1850 census above. The first settlers arrived in 1802–1803. Early settlers included Daniel Dague, Moses Ogden, Peter Francisco, William Headley, Michael Stagg, Abraham Stagg, Jacob Tharp, Jacob Smith, John H. Smith, Jonathan Whitehead, Joseph Edgar, John Kelso, Michael Neiswander, and Shuah Mann. A gristmill entered operation on Black Lick Creek in 1812. In 1853, David Taylor platted a village named Grahamsville, although it later was known as Taylor's Station (Taylor 1909).

As late as 1842, the heirs of the original property owner still owned the entirety of the southwest quarter township of Jefferson Township, and it had not yet been subdivided into smaller lots. Much of the township was divided into a grid of mostly rectangular farms and with no platted villages present (Wheeler 1842) [Figure 3, Sheets 1 and 2]. By 1856, the Central Ohio Railroad passed through Grahamsville, which contained two steam sawmills, a flour mill, a railroad station, a church, and a handful of houses (Graham 1856). Taylor Road, Taylor Station Road, and Hamilton Road all were present in 1856 [Figure 4, Sheets 1–3]. In Grahamsville, the mills were gone by 1872, and the Baltimore & Ohio Railroad operated the line of the Central Ohio, but the railroad station, church, and a few houses remained (Caldwell et al. 1872) [Figure 5, Sheet 3].

When not traveling by navigable waterways, the first settlers arrived on foot or horseback along Native American trails or created their own rough paths. From 1787, territorial laws required residents to provide several days of work each year constructing or maintaining roads. As settlement increased, blazed trails connected the various streams, settlements, cabins, and forts. Large communities developed spokes of roads and traces leading outward to other communities.

In 1802, Congress designated three percent of the net proceeds from federal land sales in Ohio to be used for building roads within the state, and another two percent to be used for building roads to Ohio's borders. Ohio used the three percent money as seed money to help

encourage road construction in the state (Knepper 2002). Roads built with this money were called State Roads. Macadamized turnpikes began to be constructed beginning ca. 1830.

Some of the early roads in or near the indirect effects APE that are still major roads today include Broad Street (SR 16), Sunbury Road, Cleveland Avenue/Westerville Road (SR 3), and Johnstown Road (Wheeler 1842) [Figure 3, Sheets 1 and 2]. The National Road (now U.S. 40) reached Columbus from the east in 1836. A turnpike from Columbus to Johnstown, now Johnstown Road, was improved from an existing road in 1851. Sunbury Road also was improved into a turnpike, with work completed in 1852 as far as Central College (now in Westerville) [Historical Publishing Company 1901].

While Ohio and other states initially developed canal systems in the early nineteenth century because they were proven technology, as primitive railroads began to enter operation, their advantages became clear. Like the canals before, the railroads spurred economic growth along their routes and brought economic vitality to the villages through which they passed. For cities and villages fortunate enough to be served by multiple railroad lines, there was a fair chance of attracting manufacturers and becoming an industrial center (Grant 2000).

Local demand from areas not served by the canal system drove much of the early plans for railroad construction. In the 1840s, 76 railroad companies received charters from the state, although most never actually built a railroad line. Following the initial wave of small, locally advocated railroad companies came a period of consolidation as the industry matured and the small lines faced competition from numerous competing small lines. Following the Civil War, system building brought many of the small, local or regional railroad companies under the control of large trunk lines. By the 1880s, four large railroad companies controlled most of the long-distance railroad traffic in Ohio: the Baltimore & Ohio, Erie, New York Central, and Pennsylvania railroads (Grant 2000; Smith and Smith 1964).

By 1883, the Columbus, Mt. Vernon & Cleveland Railroad in Clinton Township had become the Cleveland, Akron & Columbus Railroad (CA & C RR), and the Baltimore & Ohio Railroad and the Pittsburgh, Cincinnati & St. Louis Railroad (PC & STL RR) ran parallel to one another south of the APE (Marble 1883) [Figure 6, Sheets 1 and 2]. By 1900, 5th Avenue had been extended east of Leonard Avenue as far as Stelzer Road. The communities of Shepard and Dakrumm were present along the new road. Joyce Avenue, Woodland Avenue and Brentnell Boulevard were present by this time. A line of the Columbus, Sandusky & Hocking Railroad

crossed the Baltimore & Ohio and Pittsburgh, Cincinnati, Chicago & St. Louis railroads near Dakrumm, crossed 5th Avenue between Cassady and Stelzer, and proceeded west past the west boundary of the APE (1900 East Columbus quadrangle [USGS 15' topographic map]) [Figure 7, Sheets 1 and 2]. Within just a few years, an interurban line had been constructed along Johnstown Road to Gahanna. West of the APE and in the very northwest corner of the APE, the neighborhoods of Linden and East Linden were expanding with new roads and subdivisions (1904 Westerville quadrangle [USGS 15' topographic map]) [Figure 7, Sheets 1 and 2]. In 1910, an interurban line, the Columbus, New Albany & Johnstown Traction Company, ran along 5th Avenue to Stelzer Road, along Stelzer Road north to Johnstown Road, and north along Johnstown Road to Gahanna. The East Columbus Heights and Second East Columbus Heights additions had been platted along 10th and 11th avenues east of Cassady Avenue. Land along 5th Avenue in Shepard and East Columbus had been platted by this time as well (Modie and Kilmer 1910) [Figure 8].

In the 1890s, the village of East Columbus began to develop around industry that grew up along the Baltimore & Ohio and Pennsylvania railroad tracks south of 5th Avenue. The village extended roughly from Alum Creek in the west to Stelzer Road in the east and from Bexley and the railroad tracks in the south to roughly 12th Avenue in the north. 5th Avenue was the commercial core of the village. The Rarig Engineering and Equipment Company established a steel works in East Columbus in 1895 between the railroad and 5th Avenue, where the company produced engines, boilers, and structural steel components. A community of workers, primarily Eastern European immigrants, grew up around the works. Originally the community was named Dakrumm after a member of the local Krumm family, but in 1902 was renamed to Rarigville. Rarigville, in turn, became East Columbus in 1905 (Lisska 2000).

In 1905, Joseph Stevenson Ralston purchased the Rarig Company and converted the East Columbus works to the Ralston Steel Car Company, a producer of railroad cars. The company eventually occupied 40 acres of land and remained in operation at this location until 1953. The company was one of the largest makers of railroad cars in the U.S. and one of the most prominent industries in Franklin County. The company built houses along Fourth Avenue and sold or rented them to employees, and also built a dormitory for single men. In 1930, Ralston employed approximately 800 men, most of which likely were among the 1,958 residents in the



area in that year's population census. East Columbus was incorporated as a village in 1916, but was annexed by Columbus in 1932 (Daft 1980; Lisska 2000).

Although large scale suburban development did not occur in the APE until after World War II, some subdivisions did appear in the area in the early twentieth century, either along interurban/trolley lines or drawn by proximity to area industries. The American Addition, located east of Joyce Avenue and south of 17th Avenue, was platted in 1898, with its principal streets named for officers and locations of the Spanish-American War. Few sales of lots occurred until after 1910, when large scale African-American migration to the North from southern states took place. Between the censuses of 1910 and 1920, the most rapid African-American population growth in Columbus took place. The new arrivals sought rural or semi-rural locations similar to those they had left behind in which to settle. The American Addition, located in a still sparsely developed area and close to industrial plants along the Pennsylvania Railroad, drew many of these Southern migrants. With the influx of African-Americans, most previous white residents moved out, and, by 1925, the American Addition was more than 90 percent African-American. Few of the new residents had enough money to pay to have houses built and themselves built houses with whatever material was available, even former railroad cars. Many of the houses would later be described as shacks and the Addition as a slum. Prior to 1948, most of the male residents worked at the American Zinc Oxide or Farmers Fertilizer companies along the railroad to the west. The proximity of industrial plants and the railroad made the area undesirable and the population mostly was poor. Sanitary sewer lines were not installed until 1969, natural gas lines until 1970, and roads remained unpaved as late as 1971. Columbus annexed the Addition in 1959 and instituted cleanup campaigns that demolished many of the less-sound houses and relocated some of the residents (James 1972).

Another major employer in the vicinity of the indirect effects APE is the Defense Supply Center Columbus (DSCC). Logistical problems hindered the efforts of the U.S. government to mobilize for World War I as a result of overloading at storage facilities along the ports of the East Coast. In response, the Army's Quartermaster Corps constructed many new supply depots to house equipment to spread out delivery of supplies to the ports. The U.S. government began purchasing large tracts of land east of Columbus, in what later became part of Whitehall, beginning in April 1918 to build one such supply depot. The site was chosen for its large undeveloped acreage, proximity to a largely populated area, and its links to transportation

networks, among them the Baltimore & Ohio and Pennsylvania railroad lines that later would also serve Port Columbus. Following the war, the depot continued its mission of the storage and supply of commodities for future military use. With the outbreak of World War II, the Columbus depot was expanded by almost 300 acres to a total of more than 575 acres. More than 10,000 civilian workers were employed at various sections of the depot during the war, although the subsequent peacetime staff level was only approximately 3,000 (Eberlien and Whetsell 1999).

On the 1925 East Columbus quadrangle (USGS 15' topographic map), the former Cleveland, Akron & Columbus Railroad was now part of the Pennsylvania Railroad. A large Norfolk & Western rail yard extended east from that line, crossing Joyce Avenue, and ending at about Woodland Avenue. Several large factories are depicted along the Pennsylvania Railroad, and the American Addition, already densely settled, is the only subdivision depicted south of 17th Avenue and west of Sunbury Road. The Ralston plant and U.S. Army Supply Depot both are evident on the map. The Columbus, New Albany & Johnstown Electric Railway followed Sunbury Road to 5th Avenue, 5th Avenue to Stelzer Road, and Stelzer Road to Johnstown Road, and provided service to Shepard and East Columbus. East of Big Walnut Creek, the Claycraft Brick Company plant is present north of Claycraft Road. Closely spaced houses, probably for its workers, are located at the east and west ends of the road (Figure 9, Sheets 1 and 2).

Initially, the first airplane pilots in central Ohio used any handy pasture field as a landing field. The Columbus Aero Club, formed in 1908, established Norton Field along East Broad Street in 1923 for dedicated use as a landing field. Columbus business leaders and aviators began to advocate for construction of a proper airport to serve Columbus' interests in the coming "air age." An initial attempt at an airport bond issue in November 1927 failed by a two-to-one margin. The mayor of Columbus then appointed a committee of influential citizens to advocate for the bond; a year later a \$850,000 bond received voter approval by a wide margin. Members of the city's Airport Commission approached Charles Lindbergh for assistance in choosing a site for the new airport; 524 acres of land were purchased off Hamilton Road for the airport. Construction of the airport was completed in approximately eight months. The new airport was named Port Columbus because the airport was expected to serve as an "air harbor" for air transport (Arter 1969; Columbus Regional Airport Authority 2003).

The dedication of the airport in July 1929 not only marked the opening of the airport, but also the introduction of transcontinental passenger travel using air transport in Columbus. After two days of festivities, on July 8 the Pennsylvania Railroad's "Airway Limited" arrived at the railroad station along 5th Avenue across from the airport. Nineteen passengers, including Amelia Earhart, transferred to airplanes for the next stage of the transcontinental trip. Special guests at the airport opening included Henry and Edsel Ford, Harvey Firestone, and Charles Lindbergh (Arter 1969; Columbus Regional Airport Authority 2003). At the time of the dedication, the terminal/control tower and the existing south hangar were the airport's primary facilities (Roberts 1959).

Transcontinental Air Transport (TAT) conducted the transcontinental passenger service in Columbus. The trip included travel by passenger train from New York City to Columbus, by airplane from Columbus to Waynoka, Oklahoma, by train from Waynoka to Clovis, New Mexico, and by plane from Clovis to Los Angeles, California. The eastern leg of the air trip also included stops in Indianapolis, St. Louis, Kansas City, and Wichita. Company publicity claimed that the trip would take only 48 hours, a record speed for the time. In its first year, TAT made more than 3,000 trips and used Columbus as its eastern hub and main base of operations. TAT used the existing south hangar along Hamilton Road. In October 1930, TAT merged with Western Air, Inc., to form Transcontinental & Western Air (TWA), and, with the introduction of instruments for night flying, the railroad portion of the transcontinental flight was discontinued and the trip was made entirely by air (Arter 1969; City of Columbus 1939; Columbus Regional Airport Authority 2003; Grant 2000).

In November 1929, the administration/terminal/control tower building and the TAT hangar were the only completed buildings at Port Columbus, although two additional hangars were under construction. Nine sites for hangars had been arranged north-south along the Hamilton Road side of the airport; the TAT hangar was the southernmost and also had the hangar site to the north. The next hangar, under construction, was for the Curtis Flying Service. The municipal hangar also was under construction. United States Air Lines of Cleveland had leased a hangar site and Universal Air Lines and Western Air Express were negotiating for two lots each. The Allied Architects Association of Columbus designed the hangars and administration building. Future hangars and buildings were expected to conform to the style and design of these

buildings, although with the U.S. Navy's construction in the 1940s this did not come to pass (Burton 1929; Columbus-A Great Air Harbor 1929).

More than 11,000 people traveled through Port Columbus in 1930. In addition to TWA, American Airways also offered passenger service to and from Columbus in the 1930s. The city of Columbus maintained a municipal hanger at the airport beginning in 1930. In 1935, Foster Lane established the Port Columbus Flying School, which also expanded into charter trips, aerial sightseeing tours, and cargo transport. Lane Aviation is still in operation at Port Columbus. In 1936–1937, the Public Works Administration added an east-west runway to the original two northeast-southwest and northwest-southeast runways, and in 1939 added a north-south runway. By 1939, 15 scheduled flights left Port Columbus each day (Columbus Regional Airport Authority 2003; Grant 2000; Roberts 1959). In 1939, Port Columbus' facilities consisted of the railroad station, the administration/terminal/control tower building, a pavilion to its west, and three hangers along Poth (later Hamilton) Road. The south hanger was used by TWA, the middle hanger by Curtis, and the north hanger (no longer extant) was the municipal hanger and also used by the U.S. Army (City of Columbus 1939).

With the outbreak of World War II, the U.S. government began preparation for the country's expected entrance into the war. In October 1940, the Curtiss-Wright Corporation leased 83 acres of airport land to construct a manufacturing plant for military aircraft. These aircraft included SO3C-1 Seagull observation planes and SB2C Helldivers. In 1943, almost 10 percent of the nation's warplane production came out of Columbus. The following year, the federal government took over operation of Port Columbus entirely and subsequently established a Naval Air Facility at the airport. The Naval Air Station constructed several buildings and widened and lengthened the existing runways. Among the station's main tasks were to arm the planes produced by Curtiss-Wright and to ferry the completed planes to military bases; after the war it served as a training facility for reserve squadrons. The facility had approximately 25 major buildings, mostly along Sawyer Road, but most are no longer extant. Two hangars were built along Hamilton Road, one of which is still present. The U.S. Navy relinquished control of Port Columbus in March 1946, although the Naval Air Station did not leave until 1958 (Columbus Regional Airport Authority 2003; Lisska 2000; *Port Columbus Anniversary* 1979; Rycus 1981). Following the war, the facilities at Port Columbus were inadequate to handle the growing demand for air travel. From 64,500 take-offs and landings in 1940, the number had

grown to 218,258 in 1947. Although the eighth busiest airport in the country, the Civil Aeronautics Board denied expanded service due to the airport's outmoded facilities (Rycus 1981).

With the outbreak of the Korean War in 1950, North American Aviation began to lease the former Curtiss-Wright plant from the federal government to produce jet aircraft for the military. The plant eventually employed 18,000 workers. In April 1951, voters approved a more than three million dollar bond issue for an airport expansion project, and the federal government added a similar amount. Another bond issue five years later added another almost eight million dollars. In 1952, the east-west runway, the present south runway, was extended from 4,500 to 8,000 feet with parallel taxiways to accommodate the large airplanes entering use. In anticipation of future growth, the city decided to move airport operations from 5th Avenue to a more centrally located site. Work on a new control tower began in 1953, and a new \$4 million terminal building is dedicated in September 1958. The airport property was now more than 2,000 acres in size, and the runway had been extended again to 10,700 feet, making it the longest commercial runway between New York and Tucson. A new runway north of the new terminal also was constructed about this time. Of the current three hangars at the southeast corner of the airport, in 1961 the south hangar housed Lane Aviation, the north hangar houses Nationwide Transport Association, Inc., and the U.S. Navy occupied the middle building (not an original hangar) [Sanborn Map Company (1961)]. With the establishment of a U.S Customs facility in 1965, Port Columbus reached international status. Planning began in 1975 for a \$70 million terminal renovation that was dedicated in 1981 (Columbus Regional Airport Authority 2003; Rycus 1981; Tenenbaum 1981). In 1982 the former Curtiss-Wright plant was transferred from the Navy to the Air Force and was given the name Air Force Plant 85. Rockwell International used the plant to build primarily B-1 bombers, and McDonnell Douglas later built parts for civilian and military planes, but shut down operations at the plant in 1994. The government sold the plant to private owners in 1997 (Pramik 1997).

### CHAPTER 3: METHODOLOGY

Research was conducted to identify known cultural resources in the indirect effects APE, to compile information to establish a historic context for the APE, and to identify important historic themes for the APE to help guide field survey efforts. Information on dates of construction and subdivision names and boundaries were derived from the Franklin County Auditor's website ([www.co.franklin.oh.us/auditor/](http://www.co.franklin.oh.us/auditor/)) to help guide fieldwork and research efforts. Separate methods were used for conducting fieldwork in the indirect effects APE at large and in the area of potential significant noise increase. In the latter, all resources greater than 50 years of age were photographed and plotted on a map. In subdivisions, properties generally were photographed in streetscapes as visibility permitted. Resources likely to prove eligible for the NRHP were inventoried, if not previously included in the OHI. In the indirect effects APE outside the area of potential significant noise increase, a windshield survey was conducted to identify resources likely to prove eligible for the NRHP. Such resources were inventoried, if not previously included in the OHI. Because the windshield survey was limited to visibility from public roads, resources set back out of sight from the road were not examined, although few such resources are known to be present.

## **CHAPTER 4: RESULTS**

### **FIELD OBSERVATIONS**

The indirect effects APE is almost entirely urban and developed. No land was observed to be in active agricultural use, although some open space is present along Alum Creek and Big Walnut Creek. Buildings are predominantly older toward the west and younger toward the east. In Gahanna, east of Hamilton Road especially, almost all resources consists of modern residential, commercial, and light industrial buildings. A closed landfill occupies the former claypits of the Claycraft Brick Company in this area; most of the former buildings of the company have been demolished. Some industry is still present west of Stelzer Road as well, although some large brownfields are present along Joyce Avenue near the west end of the APE. Most residential development west of Stelzer Road is located in subdivisions, and most subdivisions date after World War II. Modern service (restaurants and hotels), warehouse, and light industrial buildings have been drawn to the area by proximity to Port Columbus and I-670, particularly along Cassady Avenue north and south of I-670 and along Taylor Road east of the airport. Although a scattering of older commercial/retail buildings can be found along main roads throughout the APE, the only real pre-1957 commercial district in the APE is found along 5th Avenue from Leonard Avenue to Stelzer Road. Most traces of nineteenth century settlement and agriculture have disappeared, although a few nineteenth century houses survive along Sunbury Road and Cassady Avenue.

### **RESULTS**

Fieldwork was conducted August 27–29 and 31, 2007. A total of 305 properties were photographed in the area of potential significant noise increase (Figure 10; Sheets 1 and 2; Table 2). The Old Port Columbus Airport Control Tower is the only NRHP or NRHP-DOE property in that portion of the APE. These 305 resources mostly consist of post-World War II houses in the Cassady-Peake Meadows Addition (12th and 13th Avenues east of Cassady Avenue), and also include buildings in the East Columbus Heights and Second East Columbus Heights additions [Figure 10, Sheets 1]. In the remainder of the APE, the Valley Dale Ballroom and the Elam Drake Residence are listed in the NRHP, and 1388 Sunbury Road has been determined eligible for listing in the NRHP. Fieldwork identified an additional four resources that are likely to be eligible for listing in the NRHP. These resources include a house at 1891 Sunbury Road, two buildings at Ohio Dominican University, and a public school building (Figure 11).



## CHAPTER 5: ANALYSIS AND RECOMMENDATIONS

### RESOURCES LISTED IN OR DETERMINED ELIGIBLE FOR LISTING IN THE NRHP

The Old Port Columbus Airport Control Tower (FRA-1793-12) is located along 5th Avenue east of Hamilton Road and falls within the potential significant noise increase area (Figure 11, Sheet 2). The building was listed in the NRHP in 1979 for its association with the development of air transportation in Ohio and as one of the first commercial airport facilities in the nation. The building, completed in 1929, is two stories in height and has a flat roof (Plate 1). The walls are of buff brick with brown brick accents. The octagonal control tower at the building's northwest corner rises an additional story above the rest of the building. Additions to the building present at the time of its listing in the NRHP have since been removed. The building served as the original control tower, terminal, and administrative offices of the airport.

The Valley Dale Ballroom is located at 1590 Sunbury Road (Figure 11, Sheet 1). The building was listed in the NRHP in 1982 for its significance as a nationally renowned ballroom dancehall during the Big Band musical era of the 1930s and 1940s. During the early 1940s, the future CBS and NBC radio networks had simultaneous coast-to-coast radio broadcasting of performances from Valley Dale. The building was constructed in 1925 and remodeled in 1941. The wood-framed building has a two-story central block with an arched roof, flanked by side wings with hipped roofs (Plate 2). Much of the exterior was covered with Permastone in the 1941 remodeling.

The Elam Drake Residence is located at 2738 Ole Country Lane (Figure 11, Sheet 1). The building was listed in the NRHP in 1978 for its architectural significance as a nineteenth century farmstead. In addition to the house, the property includes a brick smoke house and a brick barn. The 1856 house (FRA-2605-12) is a one-and-one-half-story front-gabled brick building (Plate 3). The 1867 barn (FRA-2606-12) is a side-gabled building with a large round arched entry in its front wall (Plate 4).

The house at 1388 Sunbury Road (FRA-2063-14)<sup>2</sup> was determined eligible for listing in the NRHP in 1995 through a consensus DOE between OHPO and FAA following consultation concerning a residential soundproofing program (Martha Raymond, letter to Tony Iacobini, 30 May 1995, copy on file at OHPO, Columbus) [Figure 11, Sheet 1]. The building was found to be eligible under Criteria A and C as a good local example of a farmhouse type. The house is a

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<sup>2</sup> The OHI form lists the address as 1386 Sunbury Road, rather than 1388 Sunbury Road.

two-story, brick, hipped roof, T-plan, Italianate-style building (Plates 5 and 6). ODU owns the house and uses it as an alumni/ae development office. A large wood-frame extension was added to the house sometime after 1995, and the windows are modern replacements.

#### **RESOURCES RECOMMENDED AS ELIGIBLE FOR NRHP**

##### **1891 Sunbury Road (FRA-2052-14)**

The house at 1891 Sunbury Road, just south of the east end of Mock Road, is a two-story brick residence in the Italian Villa style (Figure 11, Sheet 1; Plate 7). The L-plan house has a front-gabled wing extending east and a pentagonal-end wing extending south. A three-story tower with a mansard roof is located in the east angle of the two wings. The house has a stone foundation and a slate roof. Most of the windows are modern replacements, although an original two-over-two window is located on the third floor of the tower. Most of the window openings have segmental arch tops.

Christian Heyl built the house in 1857 (Arter 1966). Heyl moved to the U.S. from Germany as a child in 1800. After living in Lancaster for a time, in 1813 he moved to Columbus. Heyl was a baker by trade and supplied baked goods to the soldiers stationed in Franklinton during the War of 1812. In about 1815 he purchased a lot and opened a hotel, which he ran for more than 20 years. He traded the hotel for a farm on Alum Creek in 1841, but moved back to the city in 1863. Heyl served on the Columbus city council for 14 years, was county treasurer for seven years, city treasurer for eight years, and served as an associate judge in the Court of Common Pleas of Franklin County for 14 years (Heyl 1871). Heyl was one of the directors of the Columbus and Sunbury Turnpike and Plank Road and led efforts to raise money to establish the German Theological Seminary of the Lutheran Church in Columbus (Martin 1858).

In addition, the Friends of Freedom Society/Ohio Underground Railroad Association has granted the house an Underground Railroad Marker Flag, which hangs on the fence along Sunbury Road in front of the house. A stairway under the kitchen floor once led to a tunnel that reportedly led to a large barn once located west of the house. Neighborhood legend stated that the tunnel was used for Underground Railroad activities (Arter 1966). Finally, the house is significant as an example of the Italian Villa style of architecture. Italian Villa is a subtype of the Italianate style, which was popular from ca. 1840 to ca. 1880. The Italianate style became popular in the 1840s as a picturesque reaction, along with the Gothic Revival style, to the

classicism of the Greek Revival and earlier styles. The Italianate was based on the precedent of rambling, informal Italian farmhouses and rural villas and was popularized by writers such as Andrew Jackson Downing. The Italianate was popular for many different types of buildings, but is especially often seen used for rural farmhouses. The Italian Villa subtype features a square tower, generally in the front angle of an L-plan house. Italian Villa houses are considerably less common than Italianate style houses, making up only about 15 percent of the total number of the latter (McAlester and McAlester 1984). Italian Villa-style houses also tend to be somewhat larger and of somewhat higher architectural quality than the average Italianate farmhouse. Other features of 1891 Sunbury Road that derive from the Italianate style include the segmental arch window openings and the paired windows on the first floor of the front-gable wing.

1891 Sunbury Road (FRA-2052-14) is recommended as eligible for the NRHP under Criteria A, B, and C. Because the building belongs to a religious organization it must also meet Criteria Consideration A. However, as the building is being recommended solely for its historical and architectural significance, apart from any religious connotation, this requirement is met. Under Criterion A, the house is significant for its association with the Underground Railroad and has been recognized as an Underground Railroad site by the Friends of Freedom Society/Ohio Underground Railroad Association. Under Criterion B, the house is significant for its association with Christian Heyl, an early settler in Columbus who took an active role in civic and economic affairs in the formative years of the city and county. Although Heyl spent most of his life in the city rather than at his Mifflin Township farm, the buildings associated with him in downtown Columbus have long since been demolished. Under Criterion C, the house is a significant example of the Italian Villa substyle of the Italianate style of architecture. The house displays the defining feature of the substyle, the L-plan with a square tower in the front corner of the L. Although Italianate farmhouses are common in rural portions of Franklin County, the Italian Villa substyle is rare, contributing to the architectural significance of this house. The house retains its integrity of location, design, materials, workmanship, feeling, and association. Modern development and the loss of most of the formerly associated land has eliminated its integrity of setting.

**Erskine Hall, Ohio Dominican University (FRA-2069-14)**

Erskine Hall (FRA-2069-14) is located on the Ohio Dominican University campus east of Sunbury Road (Figure 11, Sheet 1). The building was completed in 1929 as part of a capital

improvements campaign after a four-year college was established to complement the existing St. Mary of the Springs Academy. Erskine Hall housed classrooms, laboratories, and an auditorium, while two other buildings constructed at the same time housed a dormitory and a dining hall (Mullay 2005).

The three-story, Georgian Revival-style building has brick walls with limestone trim and a slate roof (Plate 8). The center five bays of the west façade highlight the main entrance to the building. Within these five bays the first floor is faced with limestone. Three entryways, each now containing modern glass double doors, are located in the three center bays. Each entryway is lined by a molded surround and topped by a crest. Six monumental pilasters separate the bays on the second and third floors. The three center bays are faced with limestone, while the two outer bays have brick walls and eight-over-eight windows like the bays outside the center section. Swags flanking medallions separate the second and third floor windows in the center three bays. Above the third floor of these bays is a pediment set against an attic story from which rises a hip roof. At the apex of the hip roof is a limestone base with urns at its corners. The base supports a louvered wood-framed cupola with pilasters at its corners. The cupola is topped with a classical lantern. To either side of the attic story over the center five bays, the roof is lower and is lined with a parapet for three additional bays; the parapet is formed by alternating balustrades and walls. Paired chimneys terminate the central section of the buildings (the center 11 bays). Between each pair of chimneys is a broken pediment topped by an urn. Several wings extend eastward from the rear of the building.

Erskine Hall is recommended as eligible for the NRHP under Criterion C as an excellent example of the Georgian Revival style of architecture in Columbus. Because the building belongs to a religious organization it must also meet Criteria Consideration A. However, as the building is being recommended solely for its architectural significance, this requirement is met. While Georgian Revival was a popular style for institutional, educational, and government buildings throughout the U.S. from the 1920s to the 1940s, such buildings in the Georgian Revival style in Columbus are rare. Both the public schools in Columbus, as well as the buildings of Ohio State University and Capital University, are mostly in the Jacobethan, Renaissance Revival, or Neoclassical styles. The surviving large institutional buildings in Columbus, such as the Ohio School for the Deaf or the Ohio School for the Blind, pre-date the Colonial Revival period. The Georgian Revival is largely limited to apartment complexes, such

as Olentangy Village on North High Street, and large houses in the affluent suburbs of the early twentieth century, such as Bexley or Upper Arlington. Erskine Hall displays many of the characteristic features of the Georgian Revival style including Renaissance-inspired ornament, such as swags and pilasters; regular fenestration; a symmetrical façade; and the use of ornament and material to highlight the center of the building's mass, where the main entrance is located. Erskine Hall retains integrity of location, design, materials, workmanship, feeling, and association. The large number of modern buildings on the campus has eliminated the building's integrity of setting. As an excellent example of the Georgian Revival style of architecture and because so few examples of the use of this style on a monumental scale on institutional buildings are present in Columbus, Erskine Hall is recommended as eligible for the NRHP under Criterion C.

#### **Wehrle Hall, Ohio Dominican University (FRA-2068-14)**

Wehrle Hall (FRA-2068-14), sometimes called Wehrle Art Memorial, is located on the Ohio Dominican University campus east of Sunbury Road and faces south within the campus (Figure 11, Sheet 1). The family of Sister Eulalia Wehrle commissioned the building in memory of her parents; Sister Eulalia reportedly designed the building herself. The building was dedicated and presented to the Congregation in June 1912. The date on the cornerstone, 1910, likely reflects the beginning of construction. The building was designed to house an art museum and art classes. The building's interior included a picture gallery, sculpture gallery, and art library on the first floor and classrooms and studios on the second and third floors. A dark room was included for photography, and the basement contained kilns for ceramics production (Kiefer ca. 1975; Mullay 2005).

Wehrle Hall is a Second Renaissance Revival-style building with brick walls, a stone foundation, and a standing seam metal roof (Plate 9). Although three stories on the interior, only two stories are expressed on the exterior. The rectangular front section has a lower, flat roof wing extending to the north from the rear wall. The foundation is smooth limestone ashlar with a water table. Stairs rise to the main entrance in the middle of the south wall. Engaged columns flank the arched main doorway. Above the columns are an entablature and a broken pediment. Within and above the pediment is a medallion with the letter W surrounded by a wreath of laurel. Iron lanterns flank the doorway ensemble. The first floor windows are paired casements within arched openings. The second floor features an arcade of small windows, with every three

windows separated by an empty niche. The main cornice bears the words, "The Wehrle Art Memorial." Below the eaves are a dentil course and modillions.

Wehrle Hall (FRA-2068-14) is recommended as eligible for the NRHP under Criterion C as an excellent example of the Second Renaissance Revival style of architecture. Because the building belongs to a religious organization it must also meet Criteria Consideration A. However, as the building is being recommended solely for its architectural significance, this requirement is met. The use of the Second Renaissance Revival style for art museums was somewhat common in the early twentieth century; other examples include the Columbus Museum of Art, the Dayton Art Institute, and the Allen Memorial Art Museum at Oberlin College. Buildings in this style tended to be inspired by, or directly copied from, the palazzos of Renaissance Italy, the owners of which often were famous patrons of the arts, thus lending strong associations to the housing and display of fine art. Characteristic features of the style present in Wehrle Hall include regular fenestration; a symmetrical façade; use of smooth stone, brick, and terra cotta as materials; small window openings on upper floors; and the use of Renaissance ornament (Gordon 1992). Wehrle Hall retains integrity of location, design, materials, workmanship, feeling, and association. The large number of modern buildings on the campus has eliminated its integrity of setting.

#### **Shepard School (FRA-2054-14)**

The Shepard School (FRA-2054-14) is located at 873 Walcutt Avenue, just north of 5th Avenue in the former village of Shepard (Figure 11, Sheet 1). Shepard originally developed among the employees of Dr. William Shepard's sanatorium on Nelson Road and grew over time. The Shepard school was at least the second to serve the community and was constructed in 1906, with an addition doubling its depth in 1932 (Sanborn Map Company [1961]) [Plate 10]. A modern one-story addition is attached to the building's north wall and extends to the west [Plate 11]. The two-story, hip roof school has a stone foundation, brick walls, and a slate roof. The building retains its original six-over-six double hung windows. Ornament is mostly limited to the main entrance, which has a Renaissance-inspired door surround with moldings, an entablature, and a keystone. The city of Columbus acquired the building when it annexed Shepard in the early twentieth century, and the building currently houses offices of the Columbus Public Schools.

The Shepard School (FRA-2054-14) is recommended as eligible for the NRHP under Criterion C as an excellent example of early twentieth century school architecture. Even at its original size, the building likely was larger than needed to serve the relatively small community of Shepard. As the community is not known ever to have incorporated, Mifflin Township school officials likely were responsible for the construction of the school and used it to serve a wider area than just Shepard. The 1906 portion of the building has large, closely spaced windows to maximize light and ventilation in the days before electricity; the 1932 section, in contrast, has few windows. The school has minimal architectural adornment, reflecting its location in a somewhat rural area outside the city and the township officials' limited funds, but the ornament that is present is Renaissance in origin, which reflects the wide popularity of Classical and Renaissance-inspired design for public buildings during the Beaux Arts period of the late nineteenth and early twentieth centuries. Due to school consolidation and urban development, the number of surviving former township schools in Columbus likely is very small, which adds to the significance of this rare surviving example. The Shepard School retains integrity of location, design, setting, materials, workmanship, feeling, and association. The modern addition detracts somewhat from the appearance of the older building, but is considerably lower in height and only lines a portion of the north wall before extending westward away from the old building.

#### **SELECTED RESOURCES RECOMMENDED AS NOT ELIGIBLE FOR THE NRHP**

##### **Cassady Peake Meadows Addition**

The Cassady Peake Meadows Addition consists of 12th and 13th avenues extending east from Cassady Avenue (Figure 10, Sheet 1; Table 2). The subdivision was platted in the mid-1920s, although only a few houses were constructed along the west end of 12th Avenue before the outbreak of the Great Depression put a halt to further construction. Following the end of World War II, builders took advantage of the available lots to build houses for returning veterans taking advantage of the GI Bill, and many of the houses in the subdivision were constructed between 1946 and 1950. While most of the houses are common types of the period, such as Minimal Traditional and one-story side-gabled houses that do not quite have the level of detail to be called Cape Cods, there are hundreds of similar houses of the same period throughout the indirect effects APE and the eastern portion of Columbus. As a subdivision, the grouping of houses also lacks significance. Although the use of curvilinear streets in subdivisions extended back to the mid-nineteenth century, most developers used rectilinear street grids into the



twentieth century. However, the FHA adopted the curvilinear street plan along with the use of cul-de-sacs and courts as the appropriate layout for subdivisions and enforced its use through the subdivision review process, which evaluated which developers would qualify for federal financing. As a result, the curvilinear subdivision became the standard following World War II. Cassady Peake Meadows, in contrast, was built in an existing subdivision laid out in a linear grid plan. A cursory review of the Columbus city directory for 1950 does not reveal a connection between the residents of the subdivision and any specific industry or employer in the area, such as the Curtiss-Wright/North American plant. The Cassady Peake Meadows Addition retains a high level of integrity, but lacks significance and is not eligible for the NRHP.

#### **East Columbus Heights Addition and Second East Columbus Heights Addition**

The East Columbus Heights Addition includes 11th Avenue and the north side of 10th Avenue between Cassady and Alton avenues; the Second East Columbus Heights Additions follows the same two roads east from Alton Avenue (Figure 10, Sheet 1; Table 2). These subdivisions likely were platted to house some of the workers of the industries in and around the village of East Columbus. The integrity of the two subdivisions has been heavily impacted by demolition of older houses and the creation of mid-twentieth century and modern infill buildings, including apartment buildings. The two subdivisions lack integrity and are not eligible for the NRHP.

#### **Ohio Dominican University**

The forerunner of ODU, St. Mary of the Springs Academy, was established at this location in 1868 and has a long history of parochial education in Columbus (Figure 10, Sheet 1; Table 2). In addition, several buildings on the campus are fine works of architecture, and others are of good enough quality to contribute to a historic district. However, modern buildings occupy much of the campus, and the oldest buildings once associated with the convent and academy have been demolished. ODU lacks integrity as a grouping and is not eligible for the NRHP as a historic district.

#### **American Addition**

The American Addition is significant for its association with African American history in Columbus, especially the migration of African Americans to the northern states in the early twentieth century (Figure 10, Sheet 1). However, much of the building stock of the American Addition was demolished after Columbus annexed the addition in the mid-twentieth century and

instituted cleanup projects to clear out unsafe and abandoned houses. Today only a scattered handful of houses remain in the American Addition. The addition lacks integrity and is not eligible for the NRHP.

## CHAPTER 6: SUMMARY

ASC Group photographed every resource greater than 50 years of age, some in streetscape photos, in the area of potentially significant noise increase. In the remainder of the indirect effects APE, a windshield survey was conducted to identify resources likely to be eligible for the NRHP. Four NRHP or NRHP-DOE properties are present in the APE: The Old Port Columbus Airport Control Tower, located in the area of potentially significant noise increase; Valley Dale Ballroom; the Elam Drake Residence; and 1388 Sunbury Road. Four resources are recommended as eligible for the NRHP: 1891 Sunbury Road (FRA-2052-14), under Criteria A, B, and C; Erskine Hall at ODU (FRA-2069-14), under Criterion C; Wehrle Hall at ODU (FRA-2068-14), under Criterion C; and the Shepard School (FRA-2054-14), under Criterion C. None of these four are located in the area of potentially significant noise increase. No other properties were identified as being likely to prove eligible for listing in the NRHP.

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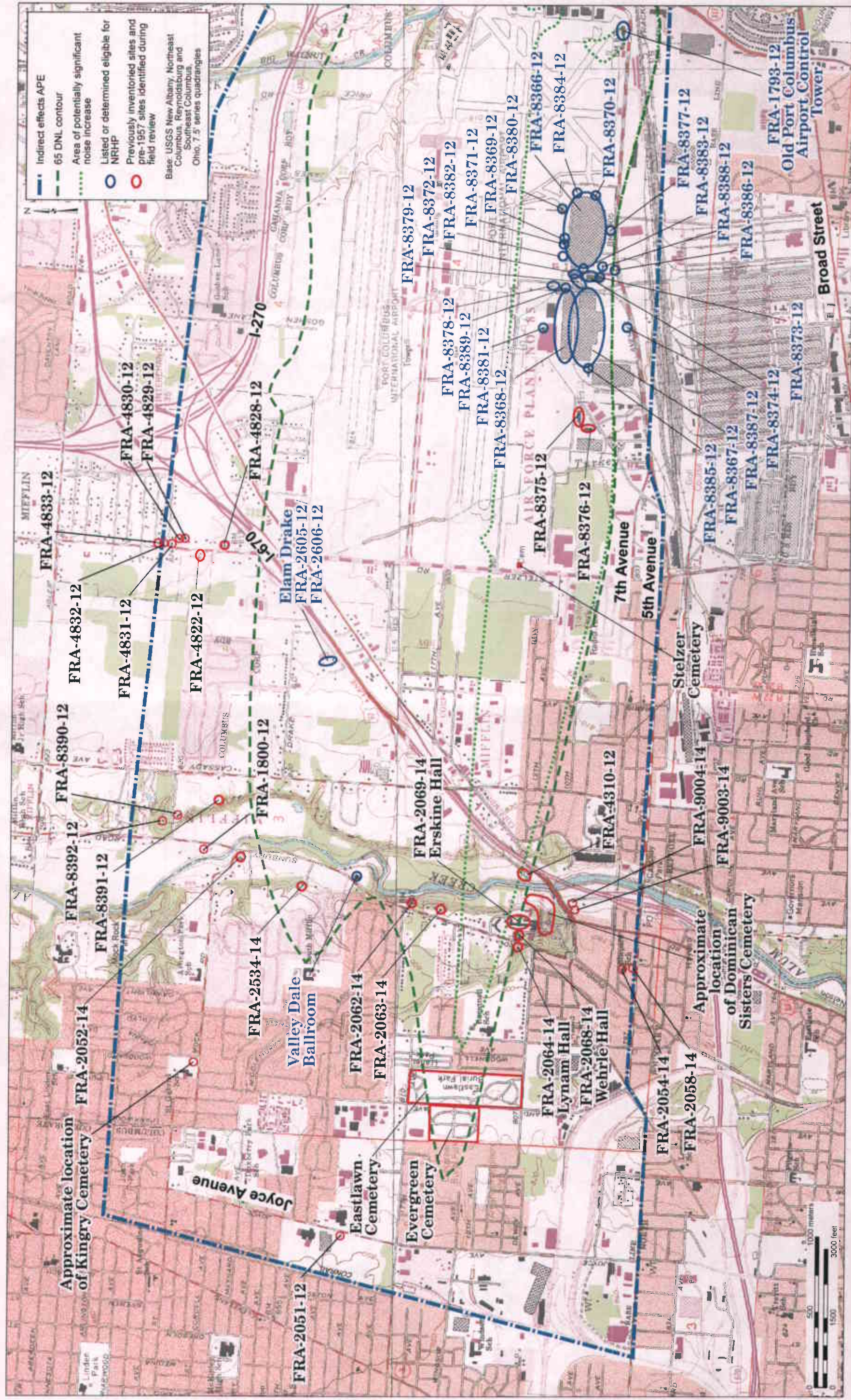
**FIGURES**



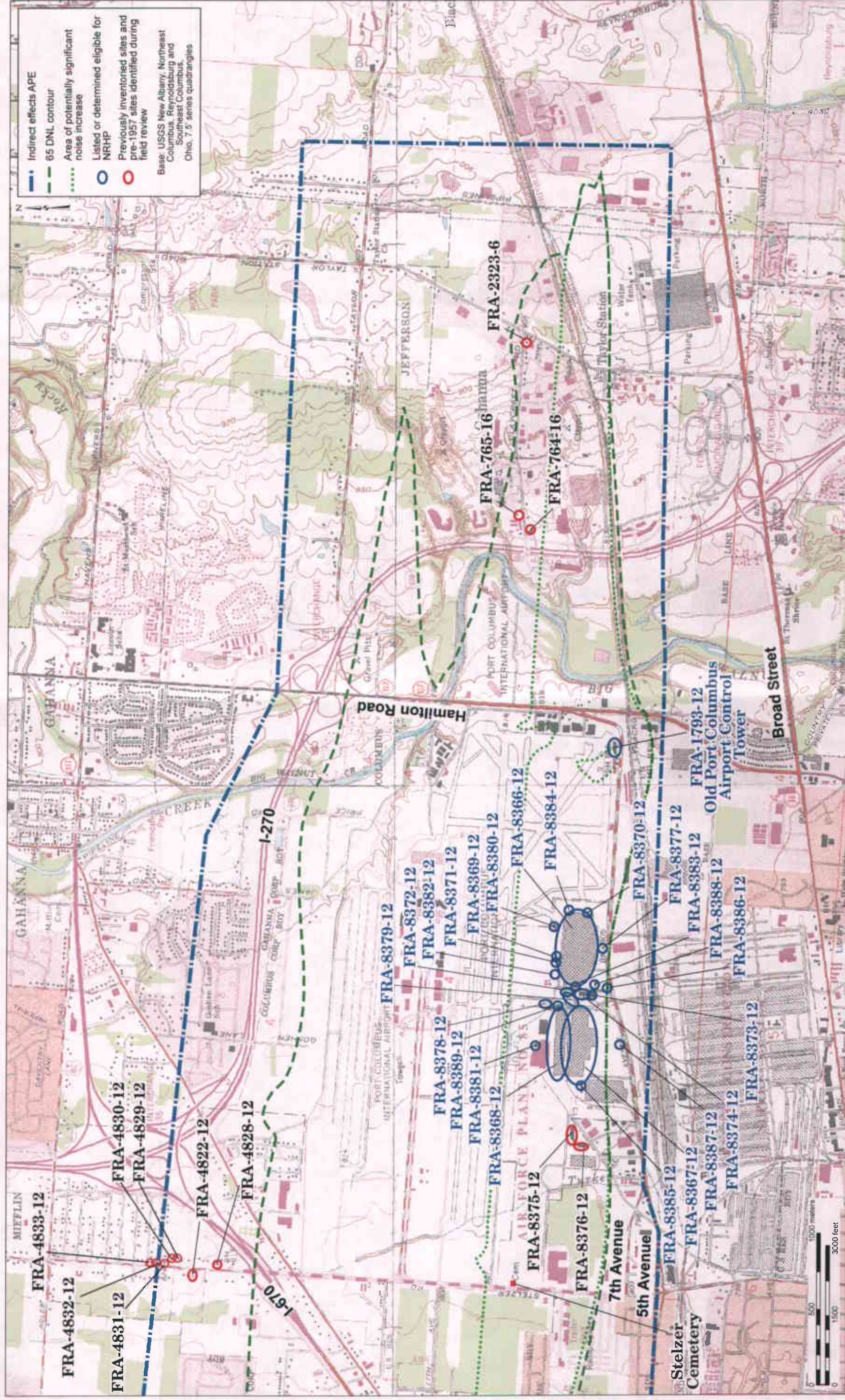


Figure 1. Portion of the ODOT Franklin County highway map showing the indirect effects APE.











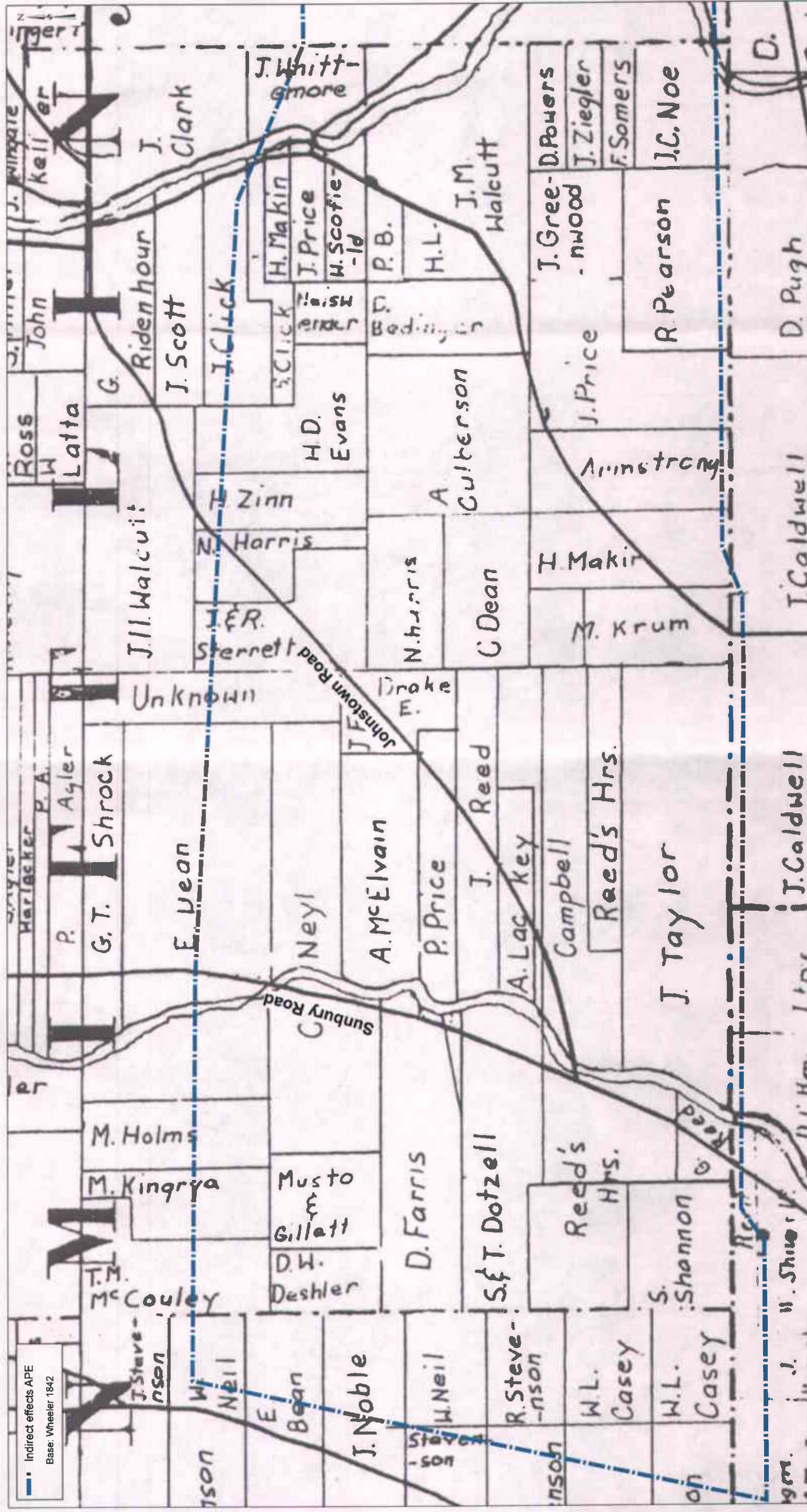


Figure 3. Portion of Wheeler's (1842) *Map of Franklin County, Ohio*, showing the indirect effects APE. (2 Sheets)



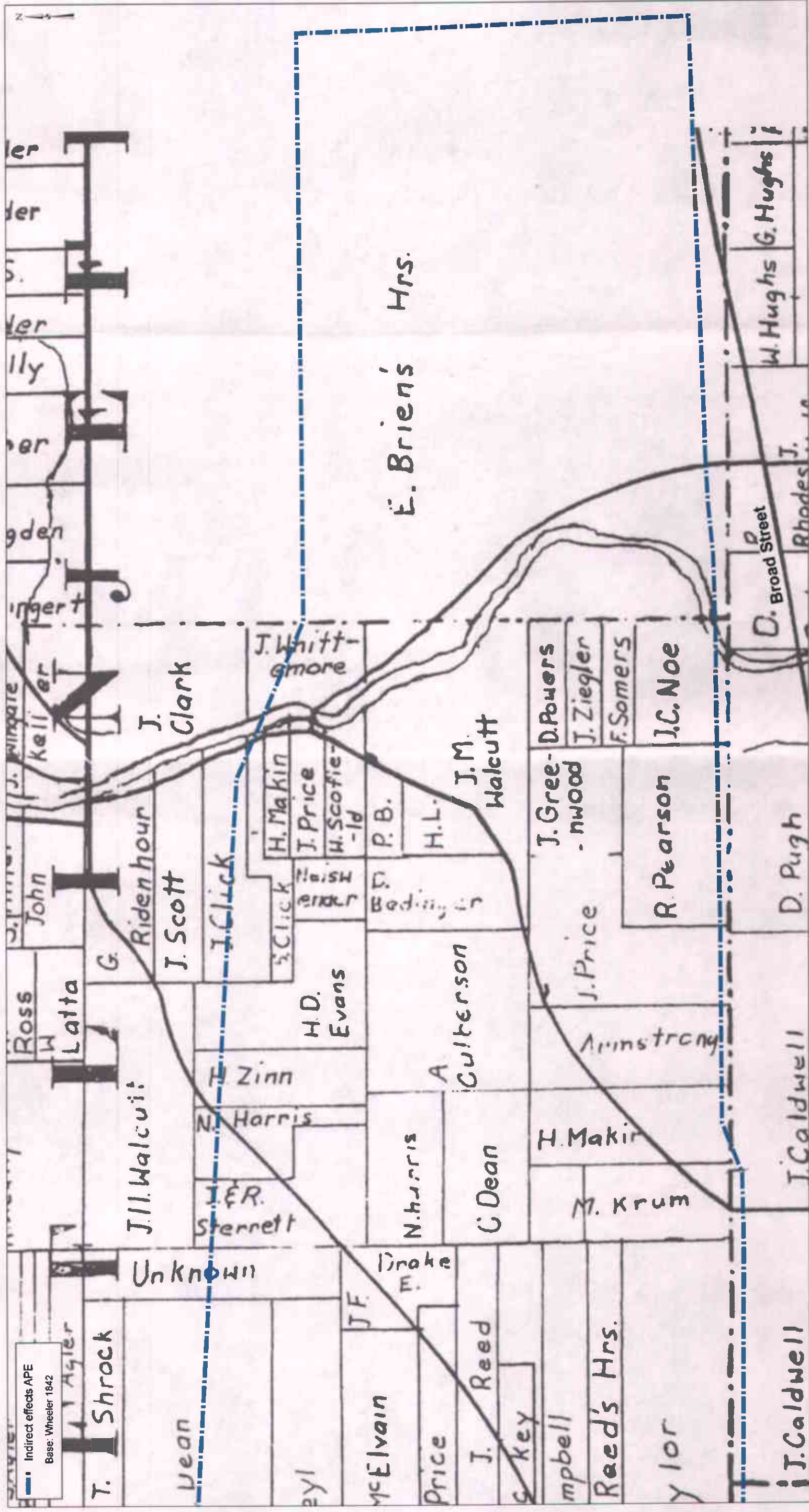


Figure 3. Portion of Wheeler's (1842) *Map of Franklin County, Ohio*, showing the indirect effects APE. (2 Sheets)





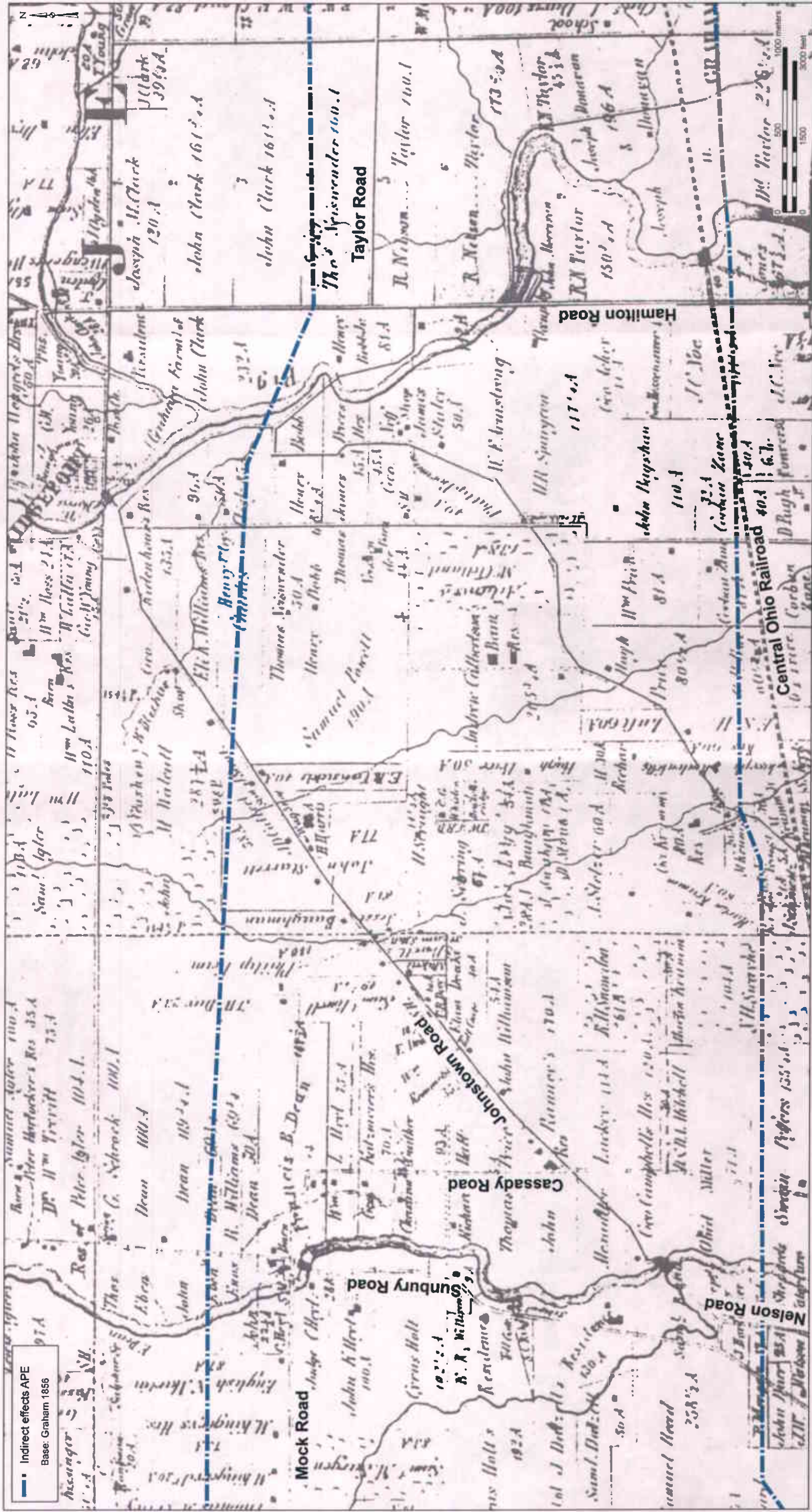
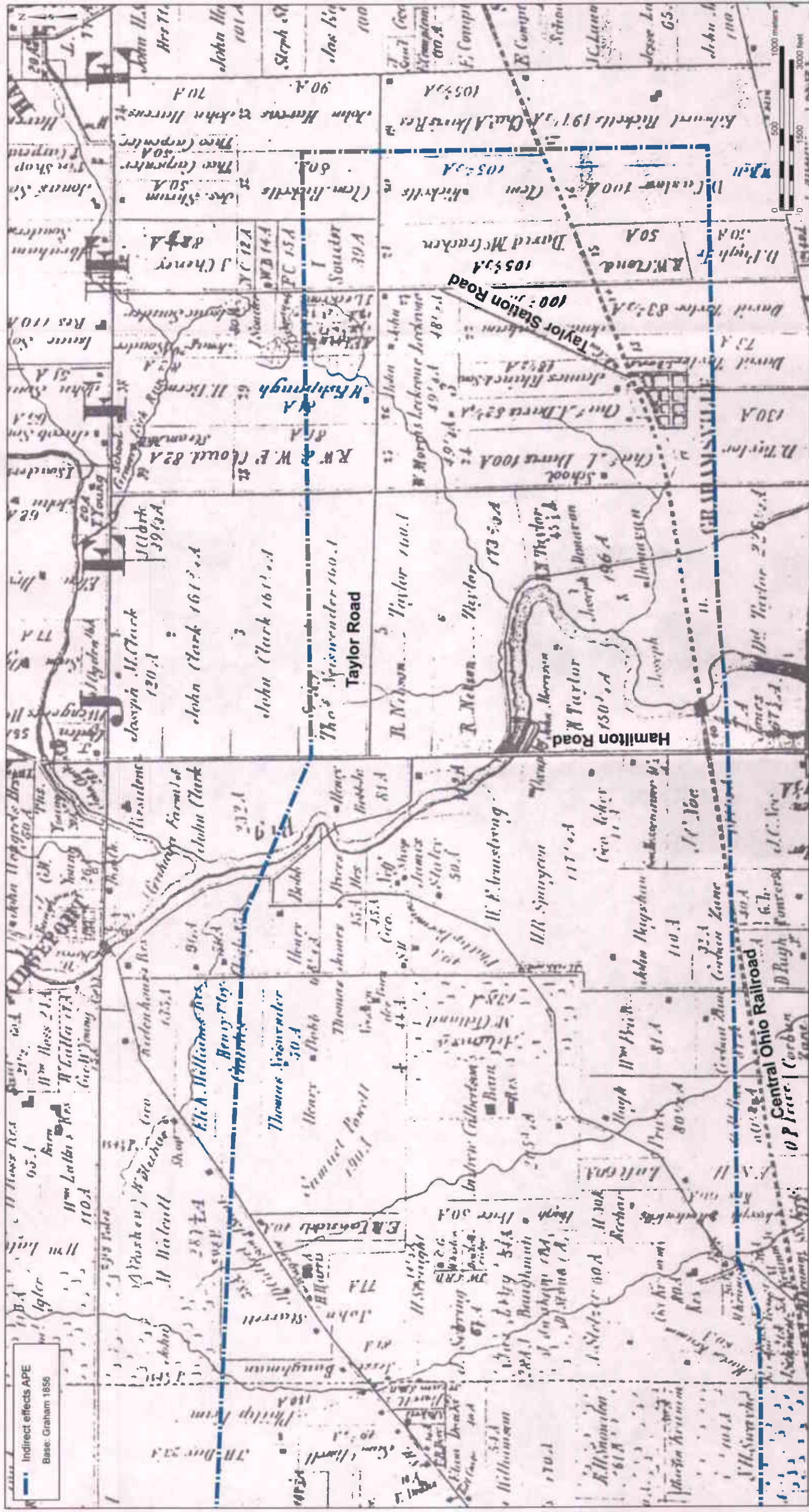


Figure 4. Portion of Graham's (1856) Map of Franklin County, Ohio, showing the indirect effects APE. (3 Sheets)







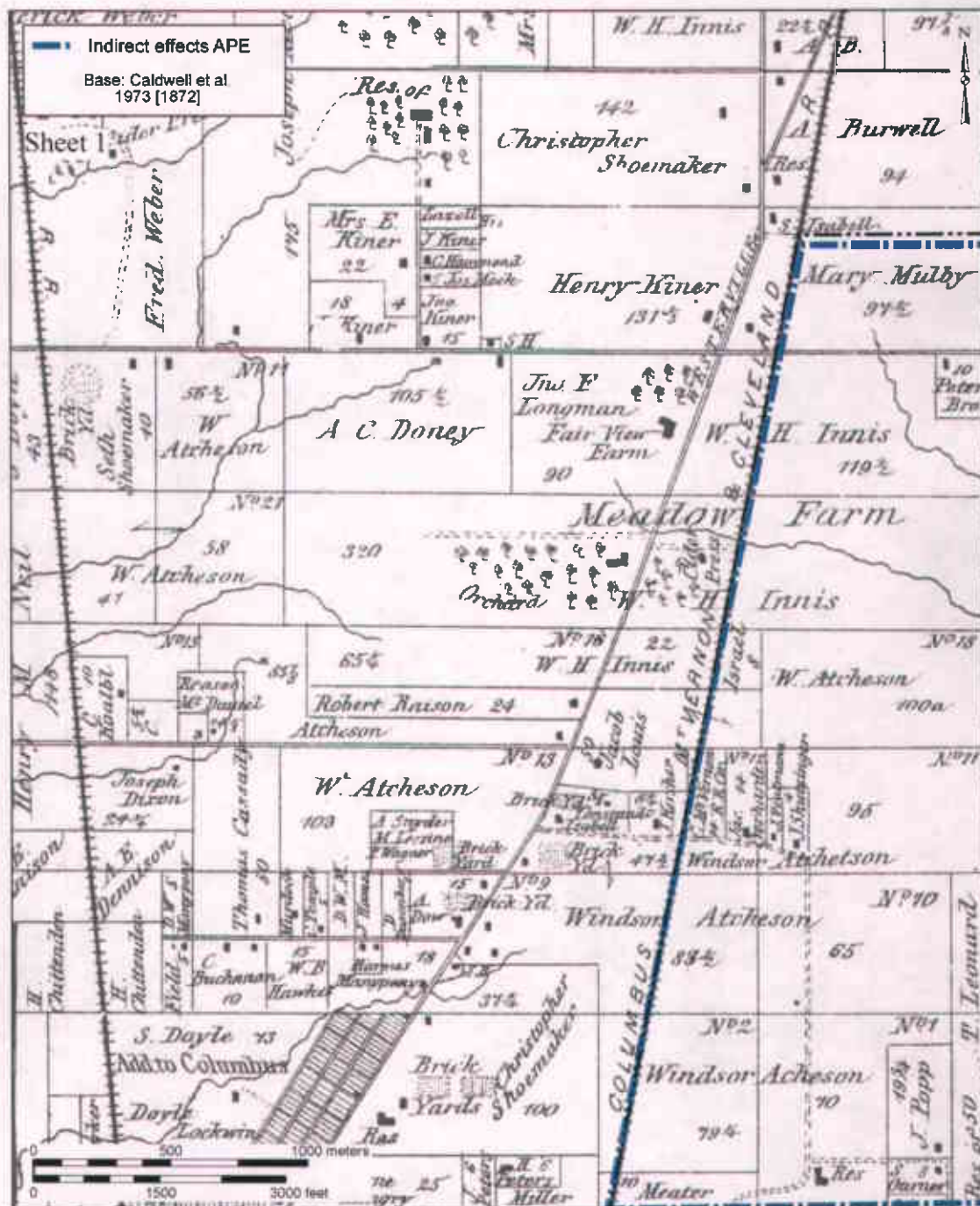


Figure 5. Portion of Caldwell et al.'s (1973 [1872]) *Caldwell's Atlas of Franklin Company and the City of Columbus, Ohio*, showing the indirect effects APE. (3 Sheets)



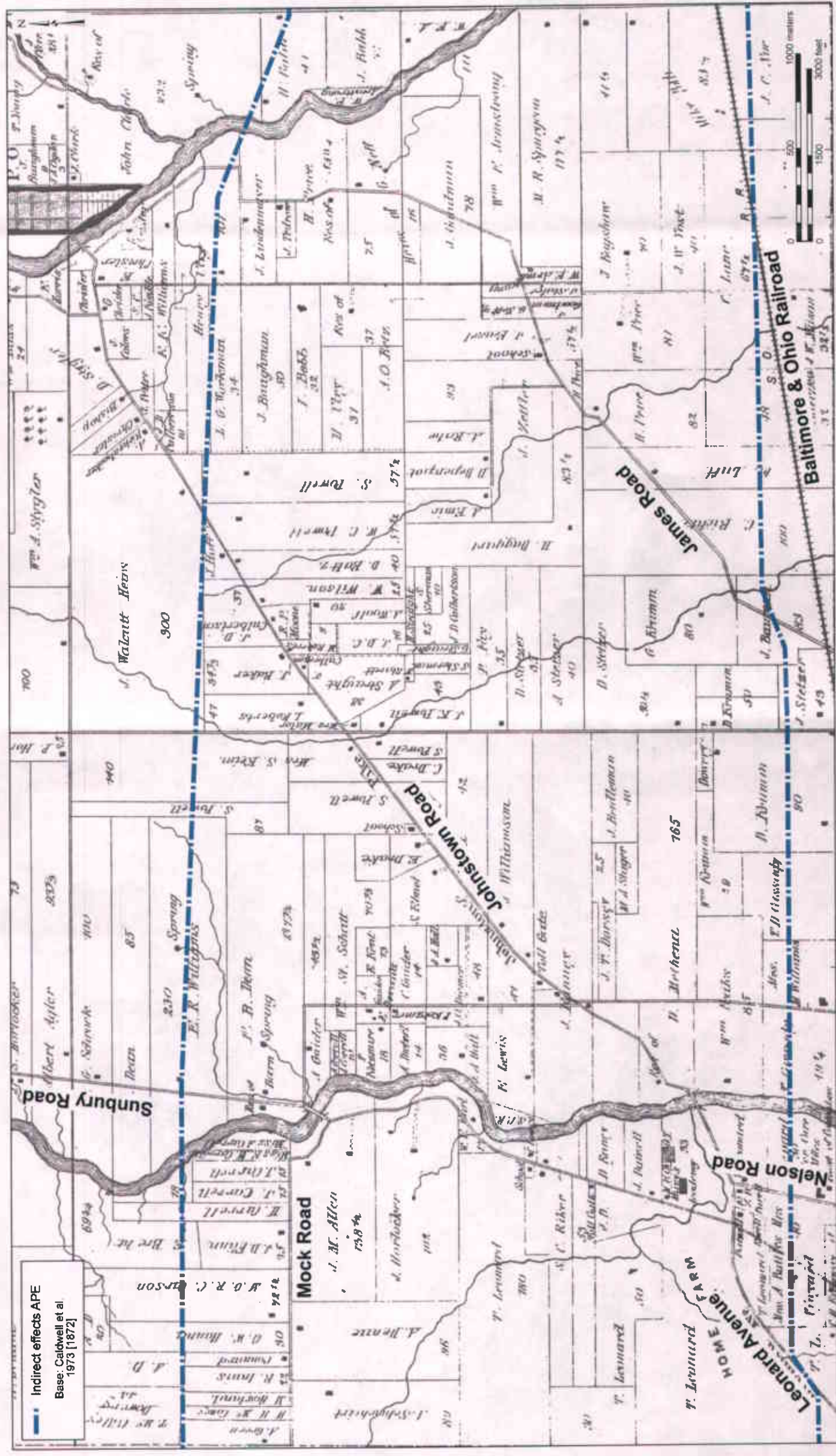


Figure 5. Portion of Caldwell et al.'s (1973 [1872]) *Caldwell's Atlas of Franklin Company and the City of Columbus, Ohio*, showing the indirect effects APE. (3 Sheets)









Figure 6. Portion of Marble's (1883) *Map of Franklin County, Ohio*, showing the indirect effects APE. (2 Sheets)



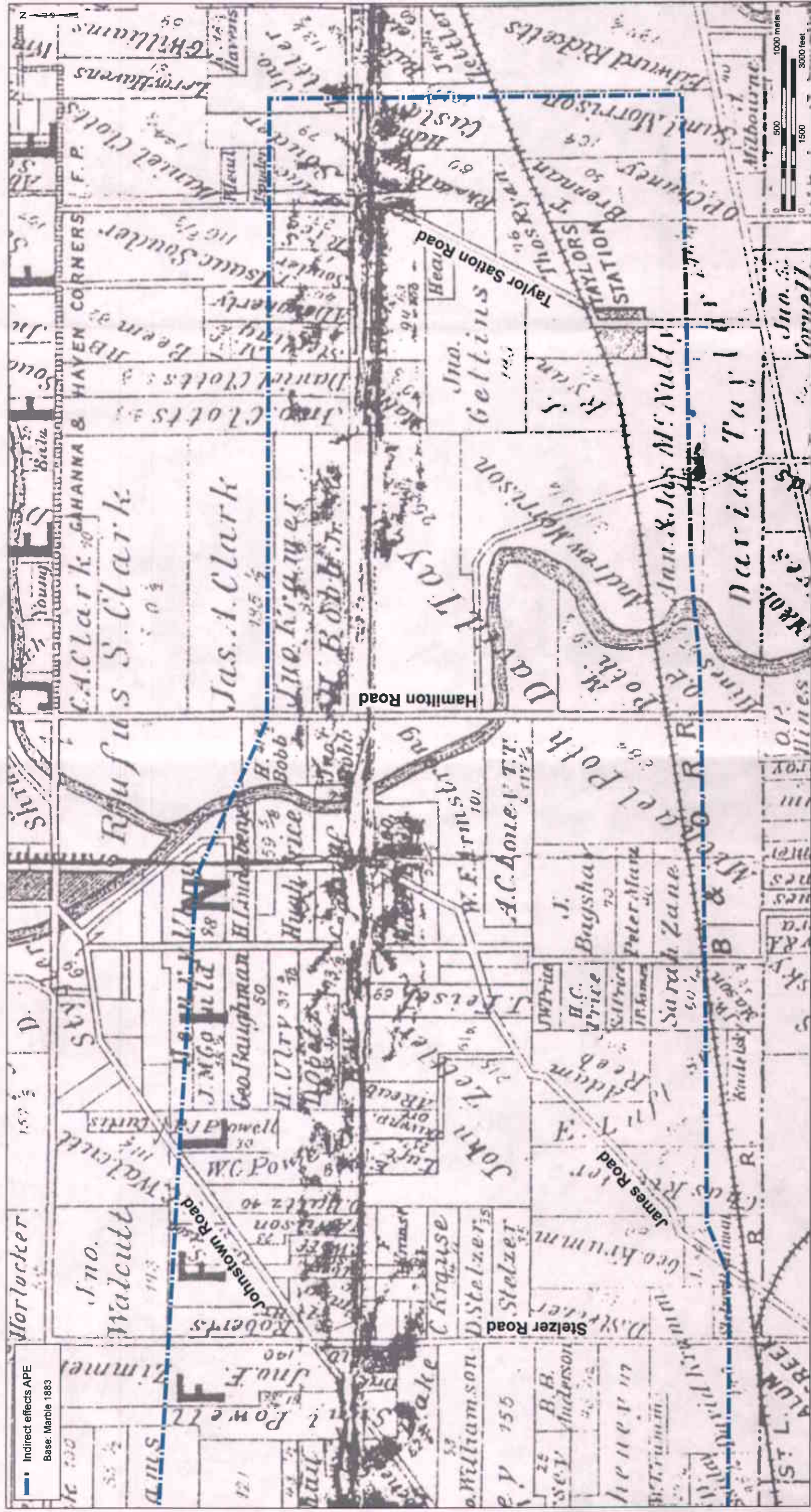


Figure 6. Portion of Marble's (1883) *Map of Franklin County, Ohio*, showing the indirect effects APE. (2 Sheets)



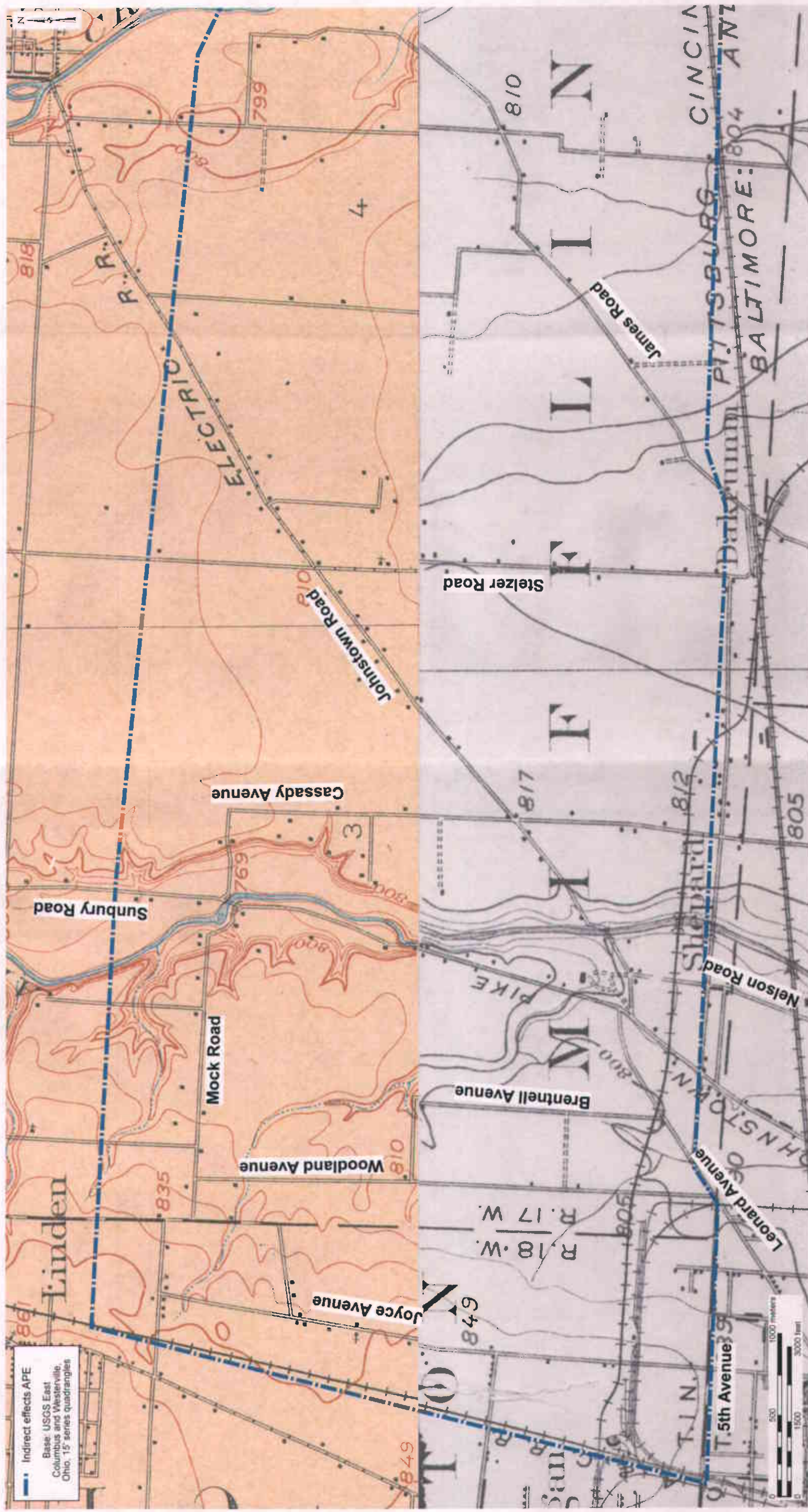


Figure 7. Portion of the 1900 East Columbus and 1904 Westerville quadrangles (USGS 15' topographic maps) showing the indirect effects APE. (2 Sheets)



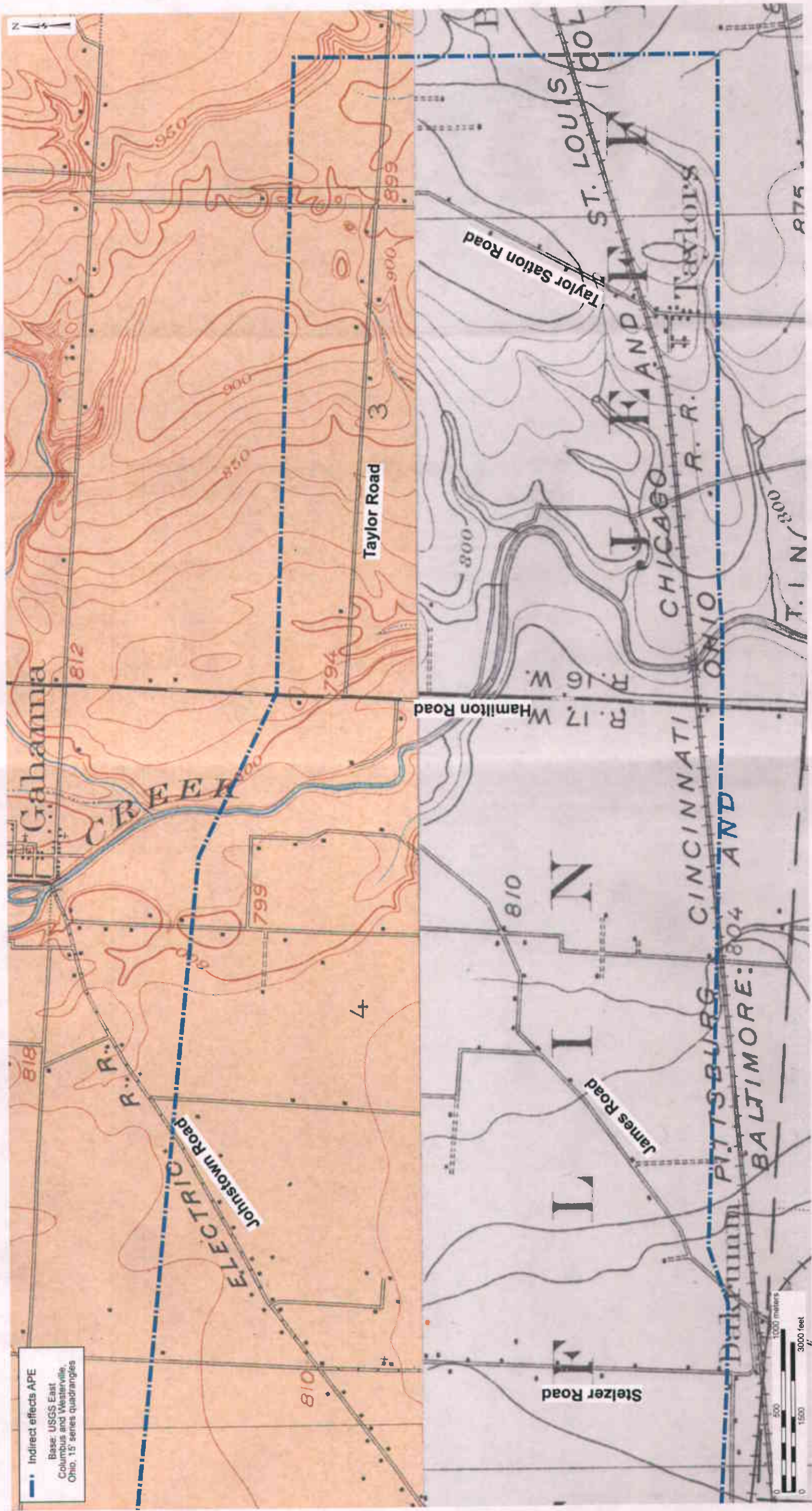


Figure 7. Portion of the 1900 East Columbus and 1904 Westerville quadrangles (USGS 15' topographic maps) showing the indirect effects APE. (2 Sheets)







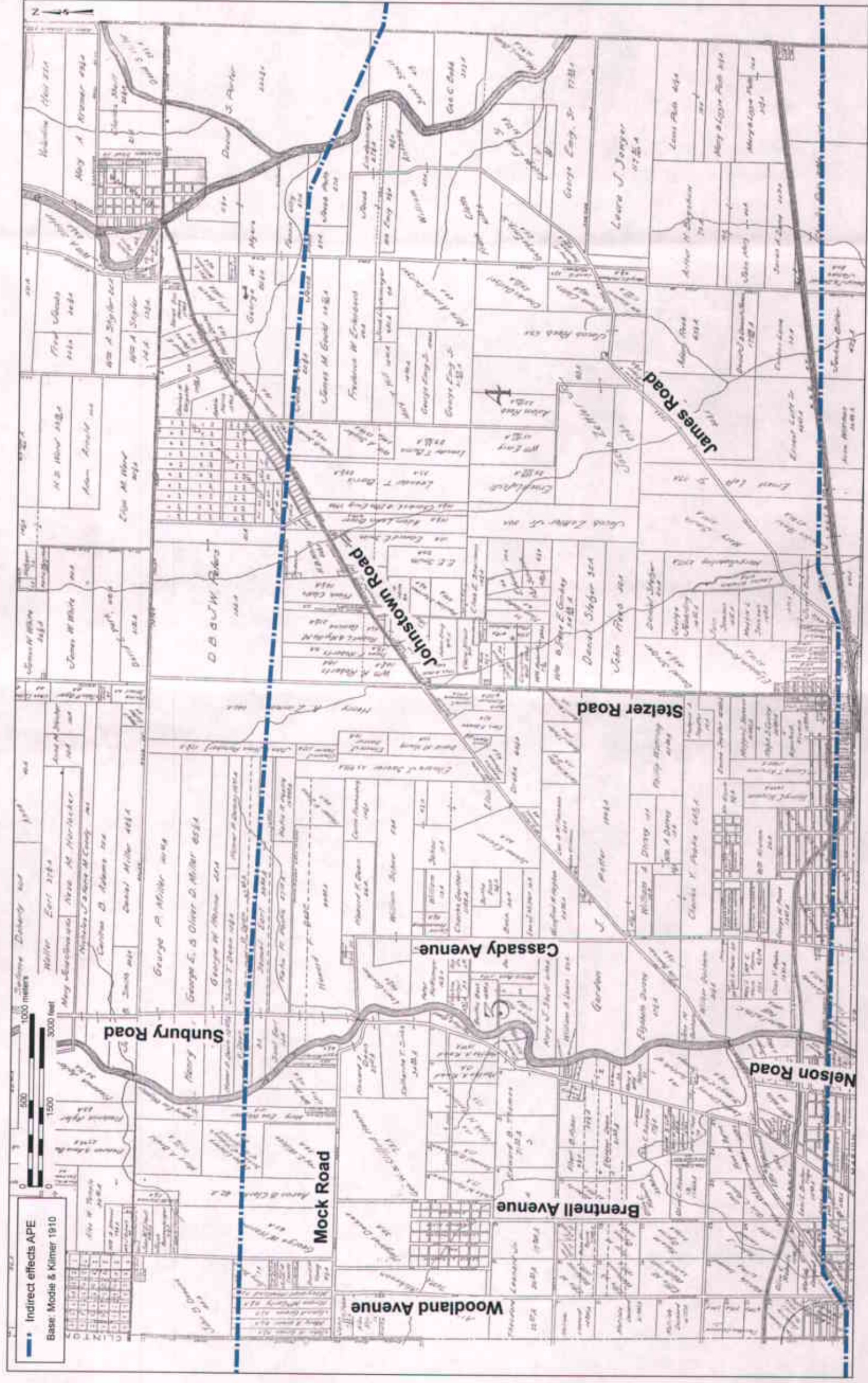


Figure 8. Portion of Modie & Kilmer's (1910) *Modie and Kilmer's Folio Atlas of Franklin County, Ohio*, showing the indirect effects APE. (3 Sheets)



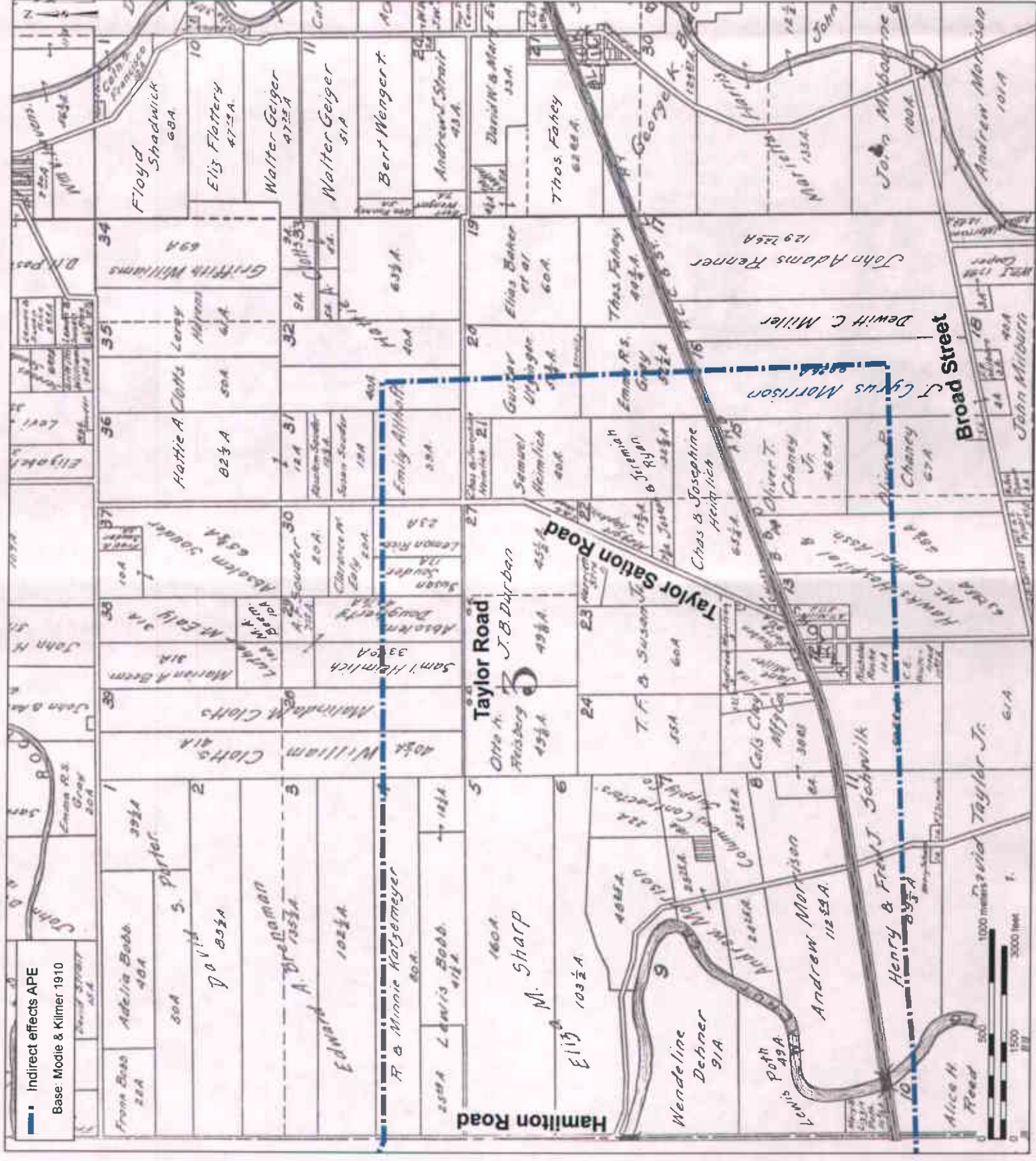


Figure 8. Portion of Modie & Kilmer's (1910) *Modie and Kilmer's Folio Atlas of Franklin County, Ohio*, showing the indirect effects APE. (3 Sheets)



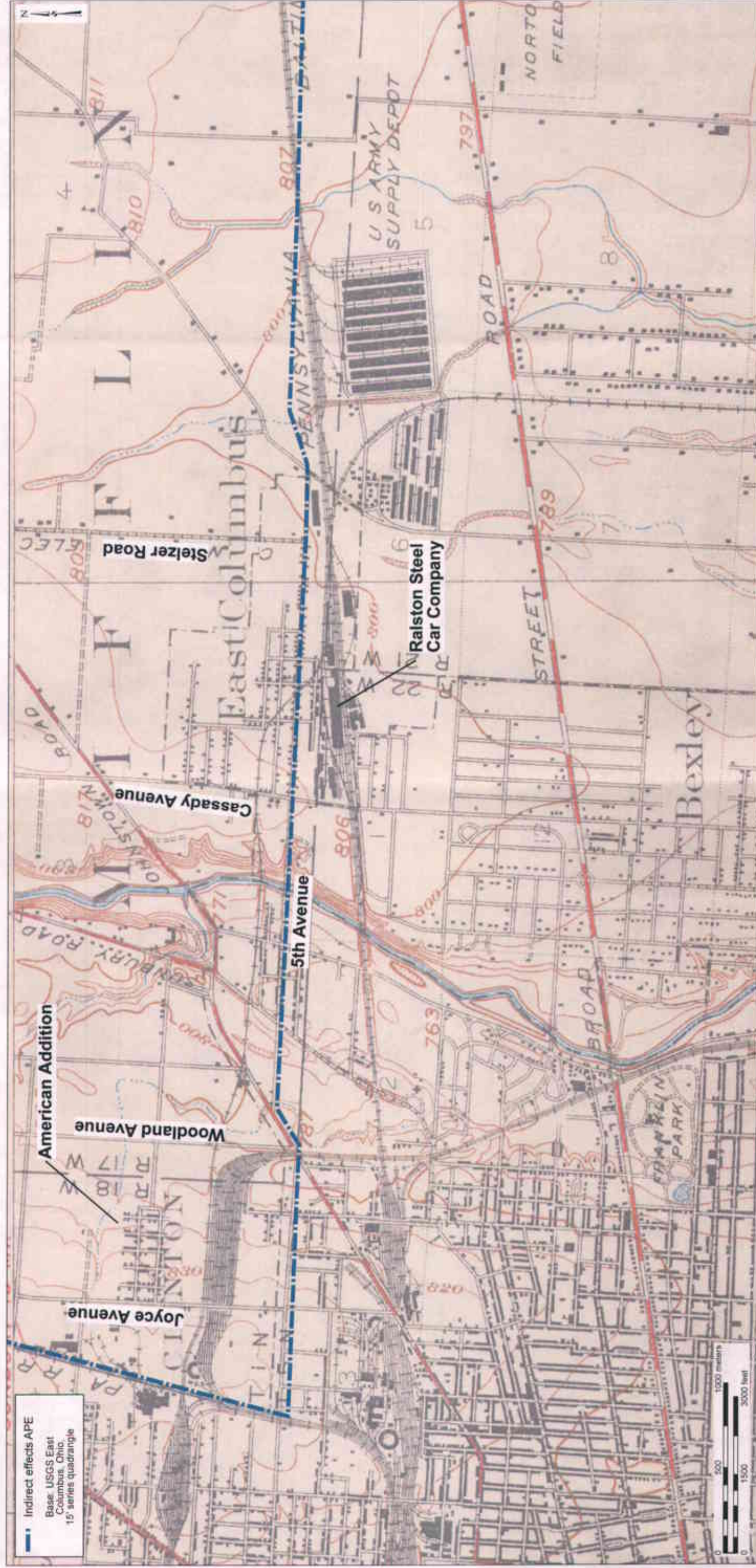


Figure 9. Portion of the 1925 East Columbus quadrangle (USGS 15' topographic map) showing the indirect effects APE. (2 Sheets)



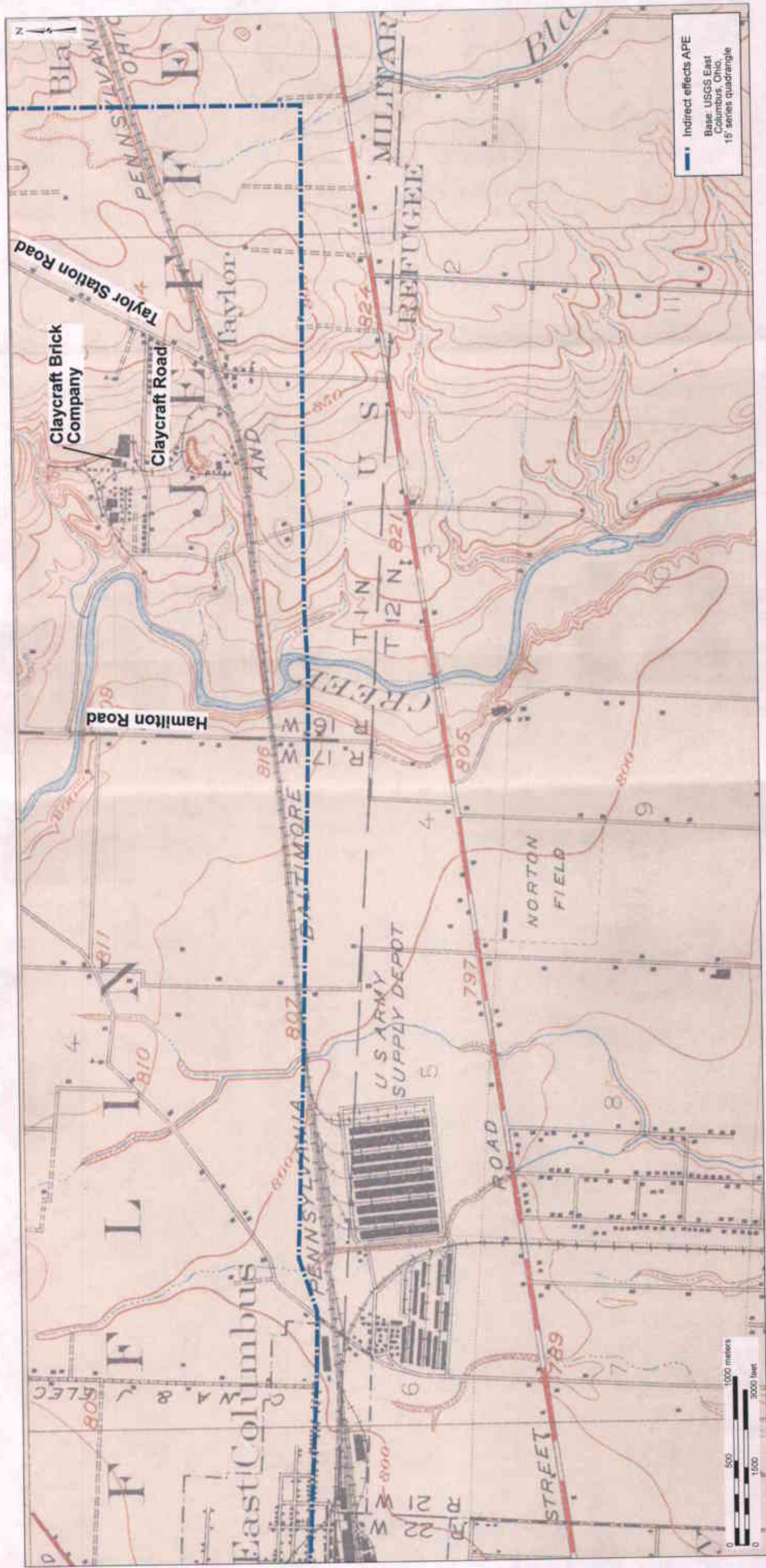


Figure 9. Portion of the 1925 East Columbus quadrangle (USGS 15' topographic map) showing the indirect effects APE. (2 Sheets)



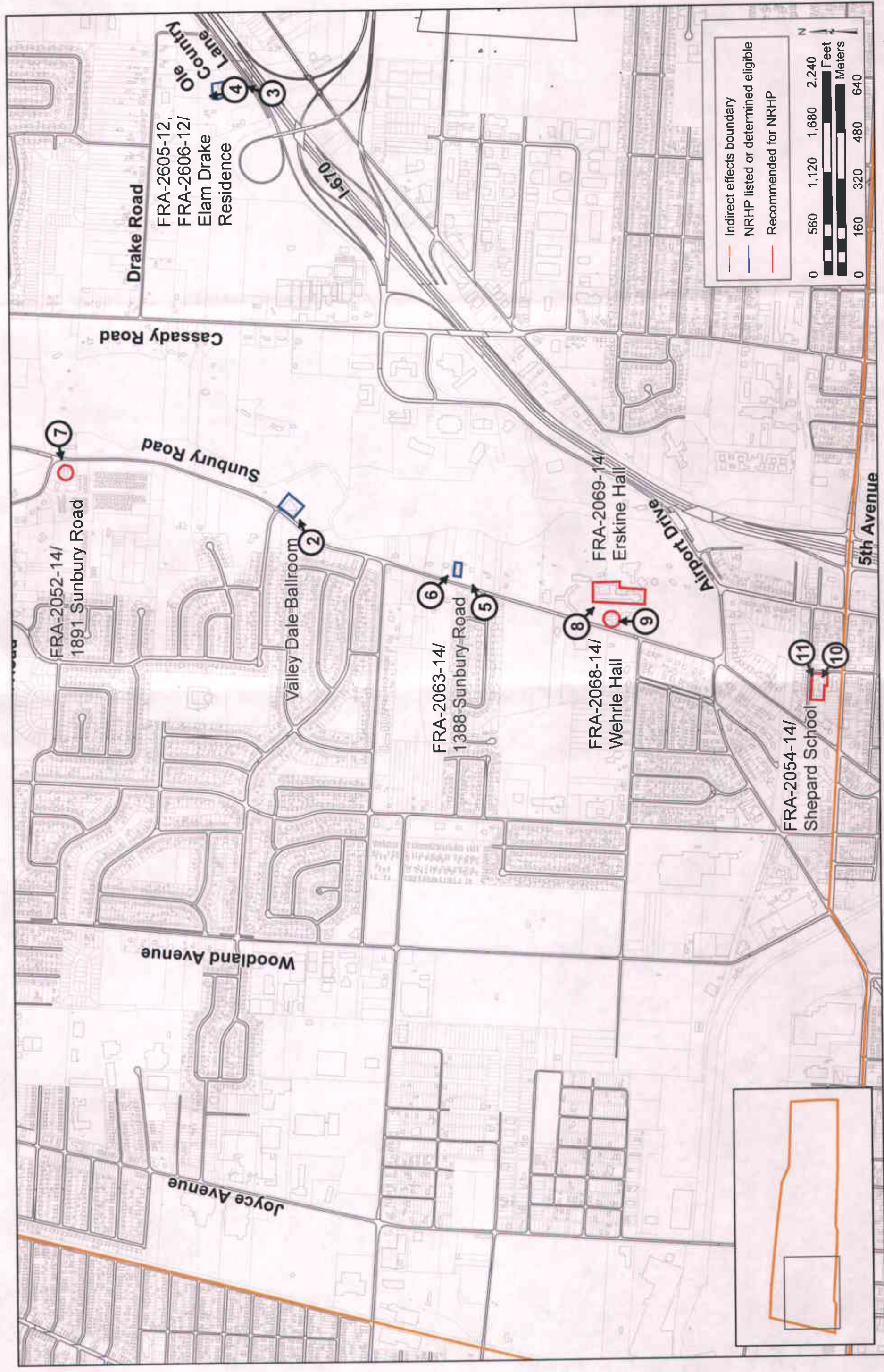


Figure 11. City of Columbus GIS mapping showing the location of NRHP-listed resources, resources determined eligible for listing in the NRHP, resources recommended as eligible for listing in the NRHP, and locations of Plates 1-11. (2 Sheets)



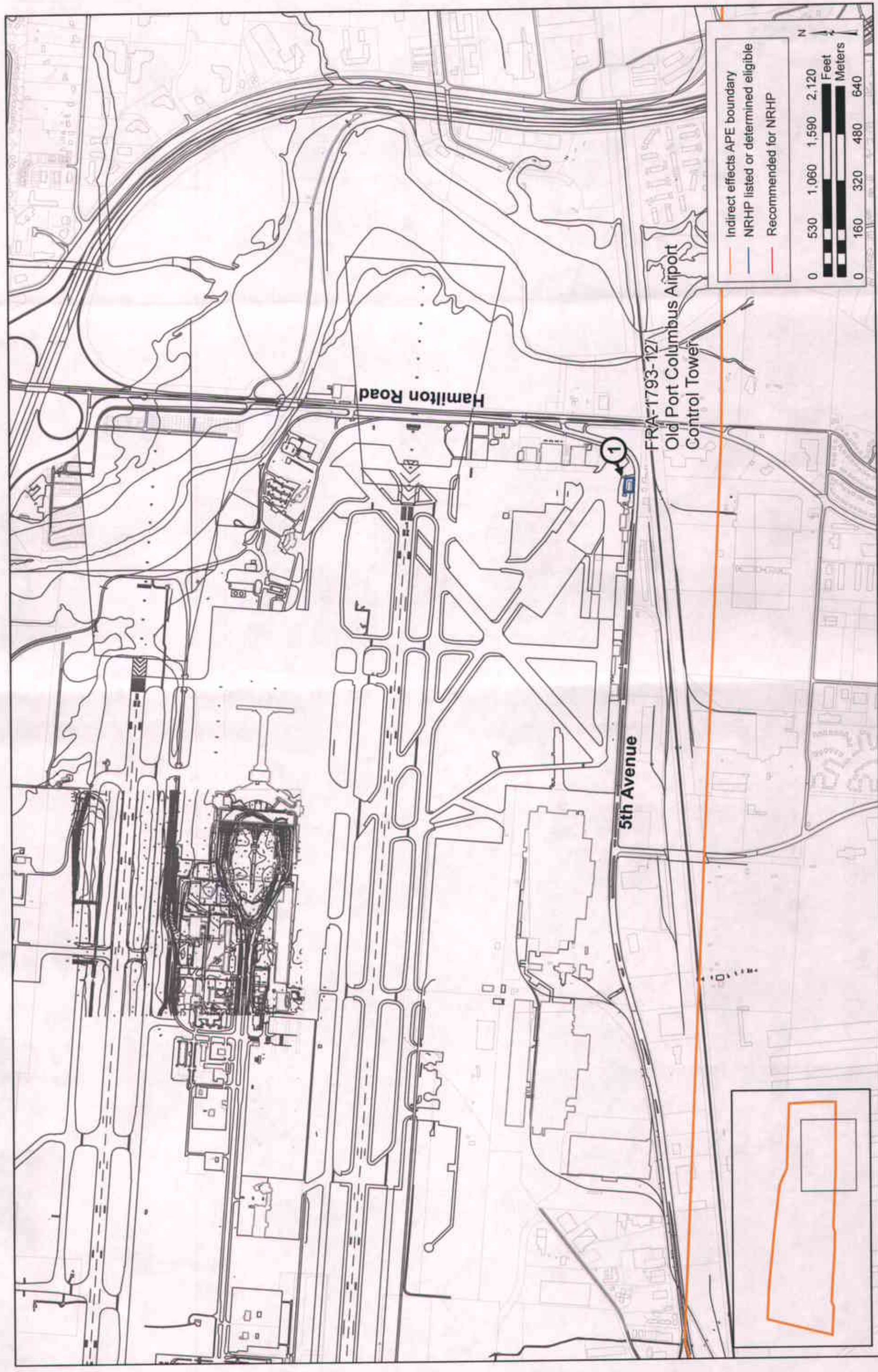


Figure 11. City of Columbus GIS mapping showing the location of NRHP-listed resources, resources determined eligible for listing in the NRHP, resources recommended as eligible for listing in the NRHP, and locations of Plates 1-11. (2 Sheets)

Figure 11  
Sheet 2 of 2  
57



**TABLES**



Table 1. Previously Identified History/Architecture Properties in the Indirect Effects APE.

7.5' Quadrangle and Date	OHI/Structure No./Name	OHI Recorder or Agency and Date	Address/Location of Building/Structure	Date(s) of Construction	Style and Type of Building/Structure	National Register Criteria Status
Southeast Columbus 1985	Evergreen Cemetery	Jacob Boswell 2005	1401 Woodland Ave, Columbus	1926	Cemetery	Possibly eligible (filed in current NRHP questionnaires)
Southeast Columbus 1985	Eastlawn Cemetery	N/A	1340 Woodland Ave, Columbus	1923	Cemetery	Not applied
Southeast Columbus 1985	Dominican Sisters Cemetery	N/A	Ohio Dominican University, Columbus	1870	Cemetery	Not applied
Southeast Columbus 1985	Stelzer Cemetery	N/A	East side of Stelzer Road between 13th and 17th avenues	NPD	Cemetery	Not applied, no surface remnants visible
Northeast Columbus 1982	Kingry Cemetery	Troutman 2003	Vicinity of 2142 Mock Road	No pertinent data	Cemetery	Not evaluated
Northeast Columbus 1982	Valley Dale Ballroom	Nancy Recchie 1980	1590 Sunbury Road	1925, 1941	Vernacular ballroom	Listed 1982
Reynoldsburg 1985	FRA-764-6	J.D./OHPO 6/1975	South side of Claycraft Road, 400 ft east of Morrison Road	Ca. 1910-20	Two-story vernacular brick residence	Not evaluated, demolished
Reynoldsburg 1985	FRA-765-6	J.D./OHPO 6/1975	North side of Claycraft Road, 400 ft east of Morrison Road	Ca. 1910-20	Two one-story vernacular frame front-gabled residences	Not evaluated, demolished
Reynoldsburg 1985	FRA-1793-12/Old Port Columbus Airport Control Tower	OHI: N. Recchie, OHS, 1975 NR: N. Recchie, MORPC, 1978	4920 E. 5th Avenue, Port Columbus Airport, Columbus	1929	No style airport control tower and terminal	Listed 1979
Northeast Columbus 1982	FRA-1800-12	N. Recchie 8/75	1955 Sunbury Road	No pertinent data	Residence	Not evaluated
Northeast Columbus 1982	FRA-2051-14	GHHL 8/1975	1773 Joyce Avenue	1894	1.5-story brick school	Not evaluated, demolished
Northeast Columbus 1982	FRA-2052-14	GHHL 8/1975	1891 Sunbury Road	Ca. 1890	Residence	Not evaluated
Southeast Columbus 1985	FRA-2054-14	GHHL 8/1975	873 Walcutt Avenue	Ca. 1890	Two-story brick school	Not evaluated

Table 1. Previously Identified History/Architecture Properties in the Indirect Effects APE.

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Southeast Columbus 1985	FRA-2058-14	GHHL 9/75	2260 East 5th Avenue	No pertinent data	Gothic Revival church	Not evaluated
Southeast Columbus 1985	FRA-2062-14	GHHL 8/1975	1458 Sunbury Road	Ca. 1888	Two-story brick residence	Not evaluated
Southeast Columbus 1985	FRA-2063-14	GHHL 8/1975	1386 Sunbury Road	Ca. 1880	Two-story brick residence	Consensus DOE between OHPO and FAA 1995 (as 1388 Sunbury Road)
Southeast Columbus 1985	FRA-2064-14/Lynam Hall	GHHL 1975	1173 Sunbury Road, Ohio Dominican University, Columbus	Ca. 1930	Tudor Revival residence	Not evaluated
Southeast Columbus 1985	FRA-2068-14/Wehrle Art Memorial	GHHL 1975	Sunbury Road, Ohio Dominican University, Columbus	1910	Renaissance Revival college building	Not evaluated
Southeast Columbus 1985	FRA-2069-14/Ersine Hall	GHHL 1975	Sunbury Road, Ohio Dominican University, Columbus	1928	Georgian Revival college building	Not evaluated
Reynoldsburg 1985	FRA-2323-6	J. Darbee/OHPO 1975	Second house on south side of Claycraft Road west of Taylor Station Road, Gahanna	Ca. 1910-20	No style residence	Not evaluated, demolished
Northeast Columbus 1982	FRA-2534-14	David Simmons/OHS 8/1976	1705 Sunbury Road	Ca. 1835	Two-story vernacular frame residence	Not evaluated
Northeast Columbus 1982	FRA-2605-12	David J. Lind 1977	Elam Drake Residence 2738 Ole Country Lane	Ca. 1856, ca. 1867	Vernacular brick residence	Listed 1978 (with FRA-2606-12)
Northeast Columbus 1982	FRA-2606-12	David J. Lind 1977	Elam Drake Residence 2738 Ole Country Lane	Ca. 1867	Vernacular brick barn	Listed 1978 (with FRA-2605-12)
Southeast Columbus 1985	FRA-4310-12/Matheny House; Hayden House; de Monye Greenhouses	J. A. Addington/ODOT-BES 1976	2500 DeMonye Drive, Columbus	Ca. 1860-65	Vernacular side hallway residence	Not evaluated, demolished
Northeast Columbus 1982	FRA-4822-12	D. Dobson-Brown/ASC 1992	1903 Stelzer Road, Columbus vicinity	Ca. 1940	English Revival residence	Not evaluated

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Northeast Columbus 1982	FRA-4828-12	D. Dobson-Brown/ASC 1992	1872 Stelzer Road, Columbus vicinity	Ca. 1940	Vernacular Cape Cod residence	Not evaluated
Northeast Columbus 1982	FRA-4829-12	D. Dobson-Brown 6/92	1942 Stelzer Road	Ca. 1930	1.5-story side-gabled vernacular residence	Not evaluated
Northeast Columbus 1982	FRA-4830-12	D. Dobson-Brown 6/92	1968 Stelzer Road	Ca. 1930	1.5-story side-gabled vernacular residence	Not evaluated
Northeast Columbus 1982	FRA-4831-12	D. Dobson-Brown 6/92	1990 Stelzer Road	Ca. 1920	1-story front-gabled vernacular residence	Not evaluated
Northeast Columbus 1982	FRA-4832-12	D. Dobson-Brown 6/92	2010 Stelzer Road	Ca. 1930	1-story side-gabled vernacular residence	Not evaluated
Northeast Columbus 1982	FRA-4833-12	D. Dobson-Brown 6/92	2020 Stelzer Road	Ca. 1940	1.5-story side-gabled vernacular residence	Not evaluated
Southeast Columbus 1985	FRA-8366-12/Building 3, Manufacturing Building	J. Trnka and T.Wessel/Earth Tech 1995	4300 E. 5th Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8367-12/Building 6, Assembly Bldg	J. Trnka and T.Wessel/Earth Tech 1995	4300 E. 5th Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8368-12/Building 7, Service Building	J. Trnka and T.Wessel/Earth Tech 1995	4300 E. 5th Avenue, Air Force Plant 85, Columbus	1941	International elements hanger	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8369-12/Building 60, Employees' Entrance	J. Trnka and T.Wessel/Earth Tech 1995	4300 E. 5th Avenue, Air Force Plant 85, Columbus	1941	International industrial	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8370-12/Building 2, Flight Office Bldg	J. Trnka and T.Wessel/Earth Tech 1995	4300 E. 5th Avenue, Air Force Plant 85, Columbus	1941	International elements office building	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8371-12/Building 12, Manifold Building	J. Trnka and T.Wessel/Earth Tech 1995	4300 E. 5th Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible by USAF and OHPO




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7.5' Quadrangle and Date	OHI/Structure No./Name	OHI Recorder or Agency and Date	Address/Location of Building/Structure	Date(s) of Construction	Style and Type of Building/Structure	National Register Criteria Status
Southeast Columbus 1985	FRA-8372-12/Building 10, Oil and Paint Storage	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. 5th Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8373-12/Building 9, Truck Garage	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. 5th Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8374-12/Building 8, Power House	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. 5th Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8375-12/Building 271, Thermodynamics Laboratory	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. 5th Avenue, Air Force Plant 85, Columbus	1960	No style industrial	Not evaluated, demolished
Southeast Columbus 1985	FRA-8376-12/Building 210, Wind Tunnel	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. 5th Avenue, Air Force Plant 85, Columbus	1958	No style industrial	Not evaluated, demolished
Southeast Columbus 1985	FRA-8377-12/Flagpole	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. 5th Avenue, Air Force Plant 85, Columbus	1941	No style flagpole	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8378-12/Building 30, Steel frame shed	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. 5th Avenue, Air Force Plant 85, Columbus	1941	No style storage area	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8379-12/Building 27, Covered Passage	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. 5th Avenue, Air Force Plant 85, Columbus	1941	No style covered passage	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8380-12/Building 26, Pump House	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. 5th Avenue, Air Force Plant 85, Columbus	1941	International elements pump house	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8381-12/Building 25, Pump House	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. 5th Avenue, Air Force Plant 85, Columbus	1941	International elements pump house	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8382-12/Building 24, Acid Storage	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. 5th Avenue, Air Force Plant 85, Columbus	1941	Vernacular storage building	Determined eligible by USAF and OHPO

Table 1. Previously Identified History/Architecture Properties in the Indirect Effects APE.

7.5' Quadrangle and Date	OHI/Structure No./Name	OHI Recorder or Agency and Date	Address/Location of Building/Structure	Date(s) of Construction	Style and Type of Building/Structure	National Register Criteria Status
Southeast Columbus 1985	FRA-8383-12/Building 21, Maintenance Building	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. 5th Avenue, Air Force Plant 85, Columbus	1941	Vernacular industrial	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8384-12/Building 18, Gas Station	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. 5th Avenue, Air Force Plant 85, Columbus	1941	Vernacular gas station	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8385-12/Building 20, Gas Station	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. 5th Avenue, Air Force Plant 85, Columbus	1941	Vernacular gas station	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8386-12/Building 16, Guardhouse	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. 5th Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible by USAF and OHPO, demolished
Southeast Columbus 1985	FRA-8387-12/Building 15, Guardhouse	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. 5th Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible by USAF and OHPO, demolished
Southeast Columbus 1985	FRA-8388-12/Building 11, Switch House	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. 5th Avenue, Air Force Plant 85, Columbus	1941	International elements industrial	Determined eligible by USAF and OHPO
Southeast Columbus 1985	FRA-8389-12/Building 29, Fire and Police Station	J. Trnka and T. Wessel/Earth Tech 1995	4300 E. 5th Avenue, Air Force Plant 85, Columbus	1941	Vernacular fire station	Determined eligible by USAF and OHPO
Northeast Columbus 1982	FRA-8390-12	Amy Kramb 11/99	2090 Sunbury Road	Ca. 1940	Tudor Revival residence	Not evaluated
Northeast Columbus 1982	FRA-8391-12	Amy Kramb/Applied Archaeological, 1999	Vicinity of 2090 Sunbury Road, Mifflin Township	Ca. 1940s	No style drainage structure	Not applied
Northeast Columbus 1982	FRA-8392-12	Amy Kramb 11/99	Vicinity of 2090 Sunbury Road	Ca. 1940	Building ruins	Not evaluated
Southeast Columbus 1985	FRA-9004-14	D. Terpstra 10/2000	2451 Airport Drive	Ca. 1925	Dormer front bungalow	Not evaluated
Southeast Columbus 1985	FRA-9003-14	D. Terpstra 10/2000	2445 Airport Drive	Ca. 1925	Colonial Revival elements side-gabled residence	Not evaluated

Table 2. Photolog of the Area of Potentially Significant Noise Increase.

Photo No.	Direction	Description <sup>3</sup>	Photo
1	NE	<p>1024 Taylor Station Road formerly a front-gabled bungalow now with addition and façade alterations, built 1936 aluminum siding and asphalt shingle roof</p> <p>Lacks integrity due to loss of design, setting, materials</p>	
2	SE	<p>1044 Taylor Station Road vernacular I-house, built ca. 1890 asbestos cement shingle siding and asphalt shingle roof</p> <p>Front porch is intact and the property retains a few small outbuildings, but lacks significance and integrity of setting</p>	
3	SE	<p>5873 North Alley 1.5-story side-gabled house, built ca. 1920 concrete foundation, asbestos cement shingle siding, and asphalt shingle roof</p> <p>Lacks significance and integrity of setting</p>	

<sup>3</sup> Dates of construction taken from Franklin County auditor's website unless otherwise noted.



Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
4	SE	<p>1116 Parkview Boulevard 2-story side-gabled house with front cross gabled wing, built 1929 brick walls and foundation and tile roof</p> <p>High level of integrity, but lacks significance</p>	
5	SE	<p>2541 Johnstown Road American Foursquare, built 1929 Brick walls and foundation and tile roof</p> <p>High level of integrity, but lacks significance</p>	
6	N	<p>2568 Johnstown Road 2-story Italianate house, built 1860 stone foundation, brick walls, and asphalt shingle roof</p> <p>Lacks integrity due to rear frame additions and loss of setting</p>	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
7	SW	<p>N. Cassady Avenue south of 14th Avenue Ranch houses, built 1957. All have stucco walls with Permastone on the lower half of their façade and asphalt shingles on their roof</p> <p>Lack significance</p>	
8	NE	<p>1110 N. Cassady Avenue 2-story front-gabled house-turned-business, built 1950 stucco walls and asphalt shingle roof</p> <p>Heavily altered and lacks significance and integrity</p>	
9	NE	<p>1096 N. Cassady Avenue 1.5-story front-gabled house, built 1952 concrete block foundation, vinyl siding, and asphalt shingle roof</p> <p>Lacks significance</p>	



Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
10	SE	<p>1090 N. Cassady Avenue 1-story front-gabled house with side wing, built 1950 concrete block foundation, aluminum siding, and asphalt shingle roof</p> <p>Lacks significance and integrity</p>	
11	NW	<p>N. Cassady Avenue north of 13th Avenue (middle house is 1091 N. Cassady) 1-story front-gabled ranch houses, built 1955 vinyl siding and brick veneer with asphalt shingle roofs</p> <p>Lack significance</p>	
12	NE	<p>1080 N. Cassady Avenue 1-story side-gabled house, built 1952 PermaStone and aluminum siding with asphalt shingle roof</p> <p>Lacks significance</p>	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
13	SE	<p>1076 N. Cassady Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>1070 N. Cassady Avenue. 1-story front-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
14	SE	<p>1060 N. Cassady Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lacks significance</p>	
15	E	<p>1052 N. Cassady Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>1048 N. Cassady Avenue 1-story side-gabled house, built 1950 brick and asbestos cement shingles with asphalt shingle roof</p> <p>Lack significance</p>	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>1</sup>	Photo
16	SE	<p>1038 N. Cassady Avenue 1-story side-gabled house, built 1950 asbestos cement shingles and asphalt shingle roof</p> <p>1034 N. Cassady Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
17	SE	<p>1022 N. Cassady Avenue 1.5-story side-gabled house, built 1950 aluminum siding and PermaStone and asphalt shingle roof</p> <p>1016 N. Cassady Avenue 1-story front-gabled house, built 1952 asbestos cement shingle siding and asphalt shingle roof</p> <p>1012 N. Cassady Avenue 1-story front-gabled house, built 1952 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
18	NE	<p>2830 E. 13th Avenue 1-story side-gabled house, built 1946 vinyl siding and asphalt shingle roof</p> <p>Lacks significance</p>	



Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
19	SE	<p>2829 E. 13th Avenue 1-story side-gabled house, built 1946 vinyl siding and asphalt shingle roof</p> <p>2835 E. 13th Avenue 1-story front-gabled house, built 1939 vinyl and aluminum siding and asphalt shingle roof</p> <p>2841 E. 13th Avenue 1-story side-gabled house, built 1947 aluminum siding and asphalt shingle roof, porch added</p> <p>Lack significance</p>	
20	NW	<p>2836 E. 13th Avenue 1-story front-gabled house, built 1947 vinyl siding and asphalt shingle roof</p> <p>2842 E. 13th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>2848 E. 13th Avenue 1-story side-gabled house, built 1947 aluminum siding and asphalt shingle roof</p> <p>Lack significance</p>	
21	SE	<p>2847 E. 13th Avenue 1-story side-gabled house, built 1947 asbestos cement shingle siding and asphalt shingle roof, porch added</p> <p>2853 E. 13th Avenue 1-story front-gabled house, built 1948 aluminum siding and asphalt shingle roof, porch added</p> <p>Lack significance</p>	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>1</sup>	Photo
22	NE	<p>2854 E. 13th Avenue 1-story front-gabled house, built 1947 vinyl siding and asphalt shingle roof</p> <p>2860 E. 13th Avenue 1-story side-gabled house, built 1947 asbestos cement shingle siding and asphalt shingle roof</p> <p>2866 E. 13th Avenue 1-story side-gabled house, built 1946 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
23	SE	<p>2859 E. 13th Avenue 1-story side-gabled house, built 1946 aluminum siding and asphalt shingle roof</p> <p>2865 E. 13th Avenue 1-story side-gabled house, built 1948 asbestos cement shingle siding and asphalt shingle roof</p> <p>Lack significance</p>	
24	SW	<p>2871 E. 13th Avenue 1-story front-gabled house, built 1947 vinyl siding and Permastone and asphalt shingle roof</p> <p>2879 E. 13th Avenue 1-story side-gabled house, built 1950 asbestos cement shingle siding and asphalt shingle roof</p> <p>Lack significance</p>	



Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
25	NW	<p>2872 E. 13th Avenue 1-story front-gabled house, built 1946 Permastone and vinyl siding and asphalt shingle roof</p> <p>2880 E. 13th Avenue 1.5-story side-gabled house, built 1946 asbestos cement shingle siding and asphalt shingle roof</p> <p>2886 E. 13th Avenue 1-story side-gabled house, built 1949 aluminum siding and Permastone and asphalt shingle roof</p> <p>Lack significance</p>	
26	NE	<p>2892 E. 13th Avenue 1-story Minimal Traditional, built 1949 vinyl siding and asphalt shingle roof</p> <p>2898 E. 13th Avenue 1-story front-gabled house, built 1946 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
27	SW	<p>2885 E. 13th Avenue 1.5-story side-gabled house, built 1946 aluminum siding and asphalt shingle roof</p> <p>2891 E. 13th Avenue 1-story Minimal Traditional, built 1944 aluminum siding and Permastone and asphalt shingle roof</p> <p>Lack significance</p>	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
28	SW	<p>2897 E. 13th Avenue 1-story front-gabled house, built 1949 aluminum siding and asphalt shingle roof</p> <p>2903 E. 13th Avenue 1-story front-gabled house, built 1946 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
29	NW	<p>2904 E. 13th Avenue 1-story front-gabled house, built 1947 vinyl siding and asphalt shingle roof</p> <p>2912 E. 13th Avenue 1-story side-gabled house, built 1946 vinyl siding and asphalt shingle roof</p> <p>2918 E. 13th Avenue 1-story side-gabled house, built 1948 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
30	SW	<p>2911 E. 13th Avenue 1-story side-gabled house, built 1946 aluminum siding and asphalt shingle roof</p> <p>2917 E. 13th Avenue 1.5-story side-gabled house, built 1951 aluminum siding and asphalt shingle roof</p> <p>2923 E. 13th Avenue 1-story side-gabled house, built 1946 aluminum siding and asphalt shingle roof</p> <p>Lack significance</p>	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
31	NW	<p>2924 E. 13th Avenue 1-story side-gabled house, built 1948 aluminum siding and asphalt shingle roof, porch added</p> <p>2930 E. 13th Avenue 1-story front-gabled house, built 1947 aluminum siding and asphalt shingle roof, porch added</p> <p>Lack significance</p>	
32	NW	<p>2936 E. 13th Avenue 1-story side-gabled house, built 1948 vinyl siding and asphalt shingle roof</p> <p>2942 E. 13th Avenue 1-story side-gabled house, built 1947 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
33	SE	<p>2929 E. 13th Avenue 1-story front-gabled house, built 1944 vinyl siding and asphalt shingle roof</p> <p>2935 E. 13th Avenue 1-story side-gabled house, built 1946 vinyl siding and asphalt shingle roof</p> <p>2941 E. 13th Avenue 1-story side-gabled house, built 1946 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	



Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
34	NE	2954 E. 13th Avenue 1-story side-gabled house, built 1946 aluminum siding and asphalt shingle roof	
		2960 E. 13th Avenue 1-story front-gabled house, built 1947 vinyl siding and Permastone and asphalt shingle roof	
		2968 E. 13th Avenue 1-story side-gabled house, built 1947 aluminum siding with brick veneer at front doorway, asphalt shingle roof	
		2974 E. 13th Avenue 1-story side-gabled house, built 1947 vinyl siding and Permastone and asphalt shingle roof	
		Lack significance	
35	SE	2953 E. 13th Avenue 1-story side-gabled house, built 1946 vinyl siding and asphalt shingle roof	
		2959 E. 13th Avenue 1-story front-gabled house, built 1949 vinyl siding and asphalt shingle roof	
		2967 E. 13th Avenue 1-story side-gabled house, built 1947 wood siding and asphalt shingle roof	
		2973 E. 13th Avenue 1-story side-gabled house, built 1949 aluminum siding and asphalt shingle roof	
		Lack significance	
36	NE	2980 E. 13th Avenue 1-story front-gabled house, built 1947 vinyl siding and asphalt shingle roof	
		2986 E. 13th Avenue 1-story side-gabled house, built 1947 aluminum siding and asphalt shingle roof	
		2992 E. 13th Avenue 1-story side-gabled house, built 1947 asbestos cement shingle siding and asphalt shingle roof	
		Lack significance	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
37	SE	<p>2979 E. 13th Avenue 1-story front-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>2985 E. 13th Avenue 1-story side-gabled house, built 1948 asbestos cement shingle siding and asphalt shingle roof</p> <p>2991 E. 13th Avenue 1-story side-gabled house, built 1948 aluminum siding and asphalt shingle roof</p> <p>Lack significance</p>	
38	NE	<p>2998 E. 13th Avenue 1-story front-gabled house, built 1950 aluminum siding, Permastone at front entrance, stucco in front gable end, asphalt shingle roof</p> <p>3004 E. 13th Avenue Minimal Traditional, built 1947 vinyl siding and asphalt shingle roof, large front porch addition</p> <p>Lack significance</p>	
39	SE	<p>2997 E. 13th Avenue 1-story front-gabled house, built 1949 aluminum siding and asphalt shingle roof</p> <p>3003 E. 13th Avenue Minimal Traditional, built 1946 aluminum siding and Permastone and asphalt shingle roof</p> <p>Lack significance</p>	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
40	NE	3010 E. 13th Avenue 1-story front-gabled house, built 1947 aluminum siding and asphalt shingle roof	
		3016 E. 13th Avenue 1-story front-gabled house, built 1947 aluminum siding and asphalt shingle roof	
		3024 E. 13th Avenue 1-story side-gabled house, built 1946 vinyl siding and asphalt shingle roof	
		3030 E. 13th Avenue 1-story side-gabled house, built 1947 vinyl siding and asphalt shingle roof	
		Lack significance	
41	SE	3009 E. 13th Avenue 1-story front-gabled house, built 1947 vinyl siding and asphalt shingle roof	
		3015 E. 13th Avenue 1-story front-gabled house, built 1947 vinyl siding and asphalt shingle roof	
		3023 E. 13th Avenue 1-story side-gabled house, built 1946 vinyl siding and asphalt shingle roof	
		3029 E. 13th Avenue 1-story side-gabled house, built 1946 aluminum siding and asphalt shingle roof	
		Lack significance	
42	NE	3036 E. 13th Avenue 1-story side-gabled house, built 1948 vinyl siding and asphalt shingle roof	
		3042 E. 13th Avenue 1-story front-gabled house, built 1942 vinyl siding and Permastone and asphalt shingle roof	
		Lack significance	



Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
43	NE	<p>3048 E. 13th Avenue 1.5-story side-gabled house, built 1946 aluminum siding and asphalt shingle roof</p> <p>3056 E. 13th Avenue 1-story side-gabled house, built 1946 asbestos cement shingle siding and asphalt shingle roof</p> <p>Lack significance</p>	
44	SW	<p>3035 E. 13th Avenue Minimal Traditional, built 1946 aluminum siding and asphalt shingle roof</p> <p>3041 E. 13th Avenue 1-story front-gabled house, built 1949 aluminum siding and Permastone and asphalt shingle roof</p> <p>Lack significance</p>	
45	SW	<p>3047 E. 13th Avenue 1-story side-gabled house, built 1949 vinyl siding and asphalt shingle roof</p> <p>3055 E. 13th Avenue 1-story side-gabled house, built 1948 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
46	SE	<p>3067 E. 13th Avenue 1-story side-gabled house, built 1946 asbestos cement shingle siding and asphalt shingle roof</p> <p>3073 E. 13th Avenue 1-story front-gabled house, built 1947 vinyl siding and asphalt shingle roof</p> <p>3079 E. 13th Avenue 1-story side-gabled house, built 1947 vinyl siding and asphalt shingle roof</p> <p>3085 E. 13th Avenue 1-story side-gabled house, built 1947 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
47	NE	<p>3068 E. 13th Avenue 1-story side-gabled house, built 1946 wood shingle siding and asphalt shingle roof</p> <p>Lacks significance</p>	
48	NW	<p>3074 E. 13th Avenue 1-story front-gabled house, built 1947 wood clapboard and aluminum siding and asphalt shingle roof</p> <p>3080 E. 13th Avenue 1-story side-gabled house, built 1946 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	



Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
49	NE	3086 E. 13th Avenue 1-story side-gabled house, built 1950 stucco and asphalt shingle roof	
		3092 E. 13th Avenue 1-story front-gabled house, built 1949 aluminum siding and asphalt shingle roof	
		3098 E. 13th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof	
		3106 E. 13th Avenue Minimal Traditional, built 1951 vinyl siding and asphalt shingle roof  Lack significance	
50	SE	3091 E. 13th Avenue 1-story front-gabled house, built 1950 asbestos cement shingle siding and asphalt shingle roof	
		3097 E. 13th Avenue 1-story side-gabled house, built 1942 vinyl siding and asphalt shingle roof, porch added	
		3105 E. 13th Avenue 1-story side-gabled house, built 1947 vinyl siding and asphalt shingle roof, porch added  Lack significance	
51	NE	3112 E. 13th Avenue 1-story front-gabled house, built 1946 vinyl siding and asphalt shingle roof, front porch enclosed  Lacks significance	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.


Photo No.	Direction	Description <sup>3</sup>	Photo
52	SE	<p>3111 E. 13th Avenue 1-story front-gabled house, built 1948 vinyl siding and asphalt shingle roof</p> <p>3117 E. 13th Avenue 1-story side-gabled house, built 1948 asbestos cement shingle siding and asphalt shingle roof</p> <p>3123 E. 13th Avenue Minimal Traditional, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
53	NW	<p>3118 E. 13th Avenue 1-story side-gabled house, built 1947 aluminum siding and asphalt shingle roof</p> <p>3124 E. 13th Avenue Minimal Traditional, built 1952 aluminum siding and asphalt shingle roof</p> <p>Lack significance</p>	
54	NE	<p>3130 E. 13th Avenue 1-story front-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>3136 E. 13th Avenue 1.5-story front-gabled house, built 1947 asbestos cement shingle siding and asphalt shingle roof</p> <p>3142 E. 13th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
55	SE	<p>3129 E. 13th Avenue 1-story front-gabled house, built 1942 wood siding and asbestos cement shingles in the gable end, asphalt shingle roof</p> <p>3135 E. 13th Avenue 1-story front-gabled house, built 1947 asbestos cement shingle siding and asphalt shingle roof</p> <p>Lack significance</p>	
56	SE	<p>3141 E. 13th Avenue 1-story side-gabled house, built 1948 vinyl siding and asphalt shingle roof, addition on rear</p> <p>3147 E. 13th Avenue 1-story side-gabled house, built 1947 vinyl siding and asphalt shingle roof</p> <p>3153 E. 13th Avenue 1-story side-gabled house, built 1947 vinyl siding and asphalt shingle roof, porch added</p> <p>Lack significance</p>	
57	SW	<p>3161 E. 13th Avenue 1-story front-gabled house, built 1947 aluminum siding and asphalt shingle roof</p> <p>3167 E. 13th Avenue 1-story side-gabled house, built 1948 vinyl siding and asphalt shingle roof</p> <p>3173 E. 13th Avenue 1-story side-gabled house, built 1946 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	



Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
58	NE	3148 E. 13th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof, porch added	
		3154 E. 13th Avenue 1-story side-gabled house, built 1950 wood siding and asphalt shingle roof, porch added	
		3162 E. 13th Avenue 1-story front-gabled house, built 1947 aluminum siding and asphalt shingle roof  Lack significance	
59	NE	3168 E. 13th Avenue 1-story side-gabled house, built 1947 aluminum siding and asphalt shingle roof	
		3174 E. 13th Avenue 1-story side-gabled house, built 1952 vinyl siding and asphalt shingle roof  Lack significance	
60	NE	2822 E. 12th Avenue 1.5-story side-gabled house, built 1947 vinyl siding and asphalt shingle roof  2830 E. 12th Avenue 2-story gambrel roof house, built 1927 vinyl siding and asphalt shingle roof  Lack significance	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
61	SE	<p>2819 E. 12th Avenue 1-story front-gabled house, built 1949 aluminum siding on façade and stucco on other walls, original Tudor-arch front door</p> <p>2825 E. 12th Avenue 1.5-story front-gabled house, built 1946 aluminum siding and asphalt shingle roof</p> <p>Lack significance</p>	
62	NE	<p>2842 E. 12th Avenue 2-story side-gabled house, built 1936 vinyl siding and asphalt shingle roof</p> <p>2848 E. 12th Avenue 1.5-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
63	SE	<p>2833 E. 12th Avenue 1.5-story front-gabled house, built 1949 aluminum siding and asphalt shingle roof, original Tudor-arch front door</p> <p>2837 E. 12th Avenue 2-story side-gabled house, built 1935 asbestos cement shingle siding and asphalt shingle roof</p> <p>Lack significance</p>	



Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
64	SE	<p>2845 E. 12th Avenue 1-story side-gabled house, built 1949 wood siding and asphalt shingle roof</p> <p>2851 E. 12th Avenue 2-story side-gabled house, built 1928 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
65	NE	<p>2852 E. 12th Avenue 2-story side-gabled house, built 1927 vinyl siding and asphalt shingle roof</p> <p>2860 E. 12th Avenue 1-story front-gabled house, built 1940 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
66	SE	<p>2857 E. 12th Avenue 1.5-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lacks significance</p>	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
67	SE	<p>2863 E. 12th Avenue 1.5-story side-gabled house, built 1950 aluminum siding and Permastone and asphalt shingle roof</p> <p>2869 E. 12th Avenue 1.5-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>Lack significance</p>	
68	NE	<p>2872 E. 12th Avenue 1.5-story side-gabled house, built 1947 vinyl siding and asphalt shingle roof</p> <p>2876 E. 12th Avenue 1.5-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof, addition on rear</p> <p>2886 E. 12th Avenue ranch house, built 1956 brick veneer and asphalt shingle roof</p> <p>2892 E. 12th Avenue 1.5-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
69	SW	<p>2875 E. 12th Avenue 1.5-story side-gabled house, built 1947 vinyl siding and asphalt shingle roof</p> <p>2881 E. 12th Avenue 1.5-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>2889 E. 12th Avenue 2-story front-clipped-gable house, built 1936 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
70	SE	<p>2895 E. 12th Avenue 1.5-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>2901 E. 12th Avenue 1.5-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>2907 E. 12th Avenue 1.5-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
71	NE	<p>2904 E. 12th Avenue 1.5-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>2912 E. 12th Avenue 1.5-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>2918 E. 12th Avenue 1.5-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
72	SE	<p>2919 E. 12th Avenue 1.5-story side-gabled house, built 1950 vinyl siding and Permastone and asphalt shingle roof</p> <p>2927 E. 12th Avenue 1.5-story side-gabled house, built 1948 aluminum siding and asphalt shingle roof</p> <p>2933 E. 12th Avenue 1.5-story side-gabled house, built 1948 aluminum siding and asphalt shingle roof</p> <p>Lack significance</p>	



Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
73	NW	<p>2924 E. 12th Avenue 1.5-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>2930 E. 12th Avenue 1.5-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>2936 E. 12th Avenue 1.5-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
74	SE	<p>2945 E. 12th Avenue 2-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof, second floor is addition</p> <p>2951 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof, addition on rear</p> <p>Lack significance</p>	
75	NE	<p>2948 E. 12th Avenue 1-story side-gabled house, built 1950 stone veneer and vinyl siding, asphalt shingle roof</p> <p>2954 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>2960 E. 12th Avenue 1-story side-gabled house, built 1950 plywood siding and asphalt shingle roof, porch added</p> <p>2966 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
76	SW	<p>2957 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>2963 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
77	SE	<p>2969 E. 12th Avenue 1-story side-gabled house, built 1950 stucco and Permastone, asphalt shingle roof</p> <p>2975 E. 12th Avenue 1.5-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
78	NE	<p>2978 E. 12th Avenue 1.5-story side-gabled house, built 1952 asbestos cement shingle siding and asphalt shingle roof</p> <p>2984 E. 12th Avenue 1.5-story side-gabled house, built 1951 vinyl siding and asphalt shingle roof</p> <p>2992 E. 12th Avenue 1.5-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	



Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
79	SW	<p>2981 E. 12th Avenue 1.5-story Minimal Traditional, built 1956 vinyl siding and asphalt shingle roof</p> <p>2987 E. 12th Avenue 1.5-story side-gabled house, built 1956 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
80	SE	<p>2995 E. 12th Avenue 1.5-story Minimal Traditional, built 1956 vinyl siding and asphalt shingle roof</p> <p>3001 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>3007 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>Lack significance</p>	
81	NE	<p>2998 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>3004 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>3010 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>3016 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
82	NE	<p>3022 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and Permastone and asphalt shingle roof</p> <p>3028 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
83	SE	<p>3019 E. 12th Avenue 1-story side-gabled house, built 1942 stucco and asphalt shingle roof</p> <p>3025 E. 12th Avenue 1-story side-gabled house, built 1952 vinyl siding and asphalt shingle roof</p> <p>3031 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>3037 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and Permastone and asphalt shingle roof</p> <p>3045 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
84	NW	<p>3034 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>3042 E. 12th Avenue 1.5-story side-gabled house, built 1950 asbestos cement shingle siding and asphalt shingle roof</p> <p>3048 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	



Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
85	NE	<p>3062 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>3068 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and PermaStone and asphalt shingle roof</p> <p>3074 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
86	SE	<p>3059 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof, porch added</p> <p>3065 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>3071 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>Lack significance</p>	
87	NE	<p>3080 E. 12th Avenue 1-story side-gabled house, built 1950 asbestos cement shingle siding and asphalt shingle roof</p> <p>3086 E. 12th Avenue 1-story side-gabled house, built 1950 stucco and asphalt shingle roof</p> <p>3092 E. 12th Avenue 1-story side-gabled house, built 1950 plywood siding and asphalt shingle roof</p> <p>Lack significance</p>	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
88	SW	3077 E. 12th Avenue 1-story side-gabled house, built 1947 plywood siding and asphalt shingle roof	
		3083 E. 12th Avenue 1-story side-gabled house, built 1950 plywood siding and asphalt shingle roof	
		3089 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof	
		Lack significance	
89	NE	3098 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof	
		3104 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl and aluminum siding and asphalt shingle roof	
		3110 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof	
		Lack significance	
90	SW	3095 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof	
		3101 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof	
		3107 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof	
		Lack significance	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
91	SE	<p>3113 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lacks significance</p>	
92	NE	<p>3116 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof, addition on rear</p> <p>3124 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof, additions on rear</p> <p>3130 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>Lack significance</p>	
93	SE	<p>3125 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>3133 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>Lack significance</p>	



Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
94	NE	<p>3136 E. 12th Avenue 1-story side-gabled house, built 1950 plywood siding and asphalt shingle roof</p> <p>3142 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>3148 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
95	SW	<p>3139 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and Permastone and asphalt shingle roof, addition on rear</p> <p>3145 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>3151 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>3157 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and Permastone and asphalt shingle roof</p> <p>Lack significance</p>	
96	NW	<p>3154 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>3160 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>3166 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>Lack significance</p>	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
97	SW	<p>3177 E. 12th Avenue 1-story side-gabled house, built 1951 vinyl siding and asphalt shingle roof</p> <p>3183 E. 12th Avenue 1-story side-gabled house, built 1950 asbestos cement shingle siding and asphalt shingle roof</p> <p>3189 E. 12th Avenue ranch house, built 1956 brick veneer and asphalt shingle roof</p> <p>Lack significance</p>	
98	NE	<p>3180 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>3186 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof, additions</p> <p>Lack significance</p>	
99	NW	<p>3198 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>3204 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>3210 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>Lack significance</p>	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
100	SW	<p>3195 E. 12th Avenue 1-story side-gabled house, built 1950 plywood siding and asphalt shingle roof</p> <p>3201 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>3207 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	
101	NE	<p>3216 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>3222 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>3228 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>Lack significance</p>	
102	SW	<p>3215 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>3219 E. 12th Avenue 1-story side-gabled house, built 1950 plywood siding and asphalt shingle roof</p> <p>3225 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	



Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
103	NE	<p>3234 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>3240 E. 12th Avenue 1-story side-gabled house, built 1950 stucco and asphalt shingle roof, porch added</p> <p>Lack significance</p>	
104	SW	<p>3231 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>3237 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and PermaStone and asphalt shingle roof</p> <p>3245 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>Lack significance</p>	
105	NE	<p>3248 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>3254 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>3260 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and PermaStone and asphalt shingle roof</p> <p>3266 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof, porch added</p> <p>Lack significance</p>	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.

Photo No.	Direction	Description <sup>3</sup>	Photo
106	SW	<p>3251 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>3257 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and Permastone and asphalt shingle roof</p> <p>3263 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>Lack significance</p>	
107	SE	<p>3269 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>3275 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>3281 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>Lack significance</p>	
108	NW	<p>3272 E. 12th Avenue 1-story side-gabled house, built 1950 aluminum siding and asphalt shingle roof</p> <p>3278 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>3284 E. 12th Avenue 1-story side-gabled house, built 1950 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	



Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
109	NW	<p>2864 E. 11th Avenue 1.5-story front-gabled house, built 1920 brick walls, asphalt shingle roof, original windows, front porch altered</p> <p>Lacks significance</p>	
110	NE	<p>2870 E. 11th Avenue 1-story side-gabled house, built 1920 rock-faced concrete block foundation, asbestos cement shingle siding, asphalt shingle roof</p> <p>Lacks significance</p>	
111	NE	<p>2880 E. 11th Avenue 1-story side-gabled house, built 1920 rock-faced concrete block foundation, asbestos cement shingle siding, asphalt shingle roof</p> <p>Lacks significance</p>	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
112	NE	<p>2886 E. 11th Avenue 1-story side-gabled house, built 1952 asbestos cement shingle siding, asphalt shingle roof</p> <p>Lacks significance</p>	
113	NE	<p>2906 E. 11th Avenue 1.5-story gabled ell, built 1918 concrete block foundation, vinyl siding, asphalt shingle roof, addition on rear</p> <p>Lacks significance</p>	
114	NW	<p>961 Alton Avenue 1.5-story front-gabled house, built 1951 aluminum siding and asphalt shingle roof, garage addition</p> <p>Lacks significance</p>	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
115	NE	<p>2958 E. 11th Avenue 1-story hip roof house, built 1954 vinyl siding and asphalt shingle roof, several additions</p> <p>Lacks significance and integrity</p>	
116	NW	<p>2960 E. 11th Avenue 1.5-story front-gabled house, built 1952 vinyl siding and asphalt shingle roof</p> <p>2966 E. 11th Avenue 1.5-story front-gabled house, built 1952 aluminum siding and PermaStone and asphalt shingle roof</p> <p>2970 E. 11th Avenue 1.5-story front-gabled house, built 1952 aluminum siding and asphalt shingle roof</p> <p>Lack significance</p>	
117	S	<p>2961 E. 11th Avenue 1-story side-gabled house, built 1920 rock-faced concrete block foundation, vinyl siding, and asphalt shingle roof</p> <p>Lacks significance</p>	



Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
118	SW	<p>2965 E. 11th Avenue 2-story clipped side-gabled house, built 1925 rock-faced concrete block foundation, aluminum siding, asphalt shingle roof, original windows</p> <p>Lacks significance</p>	
119	SE	<p>2969 E. 11th Avenue 2-story clipped side-gabled house, built 1925 rock-faced concrete block foundation, vinyl siding, asphalt shingle roof, replacement windows</p> <p>Lacks significance</p>	
120	SE	<p>2975 E. 11th Avenue 2-story clipped side-gabled house, built 1925 rock-faced concrete block foundation, wood siding, asphalt shingle roof</p> <p>Lacks significance</p>	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
121	NW	<p>2976 E. 11th Avenue 2-story front-gabled hip roof house, built 1920 vinyl siding, asphalt shingle roof, front porch altered, additions</p> <p>Lacks significance and integrity</p>	
122	NW	<p>2990 E. 11th Avenue 2-story front-gabled hip roof house, built 1917 aluminum siding, asphalt shingle roof, front porch altered</p> <p>Lacks significance</p>	
123	NW	<p>2998 E. 11th Avenue 1-story front-gabled house, built 1946 rock-faced concrete block foundation, vinyl siding, asphalt shingle roof, front porch altered</p> <p>Lacks significance</p>	



Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>1</sup>	Photo
124	NW	<p>3008 E. 11th Avenue 1.5-story front-gabled house, built 1952 vinyl siding and Permastone, asphalt shingle roof, porch added</p> <p>3012 E. 11th Avenue 1.5-story front-gabled house, built 1952 aluminum siding, asphalt shingle roof, porch added</p> <p>Lack significance</p>	
125	SW	<p>3005 E. 11th Avenue ranch house, built 1954 vinyl siding, asphalt shingle roof, porch added</p> <p>Lacks significance</p>	
126	SW	<p>3011 E. 11th Avenue ranch house, built 1954 vinyl siding and asphalt shingle roof</p> <p>3015 E. 11th Avenue ranch house, built 1952 vinyl siding and asphalt shingle roof</p> <p>Lack significance</p>	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>3</sup>	Photo
127	SE	952 Rarig Avenue ranch house, built 1947 aluminum siding and asphalt shingle roof  Lacks significance	
128	SE	946 Rarig Avenue ranch house, built 1952 vinyl siding and PermaStone and asphalt shingle roof  Lacks significance	
129	NE	938 Rarig Avenue Cape Cod, built 1951 Aluminum siding and asphalt shingle roof, original windows  Lacks significance	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.




Photo No.	Direction	Description <sup>1</sup>	Photo
130	NW	<p>925 Rarig Avenue 1.5-story front-gabled house, built 1925 tile block foundation, aluminum siding, asphalt shingle roof, original windows</p> <p>Lacks significance</p>	
131	NE	<p>914 Rarig Avenue 1.5-story front-gabled house, built 1920 vinyl siding, asphalt shingle roof, front porch enclosed</p> <p>Lacks significance</p>	
132	SW	<p>3069 E. 11th Avenue 1-story side-gabled house, built 1918 rock-faced concrete block foundation, vinyl siding on façade and asbestos cement shingle siding on other walls, asphalt shingle roof, addition on rear</p> <p>Lacks significance</p>	



Table 2. Photolog of the Area of Potentially Significant Noise Increase.







Photo No.	Direction	Description <sup>3</sup>	Photo
133	NE	<p>3070 E. 11th Avenue 2.5-story front-gabled house, built 1930 rock-faced concrete block foundation, vinyl siding, asphalt shingle roof, garage addition, front porch enclosed</p> <p>Lacks significance and integrity</p>	
134	NE	<p>3082 E. 11th Avenue ranch house, built 1952 aluminum siding and asphalt shingle roof</p> <p>3088 E. 11th Avenue ranch house, built 1952 aluminum siding and asphalt shingle roof</p> <p>Lack significance</p>	
135	NE	<p>921 Stelzer Avenue built 1950 concrete block walls and asphalt shingle roof</p> <p>Lacks significance</p>	

Table 2. Photolog of the Area of Potentially Significant Noise Increase.

Photo No.	Direction	Description <sup>3</sup>	Photo
136	NW	<p>1229 Sunbury Road Neighborhood Center, Ohio Dominican University Built 1915 Vinyl siding, asphalt shingle roof, numerous additions</p> <p>Lacks integrity</p>	
137	NE	<p>Sunbury Road Sansbury Hall, Ohio Dominican University Built 1928 (cornerstone) Brick walls with limestone trim, slate roof</p> <p>Retains high level of integrity, but lacks significance</p>	
138	NW	<p>4920 E. 5th Avenue Old Port Columbus Airport Control Tower Built 1929 (NRHP form) Brick walls with flat roof</p> <p>NRHP listed</p>	



**PLATES**



Plate 1. View of Old Port Columbus Airport Control Tower



Plate 2. View of Valley Dale Ballroom



Plate 3. View of Elam Drake House



Plate 4. View of Elam Drake barn





Plate 5. View of 1388 Sunbury Road, view northeast



Plate 6 View of 1388 Sunbury Road, view southeast



Plate 7. View of 1891 Sunbury Road



Plate 8. View of Erskine Hall





Plate 9. View of Wehrle Hall



Plate 10. View of Shepard School, view northwest.



Plate 11. View of Shepard School, view southwest.



**APPENDIX A: NRHP FORMS**

United States Department of the Interior  
Heritage Conservation and Recreation Service

# National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

For HCRS use only

received

date entered

12-17-82

## 1. Name

historic Valley Dale Ballroom

and/or common

## 2. Location

street &amp; number 1590 Sunbury Road \_\_\_\_\_ not for publication

city, town Columbus \_\_\_\_\_ vicinity of \_\_\_\_\_ congressional district 12th

state Ohio \_\_\_\_\_ code 039 \_\_\_\_\_ county Franklin \_\_\_\_\_ code 049

## 3. Classification

Category	Ownership	Status	Present Use
____ district	____ public	____ occupied	____ agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	____ unoccupied	____ commercial
____ structure	____ both	<input checked="" type="checkbox"/> work in progress	____ educational
____ site	<b>Public Acquisition</b>	<b>Accessible</b>	<input checked="" type="checkbox"/> entertainment
____ object	____ in process	<input checked="" type="checkbox"/> yes: restricted	____ government
	____ being considered	____ yes: unrestricted	____ industrial
	NA	____ no	____ military
			____ other:

## 4. Owner of Property

name Michael G. Peppe

street &amp; number 2000 West Henderson Road

city, town Columbus \_\_\_\_\_ vicinity of \_\_\_\_\_ state Ohio 43224

## 5. Location of Legal Description

courthouse, registry of deeds, etc. Franklin County Administration Building

street &amp; number 410 South High Street

city, town Columbus \_\_\_\_\_ state Ohio

## 6. Representation in Existing Surveys

title None \_\_\_\_\_ has this property been determined eligible? \_\_\_\_ yes ☒ no

date \_\_\_\_\_ federal \_\_\_\_\_ state \_\_\_\_\_ county \_\_\_\_\_ local

depository for survey records

city, town \_\_\_\_\_ state \_\_\_\_\_



## 7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved      date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

### Describe the present and original (if known) physical appearance

Valley Dale is located on a half-circle five-acre site bounded by a semi-circular levee and Sunbury Road. The site includes the dancehall, outdoor garden dancing platform, and gravel and grass parking areas.

Valley Dale Ballroom is a large rectangular wooden frame structure composed of a two-story central block topped by a low arched roofline that is flanked by identical narrow side wings with hipped rooflines. A small rectangular concrete block addition of unknown age is located at the northeast corner. The building was originally covered with horizontal wooden siding, but in 1941 the facade and side elevations were covered with permastone. During this remodeling the original first floor level vestibule near the center of the facade was removed and a stairs added at the south-east corner for entering at the second floor level. A number of the windows were covered by the permastone on the facade and replaced by two circular openings. Three small evergreen trees were planted in place of the vestibule, and now are approximately 40' tall.

The outdoor garden-dance area is a large rectangular pad of concrete. Originally it had a wooden oriental fence around the perimeter and an elevated wooden bandstand, but these features have been removed. Restoration plans call for their reconstruction.

The interior of the Ballroom is divided into two levels: a dancefloor level and a partial mezzanine level around three sides. The main entrance is at the mezzanine level. A solid railing with padded vinyl panels is placed around the mezzanine. A padded vinyl semi-circular bar is located on the southern wall of the mezzanine and has a curved enamel backboard behind it. Double two-tiered stairways descend to the dancefloor. At the northern end of the dancefloor is the stage flanked by curved recording booths for the CBS and MBS national broadcasting originally done from the hall. The wooden rafters and trusses which support the roof are exposed on the interior. To the right of the stage a small stairs leads to a room behind the stage where there are three wooden bars with architectural bronze countertops.

## 8. Significance

Period	Areas of Significance—Check and justify below					
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion		
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science		
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/		
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input checked="" type="checkbox"/> music	<input type="checkbox"/> humanitarian		
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater		
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation		
		<input type="checkbox"/> invention		<input checked="" type="checkbox"/> other (specify)		
				Entertainment		

Specific dates 1925, 1941 Builder/Architect 1925-Elford Inc. 1941-Richard Tulley

### Statement of Significance (in one paragraph)

Valley Dale is significant as one of the nationally renowned ballroom dancehalls of the "Big Band" musical era of the 1930s and 1940s. Although the main structure dates back to 1925, its present appearance represents a 1941 remodeling by the nationally known impresario Frank Daley who copied his famous Meadowbrook Ballroom in New Jersey. Many of the big bands of national reputation appeared at Valley Dale since the late 1920s, but it was during the early 1940s that CBS and NBC (then Mutual Broadcasting System) had simultaneous coast-to-coast radio broadcasting from the stage. Valley Dale remains as one of the last few great American ballrooms still in existence from this era that retains its interior and exterior furnishings and design.

The first Valley Dale opened in 1918 and burned to the ground in an unfortunate New Year's Eve fire of 1923. Rebuilt in 1924-25 and remodeled in 1941, Valley Dale has hosted many of the name bands during its long history. Included among these entertainers were: Rudy Valee; Les Brown; Glenn Miller; Artie Shaw; Paul Whiteman; Guy Lombardo; Duke Ellington, Benny Goodman; Sammy Kaye; and Tommy Dorsey, along with important local musicians like Earl Hood, Chuck Selby, and Ronald Koal. The ballroom has a reputation of an excellent acoustical set-up. The Peppe family has owned and operated the ballroom since the late 1920s.

Valley Dale was threatened with condemnation by the City of Columbus in 1980, but an impressive ground swell of public support resulted in its rehabilitation and reopening in October 1981.

The "Big Band Era" is a period which has become immortalized in American history. It was of major importance during the first half of the 20th century, and is now generally recognized by musicologists as one of the primary American contributions to the international history of music. Although a large portion of Valley Dale's significance occurred less than 50 years ago, it has had a significant role in a segment of American history that transcends the age criteria of the National Register.

## 9. Major Bibliographical References

Columbus Dispatch and Columbus Citizen Journal articles from 1925-1980

Louis and Michael Peppe, owners  
interviews with Earl Hood and Ray Roop, Columbus musicians

## 10. Geographical Data

Acreage of nominated property approximately 5

Quadrangle name Northeast Columbus

Quadrangle scale 1:24000

UMT References

A 

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3	3	4	6	4	5
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4	4	2	9	6	0	0
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Zone Easting Northing

B 

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Zone Easting Northing

C 

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D 

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### Verbal boundary description and justification

Bounded on the west by Sunbury Road and on the other three sides by the interior edge of a semi-circular earthen levee.

List all states and counties for properties overlapping state or county boundaries

state NA code county code

state code county code

## 11. Form Prepared By

name/title Nancy Recchie/Preservation Officer

organization Columbus Landmarks Foundation

date 8/80

street & number 22 North Front Street

telephone 614/221-0227

city or town Columbus

state Ohio

## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☒ state ☐ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

W. Ray Luce

title

SHPO

date

2/19/82

For HCRS use only

I hereby certify that this property is included in the National Register

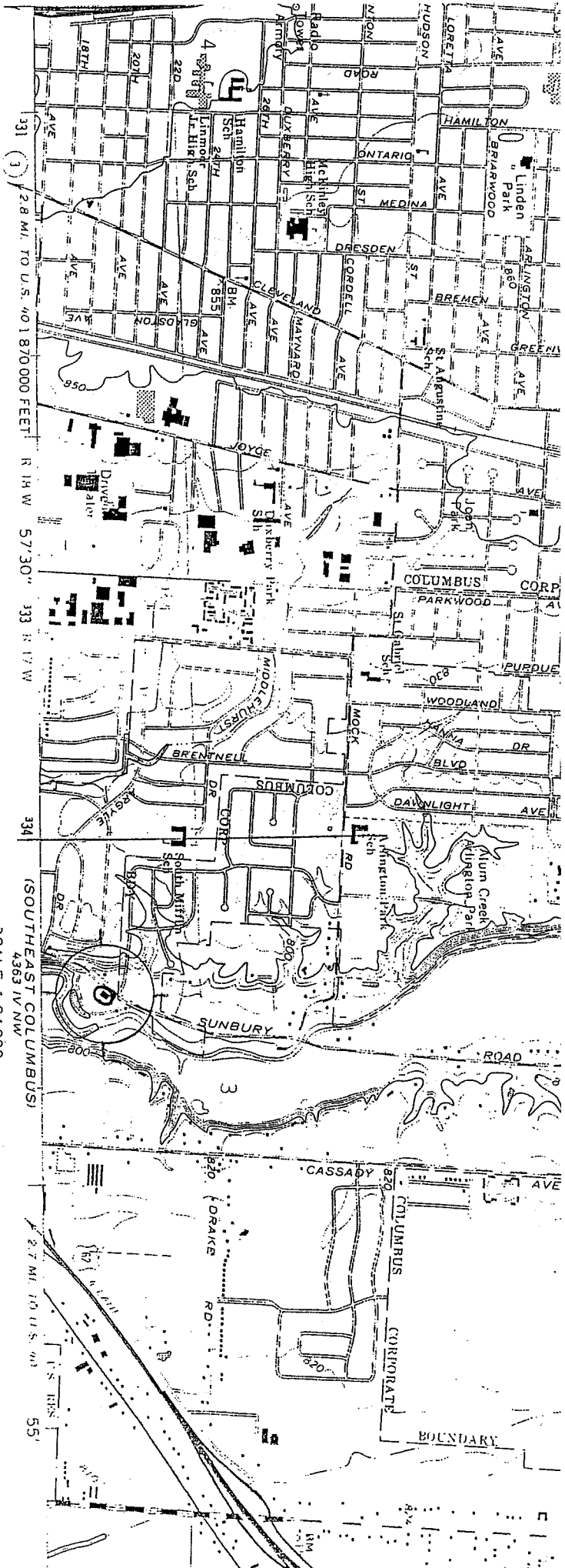
date

Keeper of the National Register

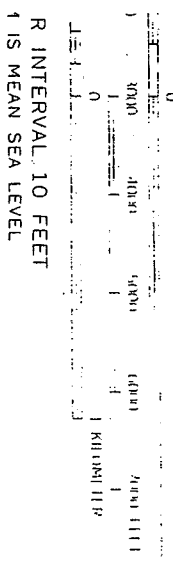
Attest:

date

Chief of Registration



SCALE 1:24,000

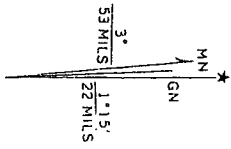


VALLEY DALE BALLROOM  
Franklin County, Ohio

Northeast Columbus, Ohio

17 334645 4429600

UTM GRID AND 1973 MAGNETIC NORTH  
DECLINATION AT CENTER OF SHEET



ence and field lines where  
This information is uncheckd  
ndmark buildings are shown  
Military District  
e United States Military District

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092  
A FORM DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in  
State of Ohio agent  
1973. This inform  
Purple tint indicates

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Inventory—Nomination Form**

Valley Dale Ballroom, Columbus, Franklin County, Ohio  
Continuation sheet

Item number

Page

For NPS use only

received

date entered

The "Big Band" sound became a regular feature of American radio broadcasting beginning with Guy Lombardo and his Royal Canadians in the 1920s. The number of programs gradually expanded as the industry itself grew, so that by the early 1940s there were as many as ten "Big Band" programs broadcast nationally. The locations of all these broadcasts are unknown, but Valley Dale was one site where national bands like those on the enclosed list were heard during this time period and transmitted live across the country.

The survey work of Big Band ballrooms in the nation and the state of Ohio done for this nomination should not be considered comprehensive. It appears however that Valley Dale is an excellent example of early 20th century Ballroom architecture that generally included an arched or dome-like roof supported by exposed trusses. Furthermore an analysis of the other ballrooms listed in the resubmittal materials indicates the relative rarity of active, well preserved examples of this architecture. For these reasons we feel Valley Dale clearly warrants an exception to the 50 year criterion.

Source: Harrison Summers, ed., A Thirty-Year History of Programs Carried on National Radio Networks in the United States, 1926-1956. N.Y.: Arno Press, 1971.



NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

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DATE ENTERED

7-26-79

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Old Port Columbus Airport Control Tower

AND/OR COMMON

2 LOCATION

STREET & NUMBER

4920

420 E. Fifth Avenue

CITY, TOWN

Columbus

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

12th

STATE

Ohio

VICINITY OF

CODE

039

COUNTY

Franklin

CODE

049

3 CLASSIFICATION

CATEGORY

DISTRICT

X BUILDING(S)

STRUCTURE

SITE

OBJECT

OWNERSHIP

X PUBLIC

PRIVATE

BOTH

PUBLIC ACQUISITION

IN PROCESS

BEING CONSIDERED

STATUS

X OCCUPIED

UNOCCUPIED

WORK IN PROGRESS

ACCESSIBLE

X YES: RESTRICTED

YES: UNRESTRICTED

NO

PRESENT USE

AGRICULTURE

X COMMERCIAL

EDUCATIONAL

ENTERTAINMENT

GOVERNMENT

INDUSTRIAL

MILITARY

MUSEUM

PARK

PRIVATE RESIDEN

RELIGIOUS

SCIENTIFIC

TRANSPORTATION

OTHER:

4 OWNER OF PROPERTY

NAME

~~City of Columbus~~ Old Columbus Airport Limited Partnership

STREET & NUMBER

~~City Hall 90 W. Broad Street~~ 6119 E. Broad St.

CITY, TOWN

Columbus

VICINITY OF

STATE

Ohio

43213

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Franklin County Courthouse

STREET & NUMBER

410 S. High Street

CITY, TOWN

Columbus

STATE

Ohio

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Ohio Historic Inventory

DATE

7/75

FEDERAL X STATE COUNTY LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Ohio Historic Preservation Office I-71 & 17th Avenue

CITY, TOWN

Columbus

STATE

Ohio

1793-12

# DESCRIPTION

## CONDITION

☐ EXCELLENT  
☐ GOOD  
☒ FAIR

☐ DETERIORATED  
☐ RUINS  
☐ UNEXPOSED

## CHECK ONE

☐ UNALTERED  
☒ ALTERED

## CHECK ONE

☒ ORIGINAL SITE  
☐ MOVED DATE \_\_\_\_\_

## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Located in the southeastern corner of the present Port Columbus is the Old Port Columbus Air Terminal. The original terminal, which is the easternmost portion of the present building, was completed in 1929. It is rectangular in plan, constructed of brick on a concrete block foundation and has a flat, built-up roof.

The 10 bay facade is quite plain consisting of an entrance with a stone surround, rectangular window openings and restrained decorative brickwork along the cornice line. A plaque next to the entrance reads: Port Columbus, Founded by the People of Columbus and dedicated to the navigation of the air July 8, 1929. The east and north elevations feature the same window openings and decorative brickwork. The most notable architectural feature is the observation tower which is located in the northeastern corner of the original building. It is octagonal in plan and three stories in height. The third level is glass enclosed and is topped with a hipped roof.

Over the years, a number of wings were added to the building. A large two story brick wing extended the facility to the west. It is also constructed in brick and has a flat built-up roof. Smaller additions and modifications partially obscure the base of the observation tower. The building is strictly functional in design. It is located close to the road. The runways are still in use by small aircraft.

# SIGNIFICANCE

## AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
	<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1929

BUILDER/ARCHITECT Allied Architects Association

### STATEMENT OF SIGNIFICANCE

When constructed in 1929, the Old Port Columbus Air Terminal Tower was one of the first airport facilities in the country. It achieved early significance in the history of American air transportation.

Port Columbus was the first transfer point in the westbound transcontinental passenger service which was operated by the Pennsylvania Railroad, Transcontinental Air Transport, (later became TWA) and the Santa Fe Railway. Passengers travelled by rail from New York to Columbus where they boarded TAT Ford Tri-Motors to Waynoka, Oklahoma. There they boarded another train to Clovis New Mexico and completed the journey with a TAT flight to Los Angeles. The trip scheduled for 48 hours was inaugurated July 8, 1929 with the departure of the first planes City of Columbus and the City of Wichita from Port Columbus. Charles Lindbergh attended the dedication. This arrangement lasted for two years when an all air schedule was made possible.

The terminal was replaced by the new Port Columbus in 1958. It is used now for office and by small aircraft operations.

Old Port Columbus remains as a reminder of Columbus' major contribution to American air transportation.

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

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DATE ENTERED

Old Port Columbus Airport Control Tower, Columbus, Franklin County, Ohio

CONTINUATION SHEET

ITEM NUMBER

PAGE

Amendment to Section # 7

Although a number of additions have been made to the control tower, they are easily identifiable, and if removed the original building would remain intact. Most importantly however, the tower structure itself, which is the most significant portion of the complex, is virtually unchanged from its original construction. Because of this the tower still conveys the feeling of an airport facility with its highly distinctive tower, and remains a highly significant segment of the country's early commercial aviation history.

Amendment to Section # 8

Following the lead of the Ford-Stout Airlines in 1926, a large number of commercial airlines began to carry mail services. Not until late 1927 did regular passenger services between cities get started. All of these routes were short city-to-city trips. Not until 1929 and the construction of the Columbus terminal did the concept of a transcontinental transportation route using the airways become a reality.

See: Welman A. Shrader, Fifty Years of Flight: A Chronicle of the Aviation Industry in America, 1903-1953 (Cleveland, O.: Eaton Corporation, 1953).

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DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

Old Port Columbus Airport Control Tower, Columbus, Franklin County, Ohio  
"Integrity"

CONTINUATION SHEET

ITEM NUMBER

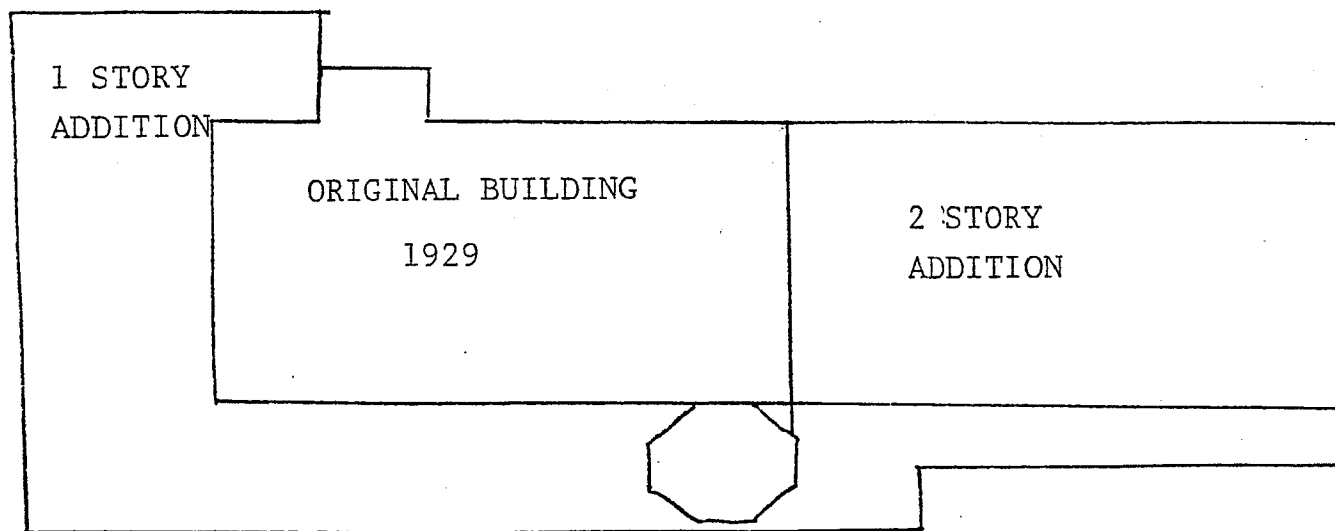
PAGE

Consultation with the airport commissioner and spot checks in the newspapers revealed that no records are available to date the additions on the Tower. It can only be said that they pre-date 1958 when the traffic control operations were removed from this building. The original rectangular two-story buff brick structure, however, is still clearly visible from three of the four elevations. The buff coloring and size of the original exterior building materials contrast sharply with the concrete block additions (which on the east and north sides is only a single story), and helps to visually define the original structure. No real alterations have been made to the original block itself, and its most distinctive feature, the octagonal control tower with sawtooth crenelations, is still completely intact and highly visible. For these reasons we feel there is sufficient structural integrity to merit listing on the National Register.



OLD PORT COLUMBUS AIRPORT CONTROL TOWER

Franklin County, Ohio



Not to scale  
NR 3/79

# MAJOR BIBLIOGRAPHICAL REFERENCES

Kitchen, Judith and Samuelson, Robert. Architecture: Columbus.  
Foundation of the Columbus Chapter of the American Institute of Architects, 1976.

## GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1 acre

QUADRANGLE NAME Reynoldsburg

QUADRANGLE SCALE 1:24000

UTM REFERENCES

A 11 7 3 4 02 1 0 4 42 7 780

ZONE EASTING NORTHING

C                                    

E                                    

G                                    

B                                    

ZONE EASTING NORTHING

D                                    

F                                    

H                                    

VERBAL BOUNDARY DESCRIPTION

Beginning at a point on the north side of Fifth Avenue approximately 400' from the intersection with Hamilton Road, move west about 400'; go north 200'; go east 400'; then go south 200' to the point of beginn

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE CODE COUNTY CODE

STATE CODE COUNTY CODE

## FORM PREPARED BY

NAME / TITLE

Nancy Recchie

ORGANIZATION

Mid-Ohio Regional Planning Commission

DATE

4/78

STREET & NUMBER

514 South High Street

TELEPHONE

(614) 228-2663

CITY OR TOWN

Columbus

STATE

Ohio

## STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ☒

STATE ☐

LOCAL ☐

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

*[Signature]*

DATE

9/12/78

TITLE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

ATTEST:

KEEPER OF THE NATIONAL REGISTER

DATE

CHIEF OF REGISTRATION



RECEIVED

DATE ENTERED

4/6/1978

# NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

## 1 NAME

HISTORIC

Drake, Elam Residence

AND/OR COMMON

Elizabeth J. & Louis C. Wallick Residence

## 2 LOCATION

STREET & NUMBER

2738 01e Country Lane

NOT FOR PUBLICATION

CITY, TOWN

Columbus

VICINITY OF

CONGRESSIONAL DISTRICT  
12, Samuel Devine

STATE

Ohio

CODE

43209 039

COUNTY

Franklin

CODE

049

## 3 CLASSIFICATION

CATEGORY

DISTRICT

BUILDING(S)

STRUCTURE

SITE

OBJECT

OWNERSHIP

PUBLIC

PRIVATE

BOTH

PUBLIC ACQUISITION

IN PROCESS

BEING CONSIDERED

STATUS

OCCUPIED

UNOCCUPIED

WORK IN PROGRESS

ACCESSIBLE

YES: RESTRICTED

YES: UNRESTRICTED

NO

PRESENT USE

AGRICULTURE

COMMERCIAL

EDUCATIONAL

ENTERTAINMENT

GOVERNMENT

INDUSTRIAL

MILITARY

MUSEUM

PARK

PRIVATE RESIDENCE

RELIGIOUS

SCIENTIFIC

TRANSPORTATION

OTHER:

## 4 OWNER OF PROPERTY

NAME

Elizabeth J. & Louis C. Wallick

STREET & NUMBER

2738 01e Country Lane

CITY, TOWN

Columbus

VICINITY OF

STATE

Ohio 43219

## 5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Franklin County Recorder's Office

STREET & NUMBER

410 South High Street

CITY, TOWN

Columbus

STATE

Ohio 43215

## 6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

FR-2605-12 1-606

# DESCRIPTION

## CONDITION

☐ EXCELLENT  
☒ GOOD  
☐ FAIR

☐ DETERIORATED  
☐ RUINS  
☐ UNEXPOSED

## CHECK ONE

☐ UNALTERED  
☒ ALTERED

## CHECK ONE

☒ ORIGINAL SITE

☐ MOVED DATE \_\_\_\_\_

## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Present description of the house - The north end or original end of the building is brick constructed in American bond on a coursed rubble stone foundation. This portion of the house is 1 story in height and is square in plan. The gable roof has projecting rafters which form an overhang on both the eave and rake sides. A plain brick chimney is on the north wall and projects through the roof. Under a small porch is an entrance with a paneled door. The west elevation has two 6/6 double hung windows in it with plain stone lintels and lug sills. The east elevation has been altered to accomodate a glass sun porch which was added some time ago. This portion of the house appears to have been built as one large room accomodating all living, sleeping and cooking functions. This portion of the house was built in 1856.

The south end of the building was built sometime between 1856 and 1867, the year in which the barn was constructed. This section of the house contains some Federal influence in its proportions and is much lighter than the more utilitarian appearing north end. This section of the house was also built of brick treated in American bond on a coursed rubble stone foundation. It is rectangular in plan and is 1 1/2 stories in height. The north elevation or gable end projects above the adjoining roof of the north wing. A 6/6 double hung window has been added to this wall. The west elevation has three 6/6 double hung windows in its plain stone lintels and sills. These windows are flanked by operable wood shutters. The south gable end is symmetrically designed in three bays. A 6/6 double hung window is on either side of a door. These windows also have stone lintels and sills, flanked by operable wood shutters. Two stone steps lead from grade to the door threshold, centered above the door on the second floor is a 6/6 double hung window with similar heads, sills and shutters. The east elevation is highlighted by a deeply recessed front door and porch with stone steps at the approach, marking it as the main entrance. The gable roof has a greater pitch than the north roof. It also has projecting rafters forming overhangs. The roof is covered with asphalt shingles and appears to have been originally slate. Two brick chimneys project through the roof - one at each gable end.

The smoke house and summer kitchen are combined in a small 1 story square building to the west of the house. It too is constructed of brick in American bond on a coursed rubble stone foundation. A plain, flush door leads to kitchen on the east gable end. The door head is formed by a segmental arch. Two small louvered vents are located on the eave walls also with segmental heads. A flush door leads to the smoke house on the north wall. The gable roof is covered with asphalt shingles. A square chimney penetrates through the roof.

The brick barn is located north of the house and was built in 1867. The barn was built as a grain storage and thrashing barn. It was constructed in American bond on a coursed rubble foundation. The south entrance has the two major doors at the center bay. It is symmetrically flanked by two smaller paneled doors with transom windows above. The east gable end had one paneled door on the building center line with a 2/2 double hung window located on either side of the door. Above the door is a window opening which was closed when lofts were added sometime after the initial construction. The north wall has a flush door on axis with two small hopper windows on either side of it. Another paneled door is located on this wall to the eastern edge. The west elevation has two 6/6 double hung windows with a closed window



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

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Drake, Elam, Residence, Franklin Co.

CONTINUATION SHEET Description

ITEM NUMBER 7

PAGE

opening at a loft level above. All of the openings have segmental arches forming the heads with stone lug sills. Certain areas of the wall have been pointed in recent years. Cast iron foundation vents are placed in the wall at grade to ventilate the crawl space. The gable roof is supported by a mortise and tenon framing system which divides the interior into three bays. The roof is presently covered with galvanized metal but evidence indicates it was originally slate. Projecting rafters form overhangs at the eave and gable ends.

## PERIOD

## AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES    House 185  
                      Barn 1867

BUILDER/ARCHITECT    Elam Drake 1812-1900

## STATEMENT OF SIGNIFICANCE

This farmstead stands today as an excellent example of a typical farm grouping of the 19th century. The builder, Elam Drake, was born in Connecticut in 1812 where his father, Elias, was a brick mason. He moved to Franklin County, Ohio in 1831 and lived in a log cabin along the Johnstown and Columbus Pike on the site of the existing house. He began working as a brick layer and plasterer - trades learned from his father. Drake assisted in the erection of the first brick house in Columbus and was a "first-class mechanic" and was financially rewarded. He worked as a master craftsman constructing brick commercial store fronts and building facades in the city. Eventually Drake began contracting and building in Franklin and adjoining counties. He gained community recognition for his work and dozens of the best residences in Columbus stand as monuments to his expertise and skill. In 1856 he retired to take up farming and built the north portion of the existing brick house along with the summer kitchen and smoke house. The brick barn was built later in 1867. The south portion of the house appears to have been constructed sometime between those dates. Brick was made from clay pits on the original 62 acre site which was recorded as a highly productive farm. The buildings exist on the site in excellent condition as they were built and exemplify the best in craftsmanship of that time. Because of their excellent construction the buildings have stood without major alterations or repair and stand today as an unusual example of a complete farmstead untouched by technological progress. Of special interest is the thrashing barn, constructed of brick; it is one of the few brick barns in the area and is probably the best preserved.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Centennial Biographical History  
Family Abstract  
Physical Observation

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 5.07

UTM REFERENCES

A 17 336040 4429770  
ZONE EASTING NORTHING  
C         

B           
ZONE EASTING NORTHING  
D         

VERBAL BOUNDARY DESCRIPTION

The nominated property is a portion of parcel no. 28,28 WL. The land containing the house and outbuilding has a frontage of 256.70' along country lane and extends north for 670.31'.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

## 11 FORM PREPARED BY

NAME / TITLE

David J. Lind

ORGANIZATION

The Ohio State University School of Architecture

April 20, 1977

DATE

STREET & NUMBER

190 West 17th Avenue

422-5567

TELEPHONE

CITY OR TOWN

Columbus

Ohio

STATE

43210

## 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL   

STATE   

LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

*[Signature]*

11/29/77

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

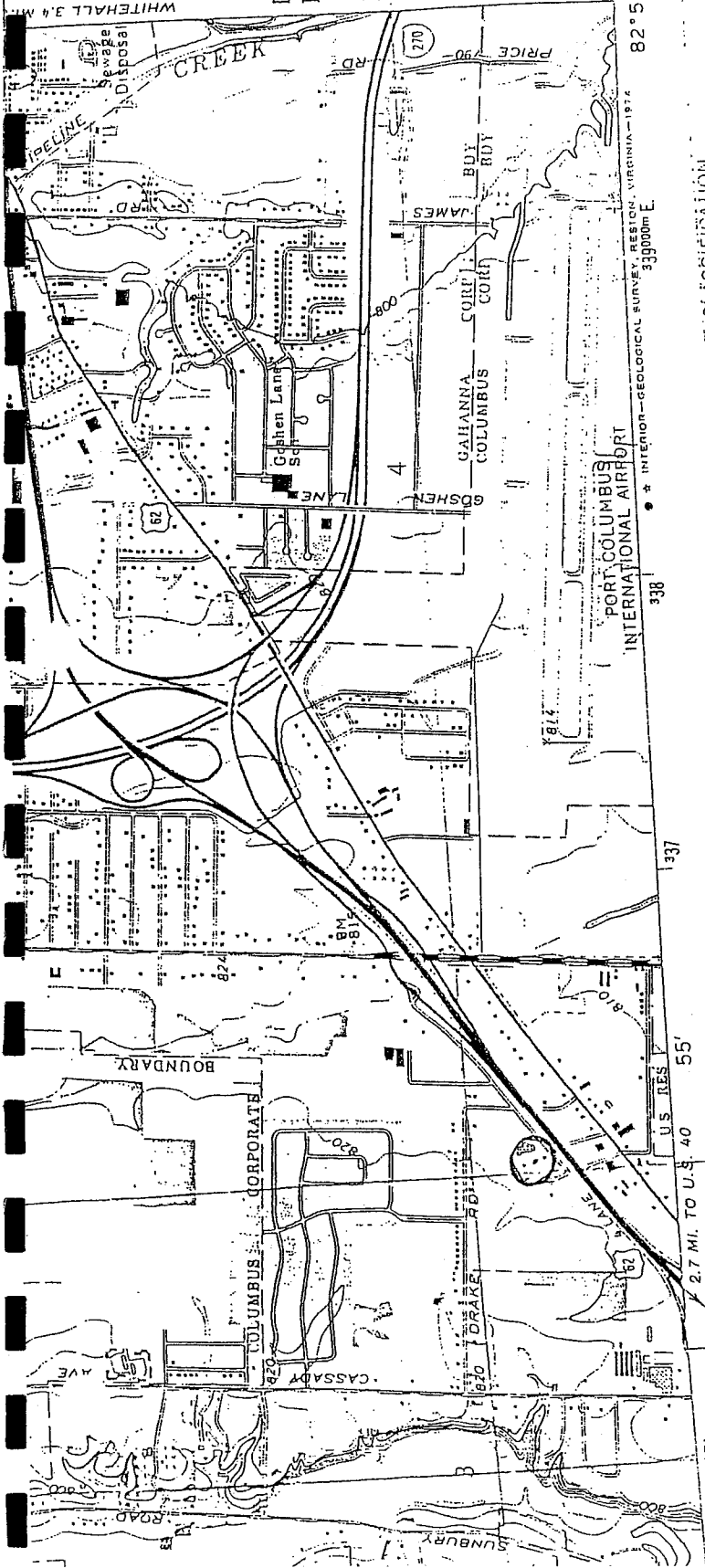
KEEPER OF THE NATIONAL REGISTER

DATE

Drake, Elam, Resident  
Franklin Co., Ohio

17 336/040 4429/770  
4430000m N

(REYNOLDSBURG)  
#63 IV NE



# ROAD CLASSIFICATION

- Heavy-duty
- Medium-duty
- Light-duty
- Unimproved dirt
- Interstate Route
- U.S. Route
- State Route

## NORTHEAST COLUMBUS, OHIO

N4000—W8252.5/7.5

1964  
PHOTOREVISED 1973  
AMS 4464 III SW—SERIES V852

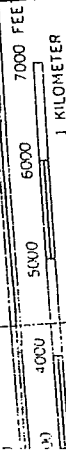


QUADRANGLE LOCATION

Revisions shown in purple compiled in cooperation with  
State of Ohio agencies from aerial photographs taken  
1973. This information not field checked  
Purple tint indicates extension of urban areas

ANAL MAP ACCURACY STANDARDS  
SURVEY, RESTON, VIRGINIA 22092  
S AND SYMBOLS IS AVAILABLE ON REQUEST

1 MILE



INTERVAL 10 FEET  
AN SEA LEVEL





---

### **Attachment 3**

Assessment of Effects Report for Effects to Air Force Plant  
85 for the Section 106 Evaluation and the Environmental Impact  
Statement for Improvements to Port Columbus International  
Airport, Columbus, Franklin County, Ohio

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**Assessment of Effects Report for Effects to Air Force Plant  
85 for the Section 106 Evaluation and the Environmental  
Impact Statement for Improvements to Port Columbus  
International Airport, Columbus, Franklin County, Ohio**

**By**

**Samiran Chanchani, Ph.D., and Douglas Terpstra, M.S.**

**ASC**  
GROUP, INC.



ARCHAEOLOGY



ARCHITECTURE



ENVIRONMENT

CULTURAL AND ENVIRONMENTAL CONSULTANTS

**Assessment of Effects Report for Effects to Air Force Plant 85 for the Section 106  
Evaluation and the Environmental Impact Statement for Improvements to Port Columbus  
International Airport, Columbus, Franklin County, Ohio**

**By**

**Samiran Chanchani, Ph.D., and Douglas Terpstra, M.S.**

**Submitted By:**

**Kevin Schwarz, Ph.D., RPA,**

**Project Manager**

**ASC Group, Inc.**

**4620 Indianola Avenue**

**Columbus, Ohio 43214**

**614.268.2514**

**Submitted To:**

**Rob Adams**

**Landrum & Brown, Inc.**

**11279 Carnell Park Drive**

**Cincinnati, OH 45242**

**513.530.1246**

**Lead Agency: Federal Aviation Administration**

**April 3, 2008**

## ABSTRACT

ASC Group, Inc., has applied the Criteria of Adverse Effect to anticipated impacts to the former Air Force Plant 85 from three alternatives being considered for proposed capital improvements at the Port Columbus International Airport. The Columbus Regional Airport Authority is proposing to replace the existing Runway 10R/28L with a new runway approximately of the same length. The new runway is proposed to be south of the existing runway to allow for passenger terminal expansion that will accommodate future aviation demands of the airport. Alternative A is the No-Action alternative. Alternative C2 would relocate the runway 800 feet south of the present runway; Alternative C3 would relocate the runway 702 feet south of the present runway. The Ohio Historic Preservation Office has determined that Air Force Plant 85 is eligible for listing in the National Register of Historic Places as a historic district. Both alternatives C2 and C3 would remove contributing structures to the historic district as well as alter physical features within its setting that contribute to its historic significance. Both of those alternatives would have an Adverse Effect on Air Force Plant 85. Recommendations for possible measures to mitigate the effects of the proposed runway project on historic properties are included in this report.



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## CHAPTER 1: INTRODUCTION

ASC Group, Inc., under contract with Landrum & Brown, Inc., has conducted an Assessment of Effects report for anticipated impacts to the former Air Force Plant 85 from the proposed capital improvements at the Port Columbus International Airport in the City of Columbus, Franklin County, Ohio (Figure 1). The Columbus Regional Airport Authority is proposing to replace the existing Runway 10R/28L with a new runway approximately of the same length. The new runway is proposed to be south of the existing runway to allow for passenger terminal expansion that will accommodate future aviation demands of the airport. Three alternatives are under consideration: Alternative A is the No-Action alternative; Alternative C2 would relocate the runway 800 feet south of the present runway; and Alternative C3 would relocate the runway 702 feet south of the present runway.

The Ohio Historic Preservation Office (OHPO) has determined that Air Force Plant 85 is eligible for listing in the National Register of Historic Places as a historic district. OHPO found that the buildings constructed at Air Force Plant 85 between 1940 and 1944 are eligible as a district under Criterion A for its association with local involvement in the World War II war effort and for its association with the Lustron Corporation and under Criterion C as an excellent example of the work of architect Albert Kahn (Martha Raymond, letter to Vernon I. Holmes, 16 May 1996, copy on file at OHPO, Columbus). Earth Tech and Commonwealth Cultural Resources Group (1996) and Chanchani and Terpstra (2007) have conducted Section 106 studies concerning Air Force Plant 85 and should be consulted for information on the history of and resources associated with Air Force Plant 85.

The goals of this investigation are to evaluate the potential impacts of each of the alternatives on Air Force Plant 85 by applying the Criteria of Adverse Effect [36 CFR 800.5(a)(1-2)] and to recommend mitigation measures for adverse effects. Samiran Chanchani, Ph.D., conducted the fieldwork on August 20–21, 2007, under the supervision of Douglas Terpstra, M.S., principal investigator. Shaune M. Skinner, M.A., RPA, served as the project manager.

## **CHAPTER 2: CRITERIA OF ADVERSE EFFECT**

Section 106 of the National Historic Preservation Act of 1966, as amended, mandates that a Federal, federally assisted, or federally licensed undertaking be evaluated for its effect upon cultural resources listed in or eligible for inclusion in the NRHP. OHPO has determined that Air Force Plant 85 is eligible for listing in the NRHP. This study will analyze the effects of the three project alternatives by applying the Criteria of Adverse Effect Advisory Council on Historic Preservation 2004).

### **CRITERIA OF ADVERSE EFFECT [36 CFR 800.5(a)(1-2)]**

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

Adverse effects on historic properties include, but are not limited to:

1. Physical destruction of or damage to all or part of the property;
2. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;
3. Removal of the property from its historic location;
4. Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
5. Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
6. Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
7. Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

## **CHAPTER 3: RESULTS**

The following buildings and structures will receive direct impacts from the proposed project (Figure 2).

### **Building 29 (Fire and Police Station), FRA-8389-12**

Under alternatives A and C3, Building 29 (Fire and Police Station) will not be directly impacted. Under Alternative C2, this building may need to be removed. While not individually significant, the property was important to the safety and security of Air Force Plant 85 operations during the historically significant period of World War II and contributes to the Air Force Plant 85 Historic District.

### **Building 30, FRA-8378-12**

Building 30, an open storage shed constructed during World War II, is not individually eligible, but is NRHP eligible as part of the Air Force Plant 85 complex. Under Alternative A, this structure will not be impacted. Building 30 will be removed under alternatives C2 and C3.

### **Building 60 (Employee Entrance), FRA-8369-12**

Under alternatives A and C3, Building 60 will remain unaffected. Under Alternative C2, Building 60, as well as the associated tunnel connecting this employee entrance to Building 3, will be removed. The structure is NRHP eligible as part of Air Force Plant 85, and its integrity remains intact.

### **Building 3 (Manufacturing Building), FRA-8366-12**

Building 3 was the main manufacturing building of Air Force Plant 85 and was constructed in 1941. The east end of the building was the high-bay manufacturing section and is now a hangar; the western portion of the building was the low-bay manufacturing section and is now warehouse space. Offices are located along the south side of the building. Since first surveyed in 1996, Building 3, an important example of industrial architecture associated with the architect Albert Kahn, has undergone minor modifications, but retains a high level of integrity.

Building 3 will not receive direct impacts from alternatives A and C3. Under Alternative C2, approximately one-third of the north side of the building will be removed. The project will not affect the important architectural character and features on the main, south-facing front façade and associated interior spaces. However, the removal of the rear, north portion of the building will cause a significant impact on the historic high-bay manufacturing section and the low-bay manufacturing section. The effect of the project on the building will result in a

significant loss of integrity of design, materials, and workmanship. As other associated structures such as Building 60 will be removed and the surrounding landscape modified due to the construction of the runway on the property, integrity of setting will also be significantly affected.

#### **Building 7 (Service Building), FRA-8368-12**

Building 7 was constructed in 1943 and expanded in 1954 and is a contributing building to Air Force Plant 85. Under Alternative A, this building will not receive any impacts. Under Alternative C2, the building will be removed. Under Alternative C3, a non-contributing air control tower added to the building in the 1950s will be removed.

#### **THE AIR FORCE PLANT 85 COMPLEX**

Three alternatives are under consideration for the proposed runway replacement. Alternative A, the No-Action alternative, would not impact Air Force Plant 85. Alternative C2, relocating the runway 800 ft to the south, would result in the removal of Building 7, Building 29, Building 30, Building 60, and the north part of Building 3. Alternative C3, relocating the runway 702 ft to the south, would result in the removal of Building 30.

Further, under alternatives C2 and C3, the original setting, including the docking and parking areas to the north, will be replaced, a further impact on the integrity of the setting and association with the historic uses of the property. The construction of the runway within the historic boundaries of the Air Force Plant 85 complex would significantly affect the integrity of setting, design, and association with respect to the rear (north) side of the complex. On the other hand, important elements of the south side of the Air Force Plant 85 complex, particularly the dominating and architecturally significant south façade of Building 3, will not be significantly affected due to the project which is limited in scope to the north side of the complex.

#### **Alternative A**

Alternative A will not impact Air Force Plant 85 and will not create an Adverse Effect.

#### **Alternative C2**

1. Physical destruction of or damage to all or part of the property.

This alternative will result in the removal of all or portions of five contributing resources to Air Force Plant 85.

2. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped



access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines.

This alternative will not alter the property, other than the removal of all or portions of contributing resources as mentioned above.

3. Removal of the property from its historic location.

This alternative will not move buildings or structures.

4. Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance.

This alternative will remove aircraft and vehicle parking areas and taxiways north of Air Force Plant 85 and change the physical relation of Air Force Plant 85 to Port Columbus by reducing the distance between Air Force Plant 85 and the active portion of the airport.

5. Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features.

Air Force Plant 85 has historically been adjacent to the airport. This alternative will not introduce new visual, atmospheric or audible elements.

6. Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization.

Air Force Plant 85 has been adaptively reused by new owners and will remain in active use on the whole regardless of removal of portions of the facility. This alternative will not result in neglect of the property.

7. Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

Air Force Plant 85 has already been sold out of Federal ownership.

### Alternative C3

1. Physical destruction of or damage to all or part of the property.

This alternative will result in the removal of one contributing structure to Air Force Plant 85.

2. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines.

This alternative will not alter the property, apart from the removal of a contributing structure as mentioned above.

3. Removal of the property from its historic location.

This alternative will not result in the moving of any resources.

4. Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance.

This alternative will remove aircraft and vehicle parking areas and taxiways north of Air Force Plant 85 and change the physical relation of Air Force Plant 85 to Port Columbus by reducing the distance between Air Force Plant 85 and the active portion of the airport.

5. Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features.

Air Force Plant 85 has historically been adjacent to the airport. This alternative will not introduce new visual, atmospheric or audible elements.

6. Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization.

Air Force Plant 85 has been adaptively reused by new owners and will remain in active use on the whole regardless of removal of portions of the facility. This alternative will not result in neglect of the property.

7. Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

Air Force Plant 85 has already been sold out of Federal ownership.

## **CHAPTER 4: CONCLUSION AND RECOMMENDATIONS**

The construction of the new runway under alternatives C2 or C3 at the Port Columbus International Airport will result in the removal of contributing elements to the NRHP-eligible Air Force Plant 85 complex. Furthermore, the historic setting of the Air Force Plant 85 complex will be considerably modified and significantly affected due to the construction of the runway. These alterations to historic properties and contributing elements will significantly impact the historic integrity of the Air Force Plant 85 complex. Either Alternative C2 or Alternative C3 will result in an Adverse Effect to Air Force Plant 85. Based upon the evaluation, the following mitigation measures are recommended.

- Historic American Building Survey (HABS) documentation of the structures and features of the Air Force Plant 85 complex that will be affected by the project. The level and scope of the documentation should be determined in consultation with the OHPO.
  - Mitigative landscape design, particularly for areas of the runway construction bordering the remaining Air Force Plant 85 complex, should be considered in consultation with OHPO.
  - As detailed plans are drawn for the construction of the runway and associated landscape, structures, and site features, consideration should be made of any potential impact on the remaining Air Force Plant 85 complex, including to the south side of the complex. Consultation with OHPO during development of plans can help to forestall further impacts to the remaining resources of Air Force Plant 85.
-

## REFERENCES

Advisory Council on Historic Preservation

2004 36 CFR Part 800 – Protection of Historic Properties. Electronic document, <http://www.achp.gov/regs-rev04.pdf>, accessed September 28, 2007.

Chanchani, Samiran, and Douglas Terpstra

2007 Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio. ASC Group, Columbus, Ohio. Submitted to Landrum & Brown, Cincinnati. Copies on file (pending) at the Ohio Historic Preservation Office, Columbus.

Earth Tech and Commonwealth Cultural Resources Group

1996 *Historic Building Inventory and Evaluation, Air Force Plant 85, Columbus, Ohio*. Earth Tech, Colton, California, and CCRG, Jackson, Michigan. Submitted to U.S. Department of the Army, Fort Worth District, Corps of Engineers, Fort Worth, Texas, and U.S. Department of the Air Force, Aeronautical Systems Center, Office of Environmental Management, Wright-Patterson Air Force Base, Ohio. Copies on file at Wright-Patterson Air Force Base, Dayton, Ohio.



**FIGURES**

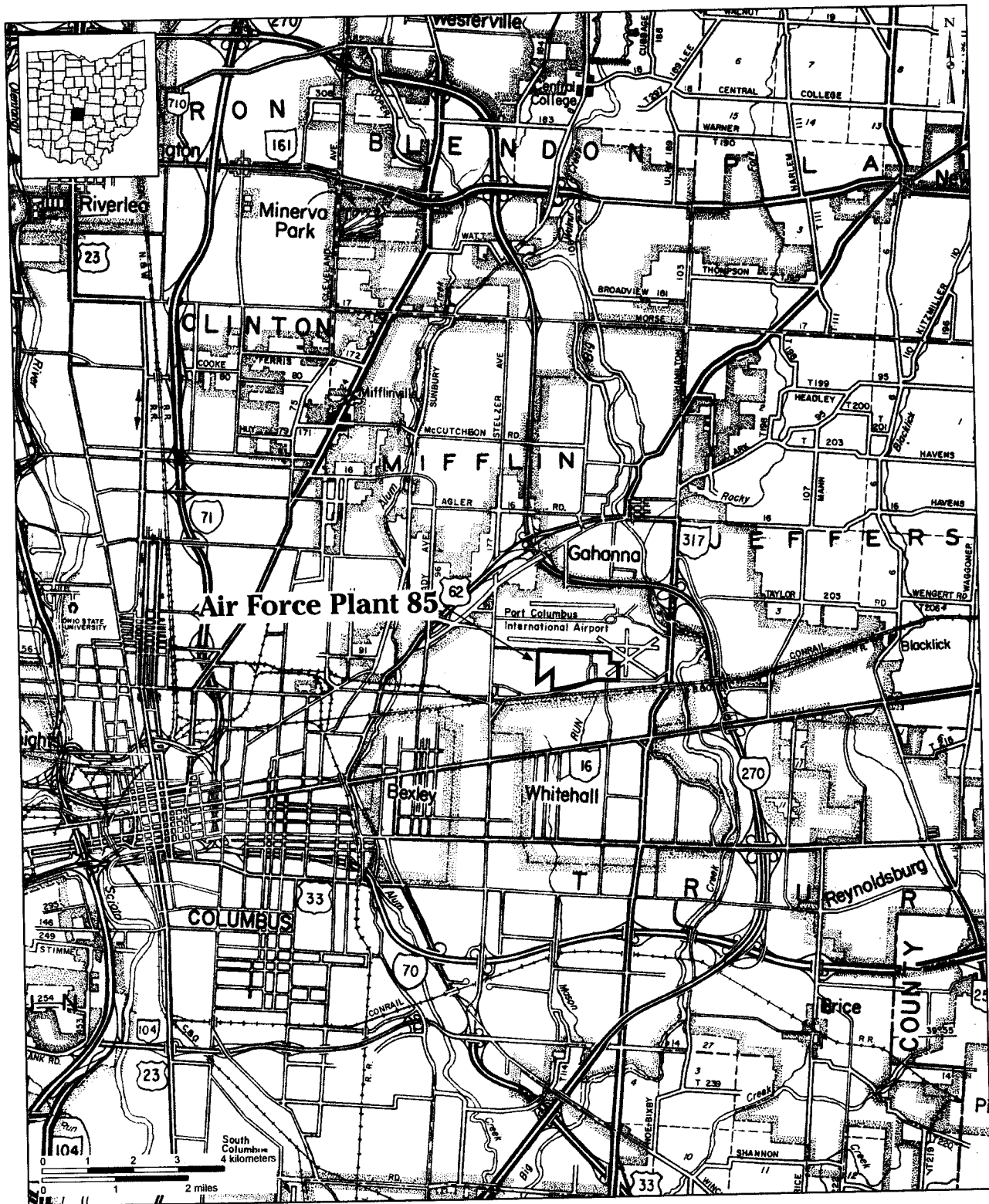


Figure 1. Portion of the Ohio Department of Transportation Franklin County highway map showing the location of Air Force Plant 85.

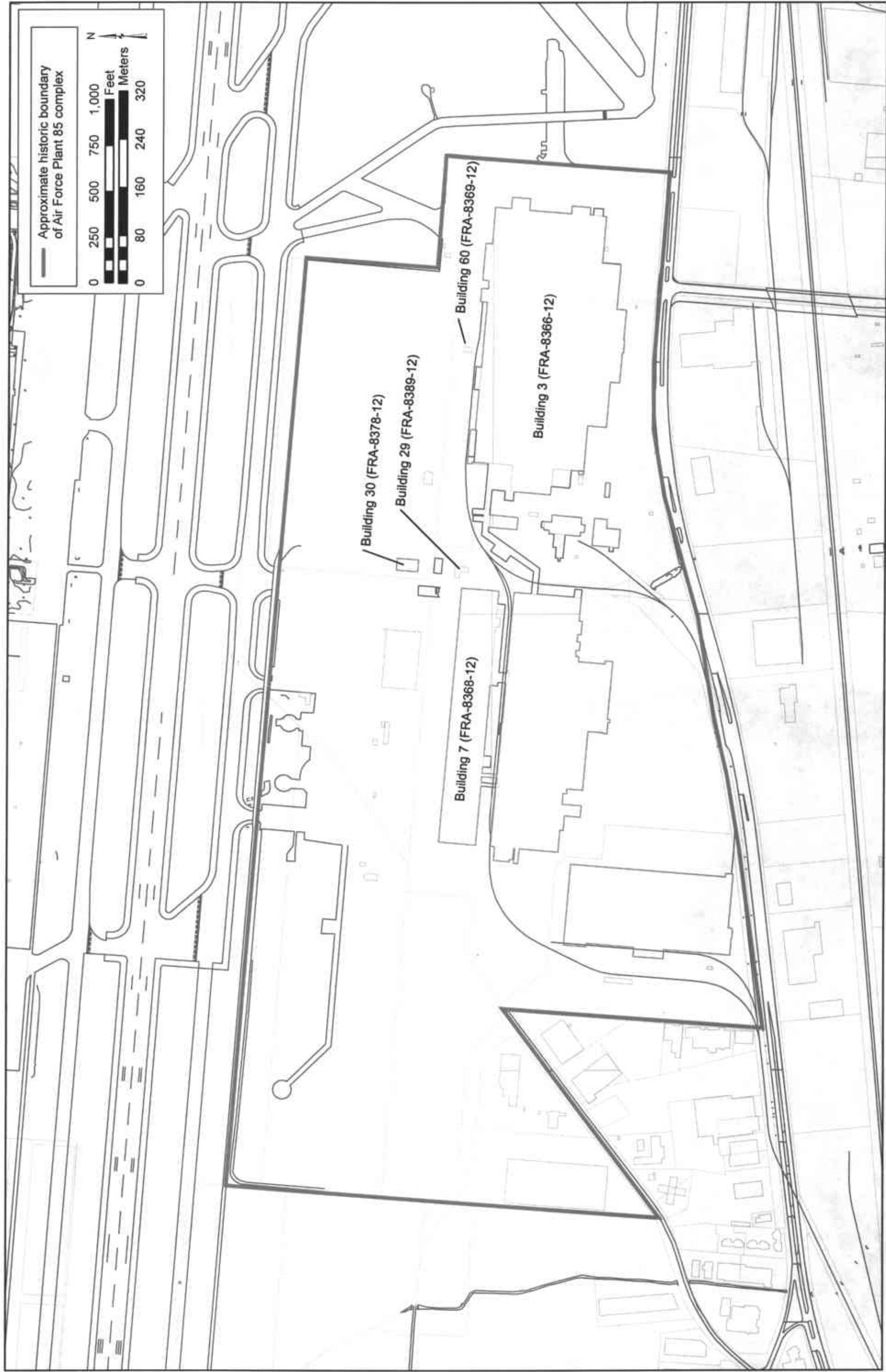


Figure 2. City of Columbus GIS mapping showing the contributing resources of Air Force Plant 85 that will receive direct impacts from the proposed project.

---

## **Attachment 4**

Phase I Archaeological Survey of Three Areas for the Section 106  
Evaluation and the Environmental Impact Statement for  
Improvements to Port Columbus International Airport, City of  
Columbus, Mifflin Township, Franklin County, Ohio

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**Phase I Archaeological Survey of Three Areas for the Port  
Columbus International Airport Expansion Section 106  
Consultation and Environmental Impact Statement, City of  
Columbus, Mifflin Township, Franklin County, Ohio**

**By**

**Kevin R. Schwarz, Ph.D., RPA**

**ASC**  
GROUP, INC.



ARCHAEOLOGY



ARCHITECTURE



ENVIRONMENT

CULTURAL AND ENVIRONMENTAL CONSULTANTS

**Phase I Archaeological Survey of Three Areas for the Port Columbus International  
Airport Expansion Section 106 Consultation and Environmental Impact Statement,  
City of Columbus, Mifflin Township, Franklin County, Ohio**

**By**

**Kevin Schwarz, Ph.D., RPA**

**Submitted By:**

**Shaune M. Skinner, M.A., RPA**

**ASC Group, Inc.**

**4620 Indianola Avenue**

**Columbus, Ohio 43214**

**614.268.2514**

**Submitted To:**

**Rob Adams**

**Landrum & Brown, Inc.**

**11279 Carnell Park Drive**

**Cincinnati, Ohio 45242**

**513.530.1246**

**Lead Agency: Federal Aviation Administration**

**April 4, 2008**

## ABSTRACT

Under contract to Landrum & Brown, Inc., ASC Group, Inc., completed a Phase I archaeological survey of three parcels for the Port Columbus Airport expansion, Columbus, Mifflin Township, Ohio. This research was carried out in compliance with Section 106 of the National Historic Preservation Act (1966, as amended). The goal was to determine what cultural resources are present within the study area for the proposed development and, if sufficient data can be collected, make preliminary recommendations on eligibility for National Register of Historic Places listing. The proposed project involves capital improvements for the Port Columbus International Airport. The Columbus Regional Airport Authority (CRAA) proposes to replace Runway 10R/28L with a new runway of approximately the same length. The new runway will be located south of existing Runway 10R/28L to allow for passenger terminal expansion that will accommodate future aviation demand at the airport. Three parcels were surveyed for this expansion, a 15.9 acre (6.4 ha) brushy wooded area west of Stelzer Road and east of 12<sup>th</sup> and 13<sup>th</sup> Avenues, and two small areas totaling 1.3 acre (0.5 ha) on the Airport Golf Course, which are on the bluff edge of Big Walnut Creek and are thought to be undisturbed by modern development.

The literature review determined that while no archaeological surveys have been undertaken in the study area, seven cultural resources surveys have been carried out in the vicinity. Most of these surveys found prehistoric sites, including two multicomponent sites (33FR111 and 33FR112), a Woodland mound and lithic scatter (33FR447), an unaffiliated isolated find, and small lithic scatters. Historic sites are mostly residential sites and historic artifact scatters, although the Johnstown Pike Toll House is northwest of the current study area. Archaeological expectations for the study area are similar to those identified in the literature review. Historic maps were used to identify two atlas sites where historic buildings had once existed in or near the study area.

Field methods utilized for archaeology included visual inspection, photography, use of a global positioning system, and shovel test pit and radial excavation. As a result of the Phase I archaeological survey four archaeological sites were newly documented (33FR2702–33FR2705). Site 33FR2702 is a historic artifact scatter and 33FR2703 is a prehistoric isolated find; both were discovered in the brushy wooded area east of Stelzer Road. Sites 33FR2704 and 33FR2705 are low density lithic scatters, both of which were found rough areas of the Airport Golf Course on bluff edge locations overlooking the Big Walnut Creek. Because of lack of potential research significance (and in the case of 33FR2704 and 33FR2705, lack of integrity), none of these sites are recommended eligible for listing on the National Register of Historic Places. Because further archaeological field research is unlikely to uncover more substantial or intact remains, no further archaeological work is recommended for these sites.

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## CHAPTER 1: INTRODUCTION

Under contract to Landrum & Brown, Inc., ASC Group, Inc., completed a Phase I archaeological survey of three parcels for the Port Columbus Airport expansion, Columbus, Mifflin Township, Ohio (Figures 1 and 2). Three parcels were surveyed for this expansion, a 15.9 acre (6.4 ha) brushy wooded area west of Stelzer Road and east of 12<sup>th</sup> and 13<sup>th</sup> Avenues, and two small areas totaling 1.3 acre (0.5 ha) on the Airport Golf Course, which are on the bluff edge of Big Walnut Creek and were thought to be undisturbed by modern development. This research was being carried out in compliance with Section 106 of the National Historic Preservation Act (1966, as amended). The goal is to determine what cultural resources are present within the study area for the proposed development and, if sufficient data can be collected, make preliminary recommendations on eligibility for National Register of Historic Places (NRHP) listing.

The NRHP Criteria for Evaluation are standards designed to evaluate the significance of historic properties, including archaeological sites, that are greater than 50 years old, that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. are associated with events that have made a significant contribution to the broad patterns of history;
- B. are associated with the lives of significant individuals in the past;
- C. embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or;
- D. have yielded, or may be likely to yield information important in prehistory or history (Little et al. 2000).

Shaune M. Skinner, M.A., RPA, served as project manager. Kevin Schwarz, Ph.D., RPA, served as principal investigator. Adam MacCauley was the field director. Kevin Gibbs analyzed the artifacts. Alex Tebben and Tera Jacoby were archaeological field technicians for the project.

## **CHAPTER 2: RESEARCH DESIGN**

The research design was largely determined by the existing conditions report (Terpstra et al. 2007) and the recommendations developed therein. The literature review presented within that document is reproduced below only to the extent that it is relevant for describing the likelihood of finding archaeological sites in the three parcels subjected to archaeological survey.

The archaeological scoping of the project involved field views and a literature review of the Area of Potential Effects (APE) which encompassed 1,000 acres (405 ha), although it was noted that a number of cultural resources investigations had taken place within this area and survey results did not indicate that more investigations were needed (Terpstra et al. 2007:2). The field view was able to identify some areas that were obviously disturbed by modern development both in and around the airport. These were not recommended for survey. The areas recommended for archaeological survey by Terpstra et al. (2007) were a brushy wooded area west of Stelzer Road, the 12<sup>th</sup> and 13<sup>th</sup> Street neighborhoods, mown fields east of Stelzer Road, Stelzer Cemetery, and the Airport Golf Course. It was recommended that, due to the intensive nature of urban development, survey of the 12<sup>th</sup> and 13<sup>th</sup> Avenue neighborhood would only be conducted if archaeological sites were found in the western part of brushy wooded area west of Stelzer Road, adjacent to the neighborhood. Background research, oral history, and a site visit to the golf course identified only two areas that appeared to have been spared the grading and landscaping that is commonly found on golf courses. The rationale for survey of these areas is that as rough areas on the golf course they appeared to be less impacted by grading, and the bluff edge locations (overlooking the Big Walnut Creek) were thought to be high probability areas for finding prehistoric sites. The Stelzer cemetery delineation is being undertaken by ASC Group as a separate investigation. The mown fields east of Stelzer Road were not surveyed by ASC Group.

### **ENVIRONMENTAL SETTING**

#### **Physiography**

The study area is located in the Central Lowlands province and is characterized by areas of low relief (Fenneman 1938:450). Present-day landforms are the result of the dynamic processes of glaciation operating on the underlying bedrock strata. The province is divided into six sections based on outstanding topographic characteristics. The study area lies within the Till Plains section and is characterized by nearly flat to gently undulating glacial terrain lacking

strong end moraines, having few lacustrine plains, and having an integrated drainage system (Thornbury 1965:228). This undulating topography is generally referred to as swell and swale. The study area is located in an area known as the Columbus Lowland. This comprises a lowland that is surrounded on all sides by uplands and is characterized by a broad regional slope toward the Scioto River (Brockman 1998). It is an area of moderately low relief with many larger streams and elevations, within stream basins, between 600 ft (182 m) and 800 ft (244 m). Between basins, relief is moderately low, about 25 ft (8 m).

### **Bedrock and Hydrology**

The bedrock in central Ohio is sedimentary in nature, having formed during the Devonian and early Mississippian geological periods (United States Department of Agriculture, Soil Conservation Service [USDA, SCS] 1980:2). Bedrock members underlying the region include, from west to east: Columbus and Delaware limestones and shales and Olentangy and Ohio shales from the Devonian system, as well as Bedford shale and Berea sandstone of the Mississippian system (Bownocker 1992). The bedrock dips to the east at a rate of 20 ft to 30 ft (6 m to 9 m) per mile, thus exposing the bedrock strata in a long, parallel, north-south oriented sequence (USDA, SCS 1980:2).

The tilting of the bedrock has been a major factor in the formation of the central Ohio drainage system. The exposed bedrock strata alternate between the more erosion resistant limestones and sandstones and the less resistant shales. Glacial scouring has produced an undulating bedrock topography covered by varying thicknesses of glacial till in which present day drainages have been established. Strike streams have formed along the bedrock dip in the less erosion resistant strata. In the general vicinity of the study area, the narrow parallel, north-south oriented Olentangy River, Scioto River, Alum Creek, and Big Walnut Creek are the result of this process. The bank of the eastern side tends to be higher than the bank on the western side of these drainages (Anderson and King 1976).

The study area is located within the Big Walnut Creek watershed, which flows southward into the Scioto River. The brushy wooded area is drained by Turkey Run, which is a tributary of Big Walnut Creek. The two parcels on the Airport Golf course are on the bluff above Big Walnut Creek.

## **Glacial Geology**

Franklin County was subject to at least two glacial advances. Evidence of Illinoian glaciation is indicated with fine, well-sorted sand that occurs in buried valleys beneath the more recent Wisconsin-age glacial till. The Wisconsinan glaciation removed or buried most of the Illinoian deposits. Radiocarbon dating evidence indicates that the Wisconsin ice sheet made two advances into the county, the first around 50,000 B.P. and the second approximately 16,000 B.P. Each advance left a layer of till, with the more recent being deposited overtop the older advance's deposits. As the final glacier melted and retreated, a large amount of meltwater was discharged into the drainage system, leaving gravelly outwash material in the form of valley train deposits along the Scioto River and its tributaries. These deposits are above the present floodplain and consist of Eldean, Ockley, Warsaw, and Wea soils (USDA, SCS 1980).

Ground moraines are the dominant surface deposit, consisting of a nearly level to gently rolling landscape with an average of 50 ft (15 m) of till over the bedrock. The ground moraine consists of a high-lime till that contains a high percentage of limestone and coarse dolomite fragments from the underlying limestone bedrock. The soils formed in this ground moraine include Kokomo, Celina, and Crosby soils. End moraines are approximately 20 ft (6 m) to 50 ft (15 m) higher and are more rolling than the ground moraine. End moraines formed when glacial fronts remained stationary for a period of years and the glacier was melting. This caused till to pile into broad ridges along the ice front. No end moraines occur in the vicinity of the study area. Kames and eskers comprise a minor landscape feature in Franklin County. They consist of hummocky hills or ridges composed of a water-worked and stratified mixture of sand, gravel, and till. The most concentrated area of kames is east of the Scioto River, approximately 6 miles (10 km) south of Columbus (USDA, SCS 1980).

## **Soils**

Soil types with varying characteristics and drainage classes are represented within or near the study area. The soils that underlie the study area belong to the Bennington-Pewamo association and were derived from glacial till (USDA, SCS 1980). Specific soils underlying the brushy wooded area are Pewamo-Urban land complex and Bennington-Urban land complex, 0–6 percent slope. These soils are deep, nearly level to gently sloping, and somewhat to very poorly drained, requiring artificial drainage before they may be utilized for building sites or crops. Without artificial drainage, these soils are poorly suited for these purposes. The northeastern



part of the woodlot consisted of Bennington-Urban land complex, 2 to 6 percent slopes while the rest of woodlot consisted of Pewamo silty clay loam. Bennington soils were described as 7-in (18-cm) thick dark grayish brown, friable silt loam while the subsoil was about 23-in (58-cm) thick yellow to yellowish brown clay loam. Pewamo silt clay loam generally consists of very dark gray friable silty clay loam of 8 in (20 cm) thickness, underlain by a 37 in (94 cm) thick subsoil consisting of a dark gray to gray mottled silty clay to clay loam. Eldean-Urban land complex, 2 to 6 percent slope underlies the portion of the golf course where the one of the parcels to be tested is located. These are deep, nearly level, well-drained Eldean series soils interspersed with Urban land on stream terraces.

### **Climate**

Franklin County is cold in the winter and warm in the summer. Winter precipitation, often consisting of snow, results in the accumulation of a large amount of soil moisture by springtime and lessens the effect of drought in the summer time. The average temperature during the winter is 31 degrees Fahrenheit and the average summer temperature is 72 degrees Fahrenheit. April through September usually experience approximately 60 percent of the rainfall of 22 inches (55.88 cm). Annual snowfall averages 28 in (71.12 cm). The average relative humidity at dawn is approximately 80 percent and by mid-afternoon 60 percent. The prevailing wind comes from the south-southwest with average wind-speeds of 11 miles (17.7 km) per hour (USDA, SCS 1980).

### **Flora**

Due to mass deforestation, the flora in the study area has been altered considerably. At the time of the earliest land surveys, the area was characterized by Elm-Ash swamp forests. White elm, black ash, white ash, silver maple, and red maple comprised the majority of the tree canopy. Extremely wet phases contained cottonwood and sycamore. Better-drained phases or transitions included bur oak-big shellbark hickory and red oak-basswood. These swamp oak-hickory forests were enriched locally with swamp white oak, pin oak, black walnut, and tulip tree. Contiguous areas were covered with "wet beech" forests, wet prairies, sedge swamps and fens. Swamp forests included areas that were flat and poorly drained. These areas were most common in the Black Swamp in northwestern Ohio and occurred to a lesser extent on the till plains (Gordon 1969).

## **Fauna**

The fauna in central Ohio has changed dramatically due to land use and urban sprawl. Consequently, the species represented in the area today do not reflect the diversity of species that were once present. Prior to settlement in the region, natural phenomena (such as glaciation during the Pleistocene and the associated climate changes) had a major effect on both fauna and flora (Anderson and King 1976).

The fauna inhabiting the region today include 50 mammal species, 280 bird species, 28 reptile species, and 34 amphibian species. A few of the species in each classification are listed below, many no longer being present due to environmental changes resulting from historical land usage (Anderson and King 1976).

*Mammals:* rabbit, beaver, coyote, chipmunk, eastern fox squirrel, flying squirrel, red fox, gray fox, muskrat, opossum, raccoon, striped skunk, white-tailed deer, elk, bear, woodchuck, and gray wolf.

*Birds:* American coot, American goldfinch, Baltimore oriole, bank swallow, barn owl, barn swallow, kingfisher, bobwhite, broad winged hawk, Canada goose, common crow, great blue heron, great horned owl, killdeer, mallard, mockingbird, red-headed woodpecker, sparrow, sandpiper, eagle, and eastern meadowlark.

*Reptiles:* black king snake, blue racer, eastern hognose snake, eastern milk snake, northern black racer, Kirtland's water snake, eastern ribbon snake, eastern box turtle, and northern fence lizard.

*Amphibians:* American toad, bullfrog, four-toed salamander, gray treefrog, long-tailed salamander, marbled salamander, mountain chorus frog, and wood frog.

*Aquatic Fauna:* Ohio brook lamprey, highfin carpsucker, steelcolor shiner, channel catfish, flathead catfish, white crappie, northern smallmouth blackbass, northern largemouth blackbass, central longear sunfish, eastern softshell turtle, musk turtle, snapping turtle, northern water snake, mudpuppy, and an abundant and diverse mollusk population.

## **PREHISTORIC CONTEXT**

The purpose of developing a prehistoric context is to provide a general background in which to view local developments through the synthesis of information regarding the prehistory of the area from previous investigations and general works of eastern and midwestern North

American prehistory and archaeology. Regional information provides a framework in which site significance may be addressed.

Previous work within Franklin County and adjacent Pickaway County has provided significant archaeological data related to the prehistory of the region. Interpretations of this data suggest behaviors and adaptations practiced by pre-contact peoples for approximately 11,000 years. Archaeologists divide this time span into smaller periods containing roughly similar cultural characteristics. Traditional temporal periods, developed by archaeologists to distinguish cultural and/or technical advances over time, are divided into the Paleoindian; Early, Middle, and Late Archaic; Early, Middle, and Late Woodland; Late Prehistoric; Protohistoric; and Historic periods. The purpose of developing a prehistoric context is to provide a general background in which to view local developments through the synthesis of information regarding the prehistory of the area from previous investigations and general works of eastern and midwestern North American prehistory and archaeology. Regional information provides a framework in which site significance may be addressed.

### **Paleoindian**

It is estimated that the occupation of the Ohio area would have been possible approximately 11,000 to 11,500 years B.P. By this time, the glacial front that had once covered Ohio had retreated into Ontario (Seeman and Prufer 1982). The Paleoindians, the first known prehistoric population to occupy the Ohio area, were highly mobile, small-band hunters moving on a seasonal basis in order to exploit the available natural resources (Dragoo 1976). Although probably during the pursuit of herd animals, the Paleoindians opportunistically utilized a broad spectrum of animal and plant resources.

Data pertinent to the content of Paleoindian sites in Ohio is rare but increasingly available. Information concerning the distribution of Paleoindian sites in Ohio was documented by Prufer and Baby (1963) and subsequently updated by Seeman and Prufer (1982). Late Paleoindian implements such as parallel-sided lanceolates, stemmed lanceolates, and Stringtown lanceolate points were not included in the above studies, which were based primarily on samples of surface finds of early Paleoindian fluted projectile points.

The Paleoindian database consists of more than 900 archaeological sites or isolated finds within the state of Ohio. The Nobles Pond site (Seeman et al. 1994) and the Paleo Crossing site (Brose 1994) in northeastern Ohio consist of concentrations of lithic material attributed to

Paleoindian activity. In addition, information from the Burning Tree Mastodon (Fisher et al. 1994) from southern Licking County suggests that Paleoindians hunted, disarticulated, and purposefully stored portions of a mastodon. Closer to the study area, four Paleoindian projectile points were recovered during investigations undertaken for the proposed Lancaster Bypass (Church et al. 1998; Schweikart et al. 1999), although no associated lithic scatters or features were noted at the time.

### **Archaic**

The Archaic period has been subdivided into three separate temporal periods. Traditional interpretations suggest that during the Early Archaic period, 9000 B.C. to 6000 B.C., small mobile groups gradually became more geographically restricted. Seasonally oriented hunting-and-gathering activities were focused on smaller, well-exploited territories; this orientation is seen as a direct link to the expansion of the deciduous forest that produced a more favorable habitat for game species (Chapman 1975). While many models of Early Archaic subsistence hypothesize the existence of seasonal exploitation patterns, they each vary. For example, Morse et al. (1996) identify a basic pattern of logistically provisioned winter base camps followed by a series of mobile residential camps throughout much or all of the remainder of the year. Walthall (1998), however, posited an ethnographically-based model of Early Holocene adaptation in temperate woodlands with fall aggregation and overwinter dispersion.

During the Middle Archaic period, 6000 B.C. to 3000 B.C., the economy became more diffuse as a wider selection of plant foods was exploited, but the major emphasis was still on hunting (Cleland 1966). Purtill (2005) notes an apparent reduction of the number of sites known in many areas of Ohio from the Early Archaic period to the Middle Archaic period. This includes a paucity of sites in upland areas. The later Early Archaic period and the Middle Archaic period are the altithermal climatic episode, during which temperatures were elevated (Ahler et al. 1992:16; Jennings 1989:150).

The broadening economy was reflected in the material culture as well. Specifically, plant-processing tools appeared in artifact assemblages. Most of these implements were ground stone rather than chipped stone, indicating the need for durable surfaces and edges. These types of tools included grooved axes, pestles, metates, and nutting stones. This transition to the expanding food resource base was marked in the material culture by a change from lanceolate spear points, ideal for hunting larger animals, to a series of smaller, more diversified notched and

stemmed projectile points, scrapers, knives, drills, and ovoid blades (Stothers et al. 2001:236–237). For example, the Early Archaic bifurcate point types in Ohio appear to have been replaced by a widespread tradition of side-notched points including types such as Raddatz or Godar (Fitzhugh 1972:8; Justice 1987:60–71). In addition to ground and polished stone tools used to process plants, fully grooved axes, pendants, and winged and cylindrical bannerstones were used as atlatl weights. Bone tools began to appear more frequently in the artifact assemblage (Chapman 1975:6; Griffin 1968:133), although it is almost certain that bone tools were in use previously, they were found in significant numbers only after the Middle Archaic for taphonomic reasons. Atlatl weights are also noted in the artifact assemblage for the first time (Broyles 1971; Lewis and Lewis 1961).

The climate during the Late Archaic period was warmer and drier than the present day (Cleland 1966:93; Pielou 1991:289–290; Shane et al. 2001:21). At Fudger Lake, located in Champaign County, soil cores showed an increase in oak pollen with a decrease in elm and beech pollen after 5000 B.P., indicative of this warming and drying period. Coincident with climate change, increased population and territorial restriction appears to have led to regional cultural adaptations, including the Glacial Kame (Converse 1980; Cunningham 1948; Stothers et al. 2001:252–253) and Maple Creek cultures (Duerksen and Doershuk 1998; Ledbetter and O'Steen 1992).

A wider array of specialized objects was utilized during the Late Archaic, such as steatite and sandstone bowls, stone tubes and beads, polished plummets, net sinkers, whistles and rattles, birdstones, boatstones, and bone awls, needles, and perforators (Boisvert 1986; Chapman 1975:6). Ceremonialism became increasingly important as evidenced by more elaborate, formalized mortuary practices and the presence of exotic burial goods that were procured through emerging trade networks (Chapman and Otto 1976:20; Stothers et al. 2001:252).

Prior to the Late Archaic period, cultural groups incorporated some seasonal patterning into their subsistence strategy. However, it was during the Late Archaic period that the trend toward greater efficiency in the exploitation of plant and animal resources culminated. A variety of settlement-subsistence patterns have been hypothesized to account for Late Archaic lifeways. Most of them posit some version of seasonal coalescence and dispersal, taking advantage of resource abundance or, conversely, resource scarcity obligating smaller group exploitation patterns during part of the year (Boisvert 1986; Ledbetter and O'Steen 1992; Vickery 1976;).



Thus, the size and composition of these mobile groups is thought to have varied in accordance to the distribution and availability of resources across the landscape and through the seasons (Boisvert 1986), although details of individual models vary.

Some Late Archaic sites are large and represent repeated occupations over long periods of time. The settlement systems reflected the need for changing locations as a response to seasonal resources. During the spring and summer, the exploitation of shellfish, fish, turtles, migratory birds, and other aquatic resources produced concentrations of sites that can be characterized as small camps on slight knolls. Winter campsites were situated above the valleys for the effective exploitation of upland game such as deer, other mammals, and birds.

Hickory (*Carya* sp.), walnut (*Juglans nigra*), hazelnut (*Corylus* sp.), acorn (*Quercus* sp.), persimmon (*Diospyros virginiana*), and hackberry (*Celtis* sp.)—all non-cultivated resources—were found at the Late Archaic Houpt site in Butler County, Ohio (Duerksen and Doershuk 1998:108). Cultivated sumpweed (*Iva annua*), sunflower, chenopodium (*Chenopodium berlandieri*), and maygrass (*Phalaris caroliniana*) remains were recovered from human paleofeces dated to 3000 B.P.–3100 B.P. at Hooton Hollow, a rockshelter in eastern Kentucky (Gremillion 1996:526–527).

Earlier research drew a distinction between the Archaic and Woodland periods based on the introduction of agriculture, elaborate burial ceremonialism, and ceramics. However, recent evidence has demonstrated a continuum for the intensification of horticulture and the formalization and elaboration of mortuary practices from the end of the Archaic through the Middle Woodland (Dragoo 1976). The innovation and adaptation of these traits by the different human groups was not uniform, but occurred at different rates in different regions. The introduction and use of these traits had to be synchronized with the perceived biological and social needs of the different human groups. Consequently, the rate of change in subsistence and mortuary practices varies from region to region, with some local groups maintaining Late Archaic lifestyles throughout the Late Woodland, while other groups, primarily those along the main river valleys, underwent rapid transformations.

### **Woodland**

In central Ohio, the local Early Woodland (ca. 900 B.C.–100 B.C.) expression was the Adena culture, noted for the manufacture of ceramics and the use of burial mounds for interment (Greenman 1932; Webb and Baby 1957). It is believed to represent a cultural expansion of the

Late Archaic, and was characterized by a greater tendency toward territorial permanence, as well as an increasing elaboration of ceremonial exchange and mortuary rituals. Traits that were once believed to have been indicative of the Early Woodland are now known to have their origins in the Archaic (Dragoo 1976:16; Jennings 1989:224–225). Burial practices, which formed the core around which Early Woodland mortuary complexes evolved, were extant throughout the Archaic and persisted into the Early Woodland (Webb 1947). Although semisedentary like their Late Archaic predecessors, the Adena inhabitants of Ohio were more territorially restrictive. This is indicated by the occurrence of semipermanent village sites and the manufacture of Fayette Thick (both plain and cordmarked), Adena Plain, and Montgomery Incised ceramics (Dragoo 1963).

Evidence that the Early Woodland diet was supplemented by domestication of various native and non-native cultigens like sunflower and chenopodium (Struever and Vickery 1973:11–19) should be amended to note the earlier use of these cultivated garden crops in the Archaic (Gremillion 1996; Yarnell 1974). Also, Wymer and Abrams (2003:188–190) indicate that southeast Ohio Early Woodland paleoethnobotanical finds reveal increased collecting of a broad array of nut resources (hickory nuts, acorns, walnuts) and increased use of starchy cultigens.

Several projectile point/knife forms are also diagnostic of the Early Woodland period. These include Adena Stemmed points, Cresap points, and Robbins blades (Converse 1973; Dragoo 1963). In Ohio, Early Adena mounds consisted of a single individual placed in a shallow pit and covered with earth, forming a hillock. Late Adena mounds were often conical or dome shaped, although considerable diversity exists in mound design (Jennings 1989:231), and circular enclosures and log tombs become common (Morgan 1999:65–66). Questions remain unresolved regarding the settlement systems of the Adena, particularly the relationship between mounds, settlements, and houses. Although they are thought to have been more territorially restrictive than Late Archaic populations (for example, as shown by the diverse placement of mounds on the landscape), the size of Adena social groups and the effective “territory” that they operated within is not yet well known (Seaman 1986:576). With regards to architecture, Webb (1940) considered the Adena buildings that he and others discovered underneath mounds to be houses although later researchers (Clay 1986; Seaman 1986) identify them as mortuaries. Given the existence of specialized mortuary camps at the large number of groups, Seaman (1986:576)

postulates that small social groups lived within small extractive territories and, correspondingly, few larger Adena village sites should be found.

The predominant Middle Woodland manifestation in Ohio was the Hopewell culture, which lasted from 100 B.C. to A.D. 500. This culture was characterized by elaborate geometric earthworks, enclosures, and mounds that were often associated with multiple burials and a diverse assemblage of exotic ceremonial artifacts (Brose and Greber 1979). Ceremonially, Hopewell appears to represent a continuation of the Adena culture, albeit on a more expanded and spectacular scale (Prufer 1964). Hopewellian trade networks were extensive, and the raw materials for ceremonial objects were obtained from various regions of North America (Seeman 1979).

Early understanding of the Hopewell culture was limited to the mounds and their contents. It is only in more recent times that an attempt has been made to broaden research efforts to include a wider context of Hopewellian lifeways in order to gain an understanding of the domestic side of life and to re-evaluate interpretations of the economic, ceremonial, social, and political aspects of the Hopewell culture. For example, Greber (1979) and others have re-examined some of the classic earthwork complexes first excavated at the turn of this century, such as Liberty (Harness) and Seip. Other researchers have delved into specific questions concerning rituals (Seeman 1979), exchange (Brose 1979), subsistence (Ford 1979; Wymer 1992), tool use (Yerkes 1990), and social interaction (Church 1984). Research into the domestic arena was begun with Prufer's (1965) landmark investigation of the McGraw site in Ross County, Ohio. Based on his research at this site and at others within the Scioto Valley (Prufer 1975), Prufer interpreted the Middle Woodland period as a dual tradition. One level or tradition was the Hopewell culture that consisted of vacant ceremonial centers surrounded by dispersed agricultural communities. A second tradition consisted of a local Middle Woodland tradition that did not participate in the Hopewell tradition.

The model of Hopewell settlement patterning has been tested in a series of recent excavations (Aument 1992; Church and Ericksen 1997; Dancey 1991; Dancey and Pacheco 1992; Genheimer 1992; Kozarek 1992; Pacheco 1992). Dancey (1991), Dancey and Pacheco (1992), and Pacheco (1992) support the interpretation of Hopewell habitations as dispersed agricultural hamlets associated with major earthwork complexes. Data from other parts of the state suggest interesting variability in Hopewell habitations. Aument (1992) points out that the

Marsh Run site in Franklin County and the Clarence Ford site in nearby Fairfield County are upland sites located along tributaries in the headwater portions of the respective drainages. Neither site is associated with an earthwork complex, and both appear to have been seasonally occupied. Church and Ericksen (1997) suggest that Middle Woodland sites in the Salt Creek valley in Ross and Vinton counties were part of dispersed communities that were located some distance from the major earthwork complexes. Excavations at the Stubbs Cluster along the Little Miami River (Genheimer 1997) confirm the dispersed nature of Hopewell settlement. Weller (2005) recently excavated the Haven site (33DL1448), an isolated hamlet in Delaware County, Ohio, which has preserved post-mold patterns identifying several Middle Woodland houses.

Using information from nonmound excavations (e.g., Prufer 1965), Ford (1979) has suggested a mixed horticultural and hunting-and-gathering economy for the Hopewell. Wymer (1997) posited that 60 to nearly 90 percent of seeds recovered from Ohio Hopewell sites are components of the Eastern Agricultural Complex—maygrass, erect knotweed, and goosefoot (*Chenopodium* spp.). Other significant cultigens include sumpweed or marshelder, sunflower, and yellow flowered gourd squash. Significant nut resources include hickory nuts (*Carya* spp.), black walnut (*Juglans nigra*), butternut (*Juglans cinerea*), acorn (*Quercus* spp.), and hazelnut (*Corylus americanus*). Nuts appear to have been important, but corn, although utilized, was not a dietary staple. Hunting was focused on the white-tailed deer. Other animal species taken included black bear (*Ursus americanus*), elk or wapiti (*Cervus canadensis*), beaver (*Castor canadensis*), various fish species, and mussels (Griffin 1968).

During the Middle Woodland period, the large Hopewell culture centers were located in the central Ohio Valley and the Scioto River valley of southern Ohio (Mayer-Oakes 1955). Mills (1914) recorded numerous mounds in the county. Mills (1914) also recorded several square earthworks that are almost certainly associated with the Hopewell culture (Blank 1984).

The Late Woodland period in Ohio (ca. A.D. 500 to A.D. 900) was previously viewed as a prehistoric “dark age” following the disappearance of elaborate earthworks and evidence of mortuary ceremonialism that defined the Hopewell period in the region. With the identification and excavation of several Late Woodland sites (e.g., Church 1987, 1990, 1992a; Gowan and Jackson 1995; Nass et al. 1990), this period is now viewed as a time of sociopolitical and subsistence change (Rafferty 1985; Railey 1984) that laid the groundwork for the development of ranked societies and intensive agricultural production during the Late Prehistoric period.

According to Braun (1988), the lack of stylistic complexity in both the ceramic and lithic assemblages of this period is evidence of sociopolitical change in the form of increased regional integration among villages. Changes in the subsistence regime indicate an increased focus on naturally abundant seed plants and an intensification of their utilization and manipulation by prehistoric groups. Related changes occurred in the production of ceramics that could withstand higher cooking temperatures and greater repetitive use, a shift toward increased regional sedentariness, a concomitant decrease in land use area, and a simplification of the chipped stone industry (Braun 1988). The continuation of mound construction, albeit on a lesser scale, may be seen as another indication of village integration.

In Ohio, these changes were evident throughout the Late Woodland period. Sites early in this period consist of small, nucleated settlements that are frequently located on bluff edges along major streams or rivers and have an encircling ditch or low earthwork feature. The Water Plant site (33FR155) is a Late Woodland site (occupied in the sixth century A.D.) near the confluence of the Big Walnut Creek and Scioto Rivers, west of the study area. Controlled surface collection identified 11 household clusters protected by a ditch and possible embankment, which was likely palisaded (Dancey 1998:9–11). The Zencor site is in the Scioto Valley, northwest of the Water Plant site. Its actual physical location is a bluff edge east of a bend in the Scioto. A ditch and palisade protected this site from approach from the east. Late Woodland houses at Zencor were 16 ft–26 ft (5 m–8 m) in diameter (Seeman and Dancey 2000: Table 5.2). Some Late Woodland sites were associated with small stone mounds that served as mortuary facilities. Ceramics at nucleated sites were grit tempered and point types were predominantly Chesser Notched and Lowe Flared Base types. The early Late Woodland sites are similar in settlement structure and artifact assemblages to Late Woodland Newtown phase sites described in northern Kentucky and southwestern Ohio (Church 1987). During the latter part of the Late Woodland period, nucleated communities appear to have been replaced by smaller, more dispersed seasonally occupied settlements that are variably located in terrace or floodplain locales, with an increased use of the uplands. Ceramics are tempered with a variety of materials, such as grit, chert, or limestone, and the predominant point types included Raccoon Notched and Jack's Reef pentagonal points, along with small triangular points (Church 1987). Cultivated plants occurred in higher frequencies, while almost all natural food resources were utilized.



Southern Ohio Late Woodland has historically been divided into five taxonomic cultural categories. These are the Newtown phase, Cole complex, Peters phase, Chesser phase, and Intrusive Mound culture. These groups obtained recognition after a series of rockshelter excavations conducted by Kent State University (Oplinger 1981; Ormerod 1983; Prufer 1981). As currently understood, these phases probably represent local variants of Late Woodland cultures.

### **Late Prehistoric**

The Late Prehistoric period in Ohio extended from approximately A.D. 900 to A.D. 1600. East of the study area, the Late Prehistoric period within the Muskingum drainage was represented by the Philo phase. These groups shared traits with the Monongahela culture of eastern Ohio and Pennsylvania, and with Fort Ancient groups to the south (Carskadden and Morton 1977). The Fort Ancient culture appeared in southern Ohio and surrounding areas between A.D. 960–A.D. 1000, its emergence from a Late Woodland base stimulated by an increasing reliance on maize agriculture, an increase in sedentism, and the influx of southern Mississippian influences (Brose et al. 1978; Essenpreis 1978). Along the Scioto River were Fort Ancient groups. At least three sites known to have Madisonville horizon pottery occur at the mouth of Paint Creek and the Scioto River, and one site sits along the lower Big Darby Creek (Drooker 2000:259). Both the Fort Ancient and Philo groups exhibit patterns of procurement and settlement different from that of their Late Woodland predecessors. In contrast, distribution studies conducted for the nearby Hocking Valley area indicated that the pattern of procurement during the Fort Ancient period was similar to that practiced by the Late Woodland cultures in the same region (Skinner and Norris 1982; Skinner et al. 1982).

In addition, this research has identified diachronic trends within the Fort Ancient sequence in ceramic and lithic assemblages (Henderson 1992; Henderson and Turnbow 1987). Fort Ancient peoples built villages with extensive plaza areas; some lived in semi-subterranean and wall-trench houses, although some houses are recognized only by postmold configurations (Drooker 2000:228–254).

Subsistence data from these sites indicate a diverse pattern of plant exploitation and a multiple plant-oriented subsistence strategy with three distinct components: plant cultivation, wild plant gathering, and wild nut collecting (Henderson 1992). Cultivated plants include corn, squash, and beans, although they have not been directly recovered from Early Fort Ancient sites

(Henderson 1992). Animal exploitation was geared toward the procurement of large terrestrial species such as deer, bear, elk, and turkey, and differed little from the preceding Late Woodland period. A variety of small mammals, birds, fish, and shellfish constituted minor percentages of the diet.

Although Fort Ancient circular villages such as SunWatch (33MY757) are well known, another aspect of settlement and social organization consisted of small sites inhabited by kin-based groups who occupied several households. However, due to the few early Fort Ancient sites that have been excavated, only tentative inferences can be made. Riordan (2000:404–405) documented several small Fort Ancient sites that might have been resource extraction locales or isolated homesteads in the Upper Little Miami valley and its tributaries.

### **Protohistoric**

Around A.D. 1550, Late Prehistoric groups in western Pennsylvania procured materials that indicate an indirect contact with European settlers (Herbstritt 1983). These materials include wire-wound faceted beads, copper tinklers, and native-manufactured artifacts such as triangular glass and metal pendants made from imported European goods. In contrast to later sites, there is no change in intrasite patterning or subsistence procurement strategy. Recognition of protohistoric sites is based solely on the occasional occurrence of European trade items (Skinner and Brose 1985). This influx of trade items is documented in the Middle Ohio valley ca. A.D. 1650 to A.D. 1750 at two contact period sites in Greenup County, Kentucky (Pollack and Henderson 1983). The difficulty in recognizing these sites given the limited changes in the material culture undoubtedly has resulted in the lack of proper protohistoric designations.

## **HISTORIC CONTEXT**

### **Franklin County, Mifflin Township**

#### **Settlement (1795–1819)**

Following General Anthony Wayne's defeat of Native American forces at Fallen Timbers in 1794, Native American tribes in Ohio signed the Treaty of Greenville in 1795. The treaty created a line separating Native American lands from lands open to Euro-American settlement. Native American territory was located north and west of the treaty line; in Ohio, this land was primarily located in the northwest quarter of the state. Surveyors laid out the line in 1797 (Knepper 2002).

In 1785, the federal Congress enacted a land ordinance to provide procedures for the survey and sale of land in the public domain. This land was to be divided into six-mile-square townships created with north-south and east-west running lines. Townships were further subdivided into 36 one-mile-square sections. Each subsection of this giant grid pattern was to be numbered in a regular and consistent sequence.

### **Mifflin Township**

Originally covered by a dense forest with a variety of timber, the region that later became Mifflin Township had the benefit of two major watercourses: Alum and Big Walnut Creeks. Marked by steep shaley banks, they are the exceptions to the otherwise relatively flat terrain. In 1799 or 1800, the first settlers, largely emigrating from Pennsylvania, began arriving. Clearing the land, they exposed rich bottomlands and fertile uplands, which produced quality wheat. The first settler in the area is believed to have been William (later Judge) Read. Frederick Agler, George and Barbara Baughman, John Starrett, and James Price (1811) were also early settlers (Historical Publishing Company 1901).

By 1802, Ohio had gained sufficient population to become a state, and Congress accepted Ohio as a state in 1803 (Knepper 2002). While some portions of Ohio and Franklin County were surveyed into sections, Mifflin Township was not. Mifflin Township was part of the U.S. Military District, created by Congress in 1797, in which lands were set aside for soldiers of the Continental (Revolutionary) Army and other proceeds from the sale of land were used to fund schools in Connecticut. Townships were five miles in length and width with interior subdivisions of townships left to local control (Sherman 1925:93-94).

Mifflin Township, originally part of the old Liberty Township created with the organization of the county, was established and attached to Plain Township until it was officially organized in 1811. The first brick houses were built in 1815 by Judge William Read and Andrew Agler. Church services began in 1819; Reverend Washburn of Blendon led the Presbyterian congregation and Reverend Hankle was the Lutheran pastor. These two sects became prominent in Mifflin Township. Ebenezer Dean built the first sawmill early in the history of the township, probably before 1825.

In 1825, D. Stygler moved to Mifflin Township. The Styglers were prominent in local affairs [Williams Bros. 1974 (1880)]. Gahanna/Bridgeport, platted in 1849 and 1853 by John Clark and Jesse Baughman, respectively, became the largest village and boasted the first post

office (1849), and the first and only gristmill in the township (1859) [Historical Publishing Company 1901; Williams Bros. 1974 (1880)].

By 1850, the population of Mifflin Township was 1,095, including 300 migrants. The census that year indicates the majority of these migrants (249) were from the Mid-Atlantic states, primarily (191) from Pennsylvania. Thirty-four came from the southern state of Virginia and 16 came from New England. Though agriculturally based, immigrants settled in Mifflin Township lured to some extent by its proximity to the industrial center of Columbus. However, the Pennsylvania Dutch community was most likely the attraction for the majority of immigrants. Of the 66 immigrants enumerated in Mifflin Township, 51 were from Germany (Wilhelm 1982).

### **Early Development and Canal Era (1820–ca. 1850)**

Early forms of transportation encouraged settlement and subsequent agricultural development, providing a means for distributing produce to distant markets. Later forms also provided for the movement of people within the developing urban and suburban environments. The early roadways through the region were no more than former Indian trails. Three paths of travel crossed this area and shaped patterns of development. The earliest was the road from Granville to Worthington (present State Route 161). This path linked together two pioneer communities of New England ancestry and was the primary means of opening up the northeast corner of Franklin County to initial settlement. The second path linked the city of Columbus, designated capital of the state in 1816, with Johnstown and other settlements to the northeast. Both of these roads were clearly established by the early 1840s (Anonymous 1842). The third, and later path led north from the intersection of the other two paths and connected with the settlement of Condit in Delaware County. This road was in use by the 1850s (Graham 1856) [Figure 3]. Other early roadways through the region include the National Road (1834) as well as local roads such as Agler, James, and Price Roads (ca.1850). Stelzer Road first appears on the Caldwell et al. (1973 [1872]) atlas (Figure 4).

State legislators came to the realization that in order to attract more people to Ohio, they would have to prove to potential settlers that the state had adequate market access. The success of New York's canal system inspired legislators in Ohio to build their own canal system, and surveying for potential canal routes was officially authorized in 1822. Construction was authorized on February 4, 1825 (Canal Society of Ohio 1975; Gieck 1988).

The construction designs for Ohio canals were mostly copied from the successful designs of the Erie Canal in New York, built between 1817 and 1825 (Shank 1995). Canals consisted of a waterway for narrow boats, with a path on one side for draft animals to pull the boats. Where the waterway had to change levels, a lock was used that essentially created a hydraulic step upward or downward.

The Ohio & Erie Canal, constructed near Mifflin Township from ca.1827–1830, played an important role in its early economic and demographic development. The 12-mile (19.3-km) Columbus Feeder ran north from the west side of Lockbourne and linked Columbus to the main trunk of the Ohio & Erie Canal (Gieck 1988). Begun on April 20, 1827, this feeder took four years to complete. The canal's water supply came from a dam across the Scioto River in Columbus. The navigable feeder joined the Ohio & Erie Canal at Lockbourne through eight locks. The first boat along the canal, the Governor Brown, traveled the canal on September 23, 1831 (Adkins 1997). Although the profitability of the canals seriously declined after the development of railroads beginning in the 1850s, the canals were not abandoned as a means of transport until a major flood in 1913 severely damaged the canal system, after which the state discontinued their use and maintenance.

The Ohio & Erie and other canals in Ohio were vitally important to the early growth and development of the state. When Ohio gained statehood in 1803, most of its territory was still a forested wilderness. Where roads existed at all, they were usually poorly maintained and sometimes impassible for wagons. Since most settlers were farmers, it was imperative for them to have access to outside markets, primarily eastern markets, in order to achieve economic success. The lack of transportation networks also limited the appeal of the land to prospective settlers, retarding the pace of settlement (Gieck 1988).

With the opening of the canal, Ohio farmers finally had the market access they required. The Ohio & Erie Canal led to Lake Erie (for shipping wheat and flour to New York) and to the Ohio River (for shipping pork to southern markets). The prices that farmers could obtain for agricultural commodities increased greatly. The canal lowered the cost of imports, and residents of the interior of Ohio finally gained affordable access to hard-to-find staples such as salt and coffee and to manufactured goods. The canal also benefited farmers by raising the value of their real estate. Property values in the 37 counties through which a canal flowed increased 14 times between 1826 and 1859. Ohio's population grew dramatically during the 1820s and 1830s as the



canals improved access to and increased the viability of Ohio's farmland. While less of a factor in Franklin County, the presence of the canal spurred the development of some of Ohio's major and mid-level cities, including Cleveland, Akron, Massillon, Newark, Chillicothe, and Portsmouth (Gieck 1988). Also, the canal led to the creation of Lockbourne, Groveport, and Canal Winchester in southern Franklin County.

### **Early Twentieth Century (ca. 1893–1930)**

At the beginning of the twentieth century, a movement began to improve the road system in Ohio. This road improvement movement was largely due to the popularity of bicycling and the growing availability of the automobile at the time. Because the railroads had dominated transportation until the 1900s and 1910s, many roads were still unpaved. State legislators pushed for a road network oriented toward the automobile. By 1911, state roads were designated with numbers, and state funds were made available for their maintenance. The push for a paved national highway system occurred in the first three decades of the twentieth century. By the First World War, roads were being used by both long-distance passenger driving and motorized trucking. This led to the organization of movements for publicly financed paved roads (Aumann 1954; Ohio Department of Highways 1930). In 1925, the Joint Board on Interstate Highways met to select a system of inter-state roads that were to be designated as "United States Highways." The Columbus Road through Franklin County subsequently became U.S. 23 (Ohio Department of Highways 1930).

### **Mid-Twentieth Century (1930–1960)**

The Depression of the 1930s signaled a collapse in agricultural production (Noble and Korsok 1975). As a result, many people migrated to urban centers, desperate to find work. The flood of people to urban areas resulted in a suburban sprawl that commenced in the 1930s. The involvement of the U.S. in World War II hindered development slightly, but the return of GIs brought an explosion of suburban growth.

The end of World War II saw a slight increase in agricultural production (Noble and Korsok 1975). Farming practices shifted from farms that traditionally fielded several crops on smaller amounts of acreage to farms that fielded only one crop on a larger amount of acreage (Keifer 1972). Because Mifflin Township is near the expanding Columbus metropolitan area, residential and commercial development has been encroaching since the 1980s.

## LITERATURE REVIEW

The following information is summarized from Terpstra et al. (2007) only in as far as is relevant for the current investigation. Douglas Terpstra, M.S., conducted the cultural resources data collection on July 14–20, 2006, and October 27, 2006. The following sources were examined at the Ohio Historic Preservation Office (OHPO):

1. National Historic Landmark (NHL) list;
2. NRHP list and files;
3. NRHP formal determination of eligibility (DOE) list and files;
4. NRHP consensus DOE and preliminary DOE lists;
5. Inactive NRHP nomination files;
6. Draft NRHP nomination files;
7. Current, old, and not eligible NRHP questionnaires files;
8. Troutman's (2003) *Ohio Cemeteries: 1803–2003*;
9. Ohio Archaeological Inventory (OAI) maps;
10. OAI forms;
11. Mills' (1914) *Archeological Atlas of Ohio*;
12. Contract archaeology and history/architecture reports; and
13. OHPO Online GIS.

The literature review indicates that no cultural resources have been identified in, and no cultural resources surveys have been conducted in, the project's direct effects APE. It is noted that a large number of cultural resources investigations have been undertaken in the areas north, west, and northeast of the brushy wooded area west of Stelzer Road (Addington and MacMinn 1978; Earth Tech and NES 1997; Frye and Immel 1980; Gibbs et al. 2001; Kramb 1999; McDaniel et al. 1992; Seitz and Mustain 2005)[Figure 2]. Most of these archaeological surveys found one or more prehistoric sites/components, and several historic sites/components were discovered as well. Seitz and Mustain (2005) recorded 33FR2526, which was a historic residential site with a minor prehistoric component (Table 1) and another minor historic site, an associated dump, 33FR2525. Both were determined not eligible for NRHP listing and appear to have been destroyed by ongoing construction. A historic residential site was recorded at 33FR1334 and it was determined not eligible. Frye and Immel (1980) recorded one substantial multicomponent prehistoric site in the Alum Creek Valley (33FR112), and another in nearby uplands (33FR111). Frye and Immel (1980) also recorded the Johnstown Pike Toll House on Johnstown Road. Additionally a Kirk Stemmed projectile point was recorded by L. Weddell and

J. E. Bowen for a bluff area just west of the Airport Golf Course. The projectile point was inventoried as 33FR946, but subsequent development likely has destroyed any other artifact associations in the vicinity of the point. Three unassigned prehistoric and historic sites were recorded next to Stelzer Road, north of the study area (McDaniel et al. 1992). On the eastern bluff overlooking the Big Walnut Creek Valley, a Woodland mound and lithic scatter (33FR447) and a prehistoric lithic scatter (33FR448) were recorded by Julie Kime of the Ohio Historical Society.

Two early atlases (Caldwell et al. 1973 [1872]; Graham 1856) and the 1900 Westerville (USGS 15' topographic map) [Figures 3–5] were examined for evidence of early buildings within or near the study area. Two buildings, atlas sites 1 and 2 (AS 1 and AS 2), were noted west of Stelzer Road on the 1900 Westerville quadrangle (Table 2). These would be in or near Area 1 (Figure 6). Whether or not archaeological sites are found at these locations depends on conditions of abandonment and demolition, the widening of Stelzer Road (which may have destroyed any archaeological evidence of them), and uncontrollable locational errors associated with historic maps.

#### **RESEARCH EXPECTATIONS**

The research expectations are tempered by the possibility that one or more areas to be surveyed will be impacted by disturbances, due to the urbanized nature of the area. However, the brushy wooded area west of Stelzer Road is a likely place for historic residential sites and the bluff edge overlooking Big Walnut Creek is a likely place to find prehistoric sites. The likelihood of finding informative historic sites depends on site abandonment processes and post-abandonment cultural transformations (e.g., did a residential site burn or was it bulldozed?) as well as the nature of the original occupation. Both prehistoric and historic site integrity is often conditioned upon a relative lack of modern disturbance, which tend to damage artifact associations and lead to the destruction of archaeological information. Because it is an upland area devoid of any elevated landscape features and distant from water, it is considered less likely that a substantial or large prehistoric residential site would be found within the brushy wooded area west of Stelzer Road, although isolated finds and small lithic scatters are likely. Although the bluff edge areas at the golf course are prime locations to find archaeological sites, the extent of modern disturbance due to the intensive landscaping of the golf course may preclude the current survival of any substantial prehistoric sites.

## CHAPTER 3: METHODS

### ARCHAEOLOGICAL FIELD METHODS

Two methods of archaeological investigation were utilized during the archaeological reconnaissance survey: visual inspection and shovel test pit (STP) excavation. The entire study area was subjected to visual inspection. Visual inspection is an examination of the study area in an effort to identify readily apparent archaeological remains (i.e., mounds, building remnants), buildings or structures or remnants thereof, and areas that might be disturbed or otherwise unlikely to possess archaeological remains (i.e., low, wet areas, areas with excessive slope).

Wooded and grassy areas within the study area were investigated by STP excavation. This testing strategy was utilized to determine the presence of archaeological resources in areas that had less than 15 percent slope, less than 50 percent ground surface visibility, and exhibited no obvious signs of disturbance. The interval between the STPs was 50 ft (15 m). STPs were 20 by 20 in (50 by 50 cm) in size and, in relatively undisturbed soils, excavated down to a depth of 4 in (10 cm) into the subsoil. STPs in disturbed areas were excavated either down to the subsoil, or to a depth sufficient to confirm the disturbed nature of the soil. The nature of the soils was recorded and the soil carefully screened (0.25-in hardware cloth) to determine if artifacts were present. When artifacts were found, radials were excavated at 24.6 ft (7.5 m) intervals along the grid to determine the extent of the site (expecting between two adjacent STPs that were positive).

Survey areas were established based upon field boundaries and visibility/ground cover. A datum was established for each area. If STPs were dug, the datum was used as the origin of a grid for the STPs, which were numbered according to the number of meters north or south and east or west of the datum. Notes were taken on each STP, recording soil characteristics and the presence of cultural material. The locations of datum points for each area, either at the initial STP or other identifiable place (e.g., field corner or edge), were recorded using a Trimble GPS unit. Additional notes were taken on the surface collected sites, including their topographic positions.

Additional field notes record field conditions, methods of investigation, STPs, etc. Photographs of the study area were taken as deemed appropriate. A record of the photographs was kept in a photo-log, and photographs taken during the archaeological survey were keyed to project mapping.

## ARTIFACT ANALYSIS

### Lithic Analysis

Lithic materials are the most durable artifacts collected on prehistoric sites. Although prehistoric peoples utilized many organic materials, lithic material is often the only evidence of prehistoric activity to survive. Lithic materials from archaeological sites are usually divided into two general categories: debitage and tools, although as noted below cores do not fit in either category.

### Debitage Analysis<sup>1</sup>

The debitage analysis consisted of sorting the material into two broad categories: shatter and flakes or fragments thereof. Shatter was defined as debitage pieces exhibiting no obvious dorsal or ventral surfaces, which are usually blocky and angular in appearance. Attributes recorded for shatter were limited to raw material, presence or absence of cortex, evidence for heat alteration, and weight.

Flakes were identified as either bipolar (exhibiting points of applied force at opposing ends of the flake) or whole. Flake fragments were identified as either proximal fragments, distal fragments, or medial fragments. Also recorded for flakes/flake fragments were the following attributes (if present): raw material, amount of dorsal surface cortex (none, less than 50 percent, 50 percent or more but less than 100 percent, and 100 percent), platform surface (cortical, flat, or complex), presence of platform edge trim (present, absent, or indeterminate), platform edge grinding (present, absent, or indeterminate), flake termination (feathered, stepped, hinged, or plunging), evidence for heat alteration, length, width, thickness, and weight. These attributes are discussed below.

### Definitions of Variables and Variable States

- Lithic raw material: Flakes were macroscopically inspected to determine the most likely geological sources of raw materials, employing the chert reference collection in the ASC Group artifact laboratory. This variable monitors procurement activities, selectivity in the use of different chert types for different technological purposes, and serves as a means for estimating mobility and/or exchange networks.
- Dorsal surface cortex: Cortex is defined as any exterior piece of a lithic material that does not exhibit a humanly induced fracture scar and may therefore occur in a wide variety of forms, including weathered, discolored or stained surfaces, joint planes, patination, or adhering geological matrix. "This definition differentiates between cortex

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<sup>1</sup> Adapted from Cowan and Weinberger (2004).



and the non-cortical surface, which is any humanly induced fracture surface" (Ahler 1987; Odell and Henry 1989).

Flakes and flake fragments were categorized for absence, presence, and extent of cortical coverage. Flakes with cortex were distinguished as having cortex on less than one-half of the extant dorsal surface, or as having extensive cortical coverage, operationally defined as covering 50 percent or more of the extant dorsal surface or the entire surface. Dorsal surface cortex may be indeterminate in cases of severe heat-spalling of the dorsal flake surface.

The presence of cortex on dorsal flake surfaces indicates that flakes were detached from the outer surfaces of raw materials that had little prior modification. Assemblages dominated by flakes lacking cortex represent flake production from cores or tools that were extensively modified prior to their introduction to a site or assemblages in which raw materials were being extensively shaped. The maintenance of existing tools, for example, should result in the deposition of few, if any, cortical flakes.

Striking platform surface: Three variable states are distinguished for the character of the surface of the striking platform remnant:

- Cortical – Platform is unaltered and exhibits cortex;
- Flat – A single, flat, concave, convex, or undulating surface not covered with cortex;
- Complex – Presence of two or more flake scars.

The striking platform is the surface of the core to which force is applied to detach a flake. The geometry of the striking platform surface and its angular relationship to the proximal portion of the core face is an important variable in controlled flake detachment. The striking platform surface and the adjacent core face must often be shaped to accept the application of flaking force. Careful platform preparation is especially critical for the detachment of thin flakes where the blow must be placed near the edge of the striking platform.

In general, cortical platforms are most common on unprepared or minimally prepared flake cores or on raw materials in the initial stages of tool shaping. Bifaces have complex edges, and flakes from bifacial cores or tools commonly exhibit multi-faceted platform remnant surfaces.

Platform edge trim: Platform edge trimming is denoted on the flake by the presence of small flake scars on the dorsal face of the flake emanating from the edge of the platform surface. These small scars are the result of rasping or crushing off the overhang above the concavities of

previous bulbar scars on the core face and contouring the core face to a convex surface immediately adjacent to the striking platform edge. Core face trimming is coded as present or absent.

Platform edge trimming is not a necessary platform preparation procedure if the flaking blow is to be aimed at a non-marginal portion of the core's striking platform. Non-marginally applied force is used to detach thick flakes from a core. The detachment of thin flakes from a core requires that the flaking blow be applied to the margin of the striking platform and that the core face is convex, both along the axis of flake removal and perpendicular to that axis. Core face trimming will therefore be prevalent whenever thin flakes are to be detached and whenever it is desired to thin a tool surface without markedly narrowing the striking platform.

Platform edge grinding: Grinding is denoted by the abrasive rounding of the platform edge, particularly of small protrusions along the edge. Abrasion of the striking platform edge removes minor edge profile irregularities and strengthens the edge to prevent the collapse of the platform under force application. Platform edge grinding is not a necessary step in platform preparation if force application is to be applied to a non-marginal platform surface, but is particularly useful if long, thin flakes are to be detached from thin core edges, as in bifacial tool shaping. Platform edge grinding is coded dichotomously as present or absent.

Flake termination: Four variable states are distinguished for the character of the distal end of a flake.

Feathered-Distal end exhibiting a sharp edge resulting from the smooth termination of force that gradually shears the flake from the objective piece;

Stepped-Distal end exhibiting a 90 degree angle with the ventral surface resulting from abrupt termination of force that causes the flake to snap;

Hinged-Distal end that is rounded or blunt resulting from the force used to create the flake rolls away from the objective piece;

Plunging-Distal end that curves in toward the ventral surface resulting from the force used to create the flake curving in toward the objective piece.

Heat treatment: Purposeful heat treatment is a highly controlled process designed to reduce the tensile strength of the chert (typically by 40–70 percent) to improve chert fracturing properties and reduce the amount of force required to fracture the stone, thereby increasing the knapper's control over the fracturing process. Heat treatment is often difficult to detect, but

heat-treated cherts usually exhibit more vitreous fracture surfaces than those of non-heat-treated surfaces and may exhibit distinctive color changes as a consequence of oxidized iron impurities. Heat treatment is coded as present or absent. Where indeterminate or ambiguous, it is coded as absent.

Length, width, and thickness Maximum dimensions of these variables are measured to the nearest 0.01 mm.

Weight Weight of the artifact is measured to the nearest 0.1 gram.

Flake sizes vary with the size of the core and with the purposes of flake removal. Relatively large, thick flakes may be created in order to use the flakes as tools or when flakes are to be used as blanks for highly shaped tools; relatively large, thick flakes may also be produced in the process of shaping a core or in the initial stages of tool-shaping. Flakes tend to decrease in size through the production stages of a tool. Flake weight is also a useful measure of overall flake size.

### **Tool Analysis**

The tool analysis consisted of classifying the tools based on their nominal attributes. The classification of a tool is based upon the presumed primary function of the tool or, in the case that the particular function of a tool cannot be determined, is descriptive in nature. The classification of some tools, in particular projectile points, allows a determination of temporal or cultural affiliation. Tool analysis involves recording the metric attributes (length, width, and thickness) of the tools if possible, along with raw material, presence or absence of cortex, and the presence or absence of heat alteration. The following type of tool was identified:

- *biface*: bifacially worked objects in the early or advanced stages of reduction or fragments thereof. This type excludes projectile points and drills. The stages (1–5) are based on those defined by Callahan (1979), as described below.

Callahan (1979:9) defined a generalized biface reduction model based on five stages. Stage 1 is characterized by production of the biface blank, or as Callahan termed it “obtaining the blank.” Stage 2 is the initial edging of the biface. Stage 3 is the primary thinning of the biface, while Stage 4 is characterized by secondary thinning. Primary thinning is characterized by the creation of a lenticular cross-section shaped biface with a width-thickness ratio of 3.0–4.0. Secondary thinning flattens the cross-section of the biface (width-thickness ratio is >4.0) and

prepares edges for hafting or utilization (i.e., serration or edge adjustment) in later stages. Stage 5 is characterized by final shaping and sharpening of the biface.

In addition, a chert core was recovered. Although cores are not usually considered to be stone tools, they are also not considered to be debitage, so they form their own category. They are defined thusly:

- *core*: a nucleus of mass of material that shows signs of detached piece removal. A core is often considered to be an objective piece that functions primarily as a source of detached pieces (Andrefsky 2005:254).

### **Lithic Raw Material Identification**

Efforts to identify the sources of the lithic raw materials utilized at archaeological sites is often problematic, due to the fact that on the one hand, there can be great variations of attributes between chert samples taken from the same source, and on the other hand, there are similarities in the attributes of cherts from different sources (Odell 2003). For example, it can be difficult to distinguish Columbus from Delaware chert. Further complicating the situation is the fact that the study area is located on Wisconsin glacial deposits (Pavey et al. 1999), with cobbles of cherts from a variety of sources scattered throughout and no doubt utilized by the prehistoric inhabitants of the region.

For the purposes of this investigation, the following chert types were utilized: Columbus/Delaware, Vanport, and unidentified. Unidentified cherts refer to cherts with attributes that could not be found in the literature or type collection, or exhibiting attributes too similar to two or more types to permit an accurate determination. These materials are defined below.

#### **Columbus/Delaware Chert**

While there are separate Columbus and Delaware formations, the cherts in these formations are often difficult to distinguish from one another. Therefore, for the purposes of analysis, both types are essentially treated as one. The chert-bearing Delaware formation is within the marine limestones and dolomites of the Devonian system. This formation extends in a narrow band from western Pickaway County north through Franklin, Delaware, Marion, Wyandot, Crawford, Seneca, Huron, Sandusky, and Erie counties and is also present in northwest Ohio in Lucas, Wood, Henry, Defiance, Putnam, and Paulding counties. Delaware chert is tan to dark gray in color with relatively large lighter colored areas creating a mottled

appearance, and often exhibits tiny ostracod inclusions (Stout and Schoenlaub 1945; Vickery 1983).

The chert-bearing Columbus formation is within the marine limestones and dolomites of the Devonian system. This formation extends in a narrow band from western Pickaway County north through Franklin, Delaware, Marion, Wyandot, Crawford, Seneca, Huron, Sandusky, and Erie counties and is also present in northwest Ohio in Lucas, Wood, Henry, Defiance, Putnam, and Paulding counties. The flint ranges in color from light mottled gray to brown (Stout and Schoenlaub 1945; Vickery 1983).

### **Vanport Chert**

The Pennsylvanian-age Vanport member extends northward from Scioto and Lawrence counties on the Ohio River to Stark County. The most notable chert deposit within this member occurs in its central portion (in Licking and Muskingum counties) and is known as "Flint Ridge flint." This high-grade chalcedony was used extensively throughout prehistory, as evidenced by numerous aboriginal quarry pits on Flint Ridge itself, and by the fact that artifacts diagnostic for all of the different prehistoric temporal periods were fashioned from it. It occurs in a vast array and mottling of colors, is sometimes banded, and is of high lustrous quality (DeWert 1980; Stout and Schoenlaub 1945).

### **Historic Artifact Analysis**

The historic artifacts were initially sorted based on material, manufacture, and function. Artifacts were separated into three broad material categories: ceramics, glass, and other. Artifacts were then sorted into subcategories defined within each of the material categories. The ceramic artifacts were initially sorted into the following ware types: whiteware, ironstone, porcelain, and redware. Ware types are distinguished on the basis of paste color, paste texture, glaze, and decoration; attributes generally recognized as temporal indicators for historic ceramics. The ceramic classifications and chronologies formulated by Ketchum (1983, 1987, 2000), Lehner (1988), Lofstrom et al. (1982), Magid (1984) and Raycraft and Raycraft (1990) were among the sources used to identify and date the ceramic types represented in each of the assemblages. Architectural brick was also included in the ceramic material type. Glass identification and temporal affiliation followed studies by Deiss (1981), Ketchum (1971), Lorrain (1968), Munsey (1970), and Putnam (1965).



## CURATION

The artifacts and field notes from the archaeological project will be curated at a public repository such as the Ohio Historical Society, Columbus, Ohio.

## CHAPTER 4: SURVEY RESULTS

### ARCHAEOLOGICAL SURVEY

Archaeological survey for the project was carried out on August 14–16, 2007. Weather conditions were generally hot and sunny. Temperatures varied between 75 and 90 degrees Fahrenheit. For ease of note-taking, the study area was subdivided into three survey areas, based upon parcel boundaries. Area 1 was the 15.9 acre brushy wooded area west of Stelzer Road. Areas 2 and 3 were small parcels on the rough of the Airport Golf Course. Both Area 2 and Area 3 were on the bluff edge overlooking Big Walnut Creek (Figure 2).

#### Area 1

A large, mostly wooded area was surveyed for archaeological resources (Figure 7, Sheets 1 and 2; Table 3; Plate 1). The east, south, and most of the west side of this parcel was fenced but the north side was open to the field beyond. A 10-m (30-ft) wide mown strip was maintained next to the fence, except on the north side. The interior of the parcel was characterized mostly by mature trees with a fairly open understory with several very dense brushy areas. A grassy area with a few scattered trees and bushes was in the central northern part of the parcel and was surrounded by woods on three sides. The terrain was relatively flat. Southeast of the wooded area is a taxi depot for the airport. The taxi depot comprises a paved parking lot and building and was not surveyed. The parcel is about 920 ft (280 m) north-south by 790 ft (240 m) east-west. AS 1 and AS 2 were recorded on the 1900 Westerville (15' USGS topographic map) on the east edge of Area 1, adjacent to Stelzer Road (Figure 6). A 1938 aerial photograph in the possession of ASC Group shows the eastern edge of Area 1 and depicts several possible residential buildings and scattered trees, and what appears to be a pasture or meadow. Given the agricultural usage of this area during early periods, it appears likely that Area 1 has been plowed.

As surface visibility was low, 0–20 percent, the entirety of Area 1 was shovel tested using a 49-ft (15-m) interval. Thus, 259 STPs were excavated on this grid. Three STPs were positive for artifacts, so an additional 9 radials were excavated at 24.5-ft (7.5 m) intervals from the original positive units. One radial excavation was positive

In general, soil stratigraphy in Area 1 varied from what was expected. Although some STPs had profiles indicative of Bennington-Pewamo association soils (USDA, SCS 1980), the subsoils encountered in the study area were often more sandy than the type descriptions would imply. Also, the topsoils (which are former plow zones) tended to be lighter in color than the

type descriptions. Thus, a typical description of soils in STPs within Area 1 would be a brown (10YR 5/3) sandy clay loam plow zone of 16 in (41 cm) depth, underlain by a yellowish brown (10YR 5/4) clayey sand. Variability included a subset of STPs that had redder subsoils (e.g., brown 7.5 YR 5/3) and dark gray plow zones (e.g., dark grayish brown 10YR 4/2). Some STPs, particularly in the southern part of Area 1, had clay loam soils.

Two archeological sites were located during shovel testing and are described below.

### **33FR2702**

A historic site was located initially at 30N 75W and 30N 90W within a wooded area (Figure 7, Sheet 1; Plate 2). At 30N 75W, the STP excavation encountered a light gray (10YR 7/1) clay loam plow zone (0–10 inbs/0–25 cmbs) with chunks of charcoal. In this stratum, four asbestos tile fragments were recovered. Below, a pale brown (10YR 6/3) clay loam subsoil was sterile. At 30N 90W, the soil stratigraphy was similar and many more artifacts were found ( $n = 23$ ). Items collected included 11 container glass sherds, 10 whiteware ceramic sherds (after mending), and two ferrous metal fragments. Of note were two container glass sherds which displayed embossed partial scripts. The first appears to read “SON” (Plate 3A), as in “MASON,” and the other was also a partial script, probably “Ball” (Plate 3B). These represent fragmented canning jars. A whiteware cup or sugar bowl sherd, which was molded and had a decalcomania decoration was mended from six fragments (Plate 4A). Also a whiteware handle sherd with a molded decoration was mended from two fragments (Plate 4B). The mold decoration was similar to the cup or sugar bowl pattern. A whiteware platter sherd was also mended from eight fragments (Plate 4C). A split whiteware sherd had a decalcomania decoration (Plate 4D). Decalcomania decorations date the sherds to 1890-present (Magid 1984). Also, a colorless standardized machine-made screw thread closure dates to 1919-present (Deiss 1981). Based on the diagnostics and the presence of asbestos tile, whose popularity peaked in the 1950s, 33FR2702 dates to the twentieth century.

Five radials were excavated at 24.5 ft (7.5 m) intervals around the two positive STPs. The radial at 37.5N 75W proved to be positive for artifacts; one undecorated whiteware sherd was found in the plow zone. Charcoal chunks were encountered in the plow zone of 37.5N 90W, although no artifacts were encountered. All other radials were negative. The site was recorded as a historic scatter measuring 24.5 ft (7.5 m) by 49 ft (15 m) in size (Table 4). No buildings

appear on early atlases or topographic maps (Figures 3–5). No evidence of an in situ building foundation or other historic features was noted on the ground.

### **33FR2703**

This prehistoric isolated find was discovered in the woodlot (Plate 5) as the result of a STP excavation at 165N 60W (Figure 7, Sheet 1). Soils at this location were recorded as Pewamo-Urban Land complex. The STP excavation penetrated a 10-in (25-cm) deep light gray (10YR 7/1) clay loam plow zone underlain by a yellow (10YR 7/6) clay loam subsoil. Within the STP an unidentified chert core was recovered (Plate 6A). It did not appear to be heat altered and cortex was visible on the piece's surface. Excavation of four radials at 24.5-ft (7.5-m) intervals, as well as the surrounding STPs, did not recover other artifacts. It is not known why an isolated core was found without any debitage. The site was arbitrarily assigned a 3.3 ft by 3.3 ft (1 m by 1 m) site size (Table 4) and is temporally unassigned.

### **Area 2**

Area 2 was a small area of bluff edge along Big Walnut Creek. It was part of the rough for the Airport Golf Course. It was approximately 0.7 acres (0.3 ha) in size and consisted of a grassy area with scattered trees (Plate 7) just east of the fairway and green for the seventh hole (Figure 8; Table 3). It was bounded on the north by a ravine, on the south by a building and a parking lot. Surface visibility was 0 percent. It appeared to be less graded than the rest of the golf course, so it was one of two areas selected for shovel testing.

The dimensions of the area were about 360 ft (ca. 110 m) by 80 ft (ca. 25 m) and it was slightly wider in the southernmost part, so two 49-ft (15-m) transects were excavated throughout the area. A third transect was added in the southernmost part, for a total of 17 STPs. Three of the STPs proved to be disturbed. For example, when 0N 30W was excavated a gray (10YR 6/1) silty clay loam was intermixed with a light yellowish brown silty clay loam A-horizon (10YR 6/4) was noted. Gravel and asphalt pieces confirmed the interpretation that this location was disturbed. Soils in this area were Bennington-Urban Land complex, 2 to 6 percent slopes. A prehistoric site, 33FR2704, was identified in the southernmost portion of Area 2.

### **33FR2704**

A small prehistoric site was identified initially in 0N 105W where the excavators recovered what they thought was a piece of chert debitage. Radials were excavated in the grid north, east, and south directions but not in the west direction, due to the presence of the parking

lot immediately grid west (closer to true southwest) of the STP (Figure 8). The area was grassy (Plate 8). At 0N 97.5W, a Columbus/Delaware flake fragment and a Vanport flake fragment were recovered. At 7.5N 105W, a Vanport Stage 3 biface fragment and a Columbus/Delaware flake fragment were also recovered (Plate 6B). In Callahan's (1979) typology of bifaces, a Stage 3 biface has undergone primary thinning, but has neither been prepared for hafting, nor has had a final edge prepared. Subsequent laboratory analysis determined that the original find (at 0N 105W) was not in fact a cultural artifact, but instead was field chert. Soil stratigraphy in the area where the site was identified consisted of a dark brown to grayish brown (10YR 3/3-10YR 5/2) silt loam plow zone, generally about 5.9 in (15 cm) thick, underlain by a yellowish brown to light yellowish brown (10YR 5/4-10YR 6/4).

Site 33FR2704, which could not be attributed to a particular prehistoric time period (Table 4), was a minor lithic scatter of four artifacts that were collected from two radial excavations. The site size is 33 ft (10 m) by 16.5 ft (5 m). It is not certain if these artifacts were once part of a larger bluff-edge destroyed by golf course or parking lot development.

### **Area 3**

This was an approximately 0.6-acre (0.2-ha) grassy and wooded rough area southeast of the fairway for the sixth hole of the Airport Golf Course (Figure 9; Table 3). Its measured 98 ft (30 m) by 246 ft (75 m). Surface visibility was 0-25 percent, as grass was sparse in places. Well-spaced trees were present which created bare spots near where roots surfaced (Plate 9). Area 3 was bounded by the bluff edge (a steep slope) on the south and east and by the sixth fairway and a sand trap on the north and west. It was selected for excavation because it appeared to be less disturbed than other areas and the bluff edge location was a likely place to find a prehistoric site. Soils here were Eldean-Urban lands series, 2 to 6 percent slopes. Nine STPs were excavated on a 49-ft (15-m) grid. A typical soil profile for STPs excavated in this area was an 8-in to 12-in (20-cm to 30-cm) dark brown to brown silt loam (10YR 3/3-10YR 5/3) plow zone, underlain by a brown to pale brown (10YR 5/3-10YR 6/3) silt clay loam subsoil. During the excavations, a prehistoric site (33FR2705) was discovered that extended from the northwest to the east-central portion of Area 3.

### **33FR2705**

This site was a low density lithic scatter of Columbus/Delaware debitage (Figure 9; Table 4). It was discovered during shovel testing on a 49-ft (15-m) grid when artifacts were recovered



at 15S 30W on the golf course rough (Plate 9). A flake was found in the plow zone. Originally it was thought that STP 15S45W had yielded three chert flakes but the laboratory analysis proved that the finds were natural field chert broken by the shovel. Eight radials were excavated. As a consequence of the field find, no radial was excavated in the west direction at 15S 37.5W, nor was the southern radial excavated, as it was over the bluff edge. The northern radial (7.5S 30W) was disturbed, as the A and B horizon soils were intermixed, as was a subsequent STP (0S 15W). However, in an STP to the east, at 0S 0W, a flake fragment was found in the plow zone. The radial to the west was also disturbed but additional artifacts were found in radials to the north and east. At 7.5N 0E, a piece of shatter was found, and 0N 7.5E yielded two pieces of shatter, both in the plow zone. Soil profiles in the positive STPs were a dark brown (10YR 3/3) clay loam plow zone which varied between 6 in–10 in (15 cm–25 cm) in depth, underlain by a yellowish brown (10YR 5/4) silty clay subsoil. As a result of the finds that were made, a total of eight radials were excavated. The final site size, encompassing the positive units, was 132 ft by 66 ft (40 m by 20 m). Because no diagnostic artifacts were found, the site is temporally unassigned. As with 33FR2704, it is not certain if 33FR2705 was a larger site that has been destroyed by development of the fairway and a sandtrap for the golf course. Judging from the disturbed units, modern construction impacts have affected the rough so impacts to the fairway are very likely.

## CHAPTER 5: ANALYSIS AND CONCLUSIONS

Under contract to Landrum & Brown, Inc., ASC Group, Inc. completed a Phase I archaeological survey of three areas for the planned expansion of the Port Columbus International Airport, in the city of Columbus, Mifflin Township, Columbus, Ohio. This research is being carried out in compliance with Section 106 of the National Historic Preservation Act (1966, as amended). The goal is to determine what cultural resources are present within the study area for the proposed development and, if sufficient data can be collected, make preliminary recommendations on eligibility for National Register of Historic Places (NRHP) listing.

The literature review determined that while no archaeological surveys have been undertaken in the study area, seven cultural resources surveys have been carried out in the vicinity. Most of these surveys found prehistoric sites, and they included two multicomponent (33FR111 and 33FR112), a Woodland mound and lithic scatter (33FR447), an unaffiliated isolated find, and small lithic scatters. Historic sites are mostly residential sites and historic artifact scatters, although the Johnstown Pike Toll House is northwest of the current study area. Archaeological expectations for the study area are similar to those identified in the literature review. Historic maps were used to identify two atlas sites where historic buildings had once existed in or near the study area. Both of the atlas sites were near or just outside of Area 1, next to Stelzer Road, and the only reason that they can be stated for the fact that no archaeological sites were uncovered in that part of Area 1 is that possible archaeological remnants were obscured by the widening of Stelzer Road and other modern disturbances.

Two unassigned prehistoric lithic scatters (33FR2704 and 33FR2705), one prehistoric isolated find (33FR2703), and one twentieth-century historic archaeological site (33FR2702) were found as the result of the Phase I archaeological survey (Figure 10). It is considered likely that 33FR2702 is a dump site, although based on the limited testing it is impossible to rule this out as the location of a former habitation, although the latter scenario is unlikely. For example, no atlas sites were noted on early mapping for this specific location. One of the prehistoric sites is anomalous, in that a chert core was discovered by itself. The most usual isolated finds are projectile points or other tools or isolated pieces of debitage. Given the shovel testing that was carried out around 33FR2703 it seems unlikely that more substantial remains were missed, so it appears that a single core (potentially a useful item) was deposited for reasons unknown. The

other two sites, 33FR2704 and 33FR2705, appear to be remnants of larger bluff-edge sites, possibly occupation sites, though the finds were not very dense. It may be that the Airport Golf Course and surrounding developments have disturbed nearby areas so only a small part of what was once a large campsite remains. Or it may be that these were very ephemeral sites reflecting utilization of the bluff environment for subsistence or other activity, and the duration or intensity was so limited that only these artifacts were found. Regardless, it does not appear that any of the three prehistoric archaeological sites identified during the survey are significant archaeological resources, and integrity is limited as well. It is doubted that further survey in the vicinity of these finds, particularly 33FR2704 and 33FR2705, would result in more substantial archaeological remains being recovered. Indeed the disturbances associated with golf course landscaping suggest that little would be gained by extending the Phase I survey into areas adjacent to Area 2 and Area 3.

One final note: because no archaeological sites were found in Area 1 adjacent to the 12<sup>th</sup> and 13<sup>th</sup> Street neighborhood, this neighborhood was not surveyed, per the recommendations provided in the existing conditions report (Terpstra et al. 2007).

Based on the above analysis, 33FR2702–33FR2705 are recommended not eligible for listing on the NRHP due to lack of significance, and in some cases lack of integrity. Further archaeological work for these sites or the rest of the study area is not recommended based on the little likelihood of encountering more substantial remains.

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**FIGURES**

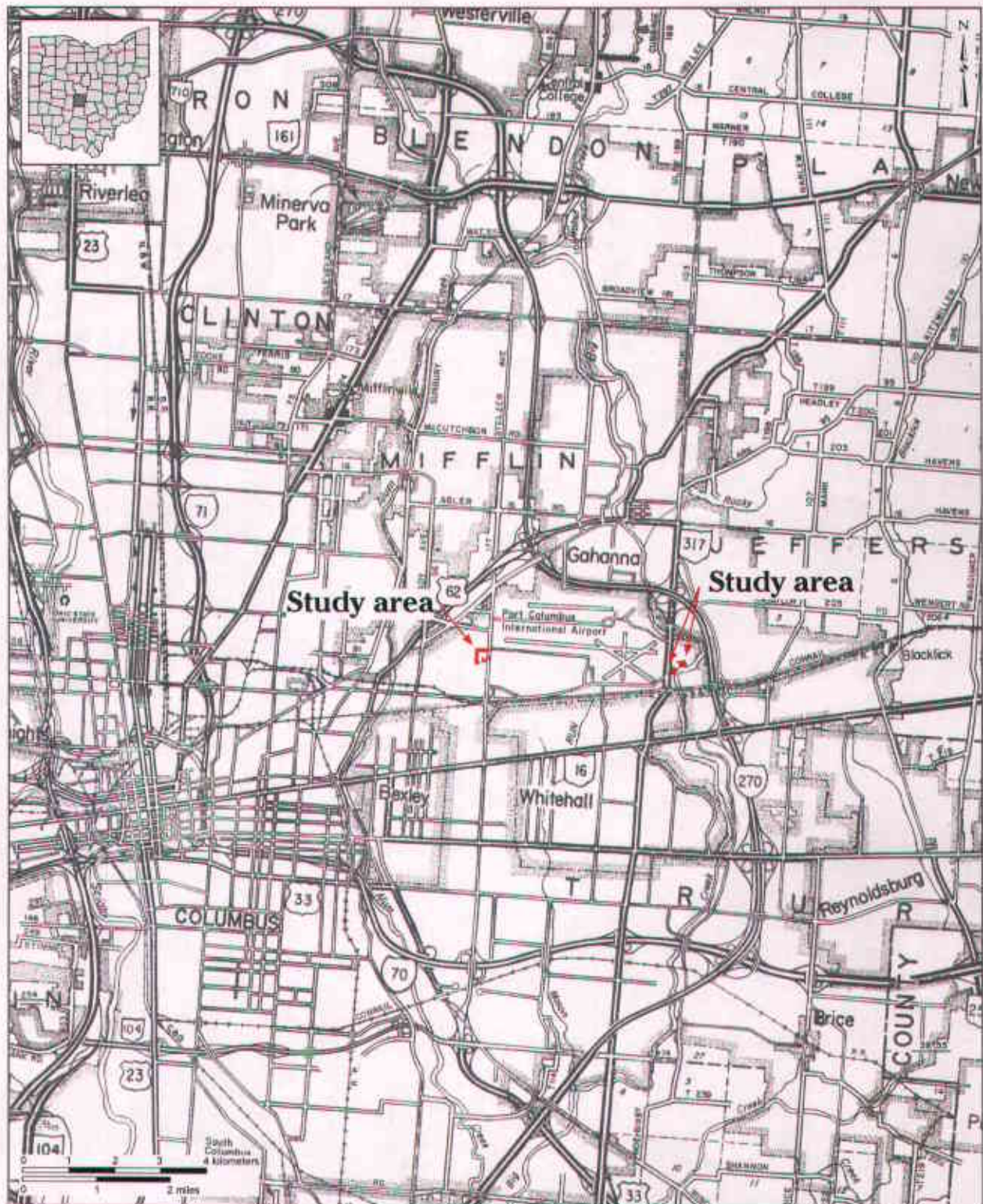


Figure 1. ODOT County Highway map depicting the study area.



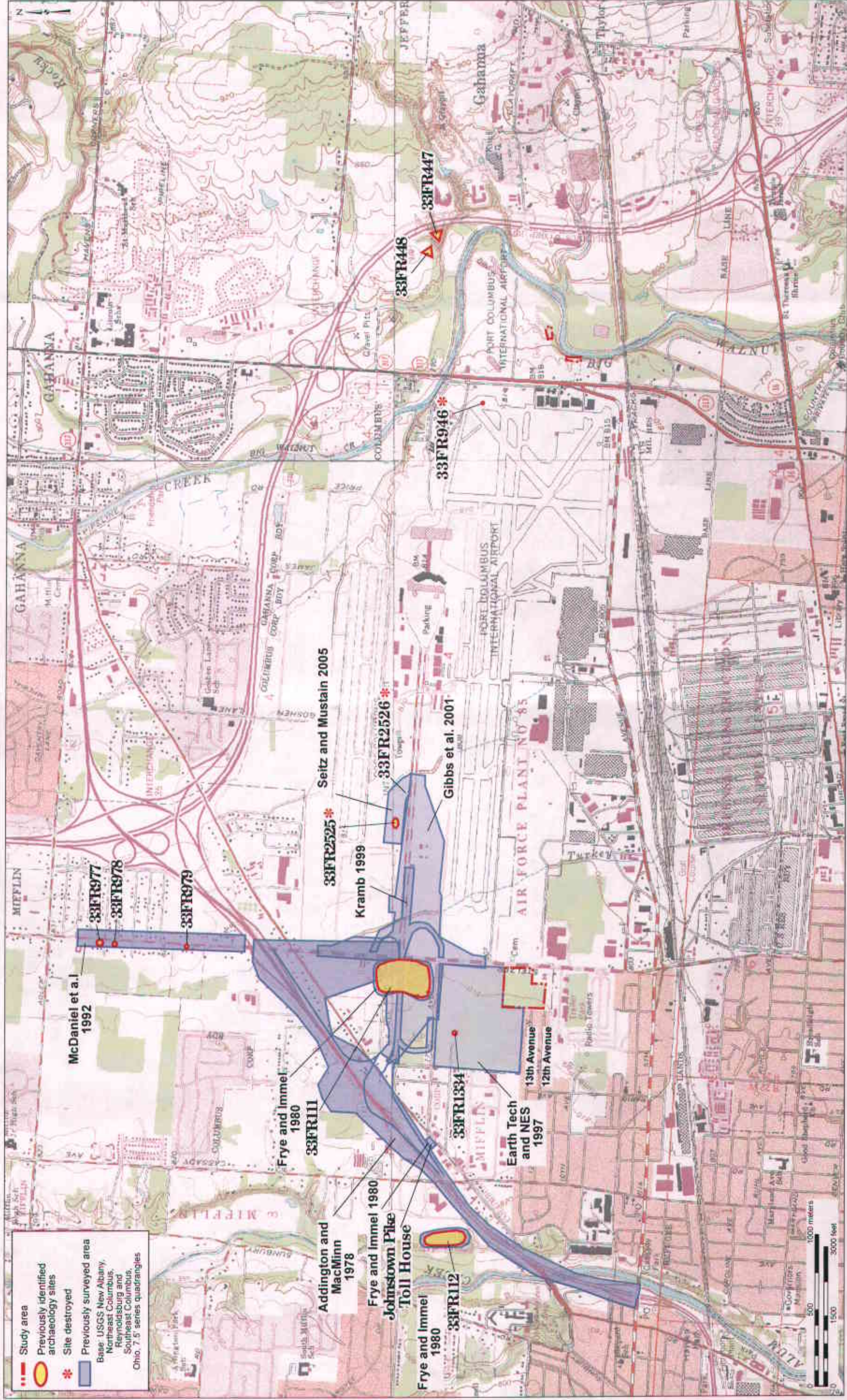


Figure 2. Portions of the 1982 Northeast Columbus, 1982 New Albany, 1985 Reynoldsburg, and 1985 Southeast Columbus quadrangles (USGS 7.5' topographic maps) showing the study area, previous archaeological resources investigations in the vicinity, previously inventoried archaeological resources, and areas to be investigated.



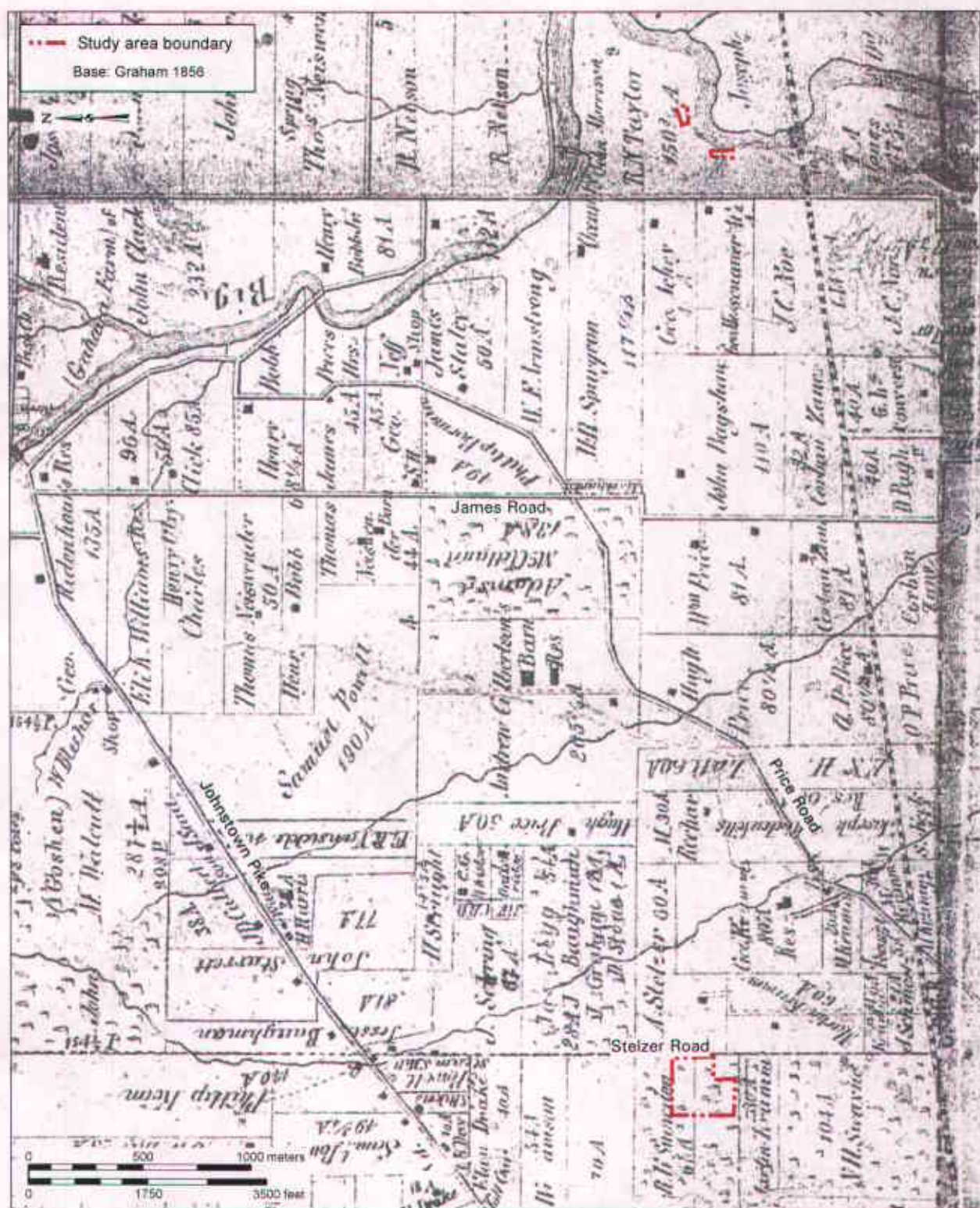


Figure 3. Portion of the *Map of Franklin County, Ohio* (Graham 1856), showing the location of the study area and the buildings within or adjacent to it.





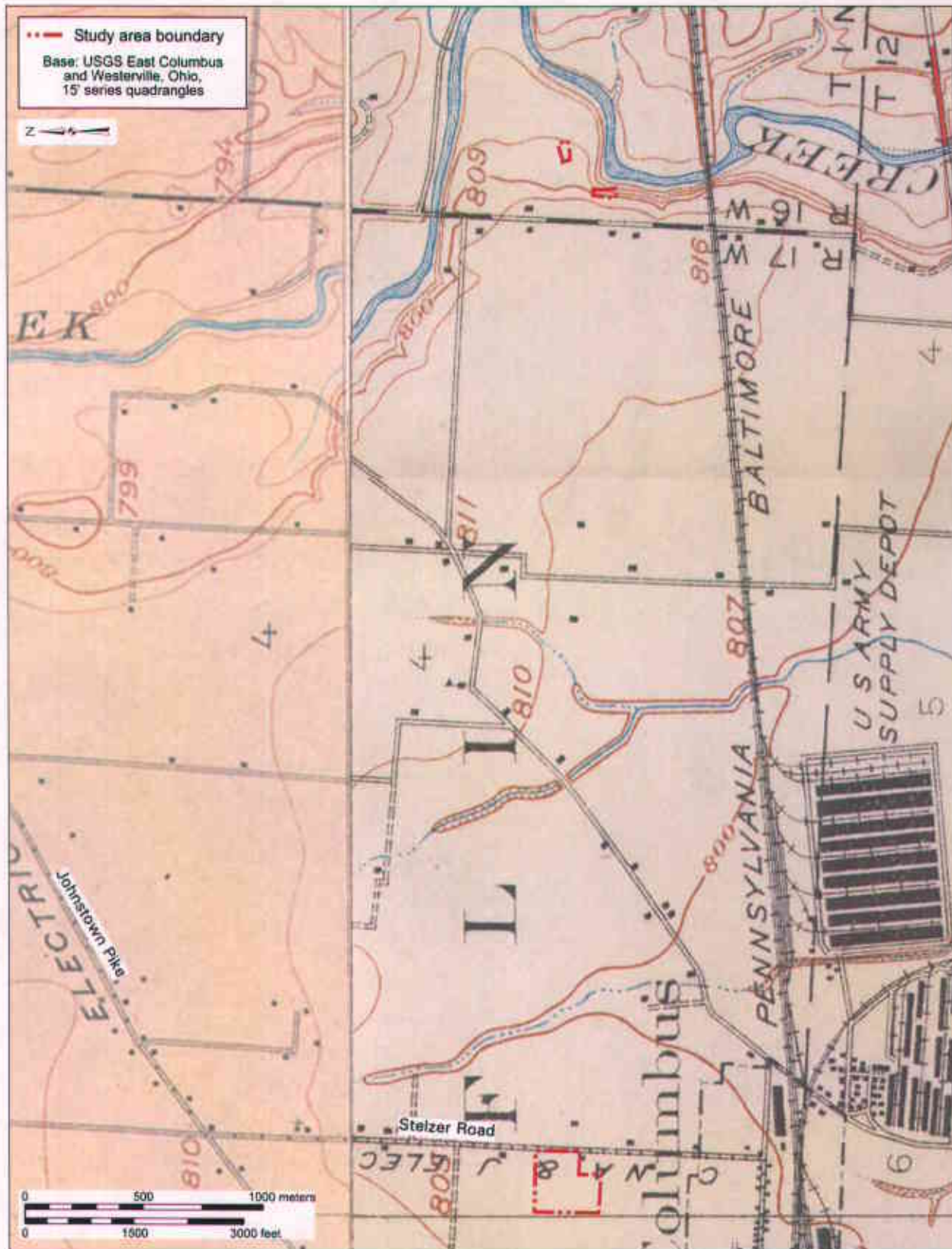


Figure 5 Portion of the 1900 Westerville quadrangle (USGS 15' topographic map) showing the study area and buildings within or adjacent to it.



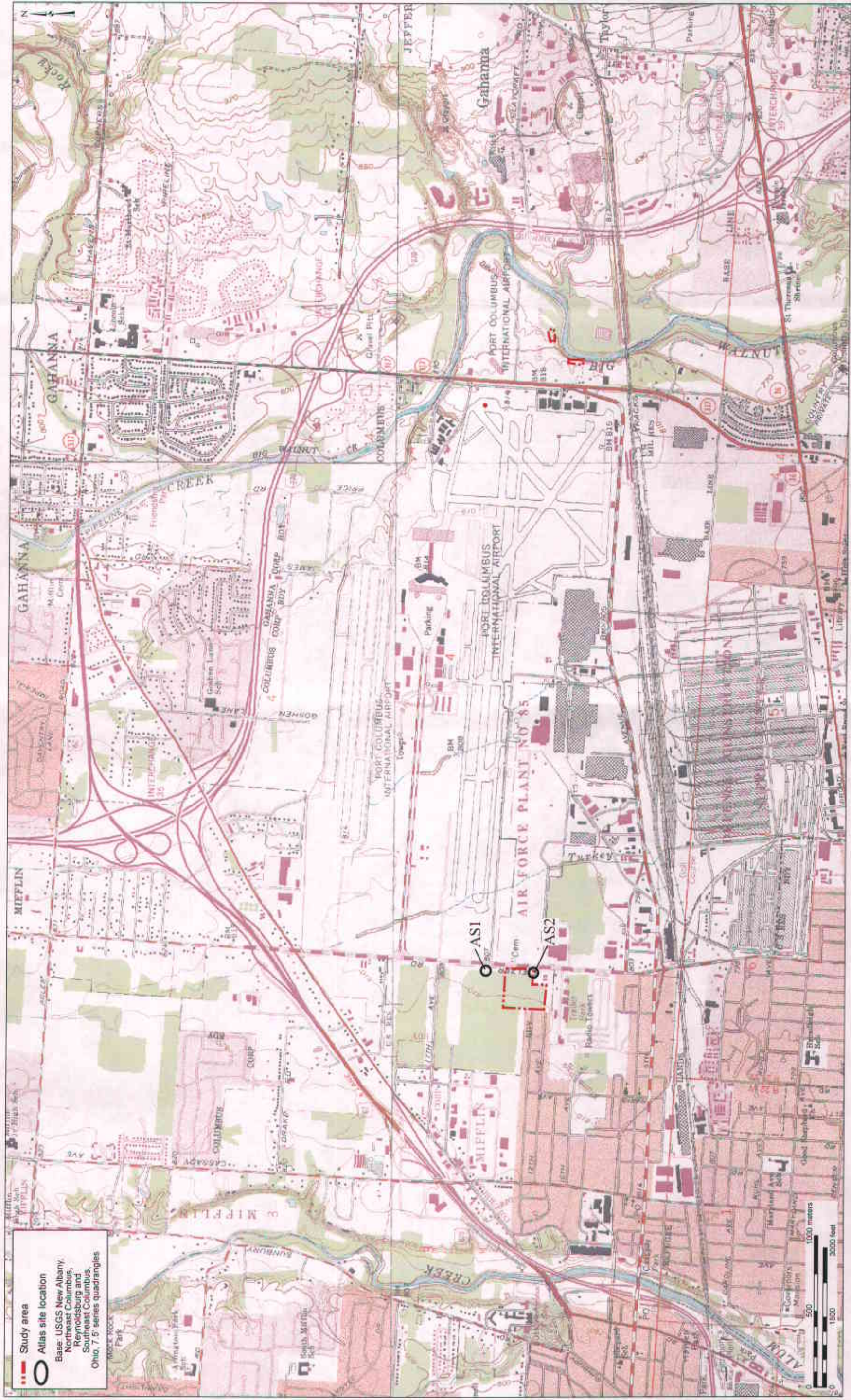


Figure 6. Portions of the 1982 Northeast Columbus, 1982 New Albany, 1985 Reynoldsburg, and 1985 Southeast Columbus quadrangles (USGS 7.5' topographic maps) showing the study area and atlas sites.



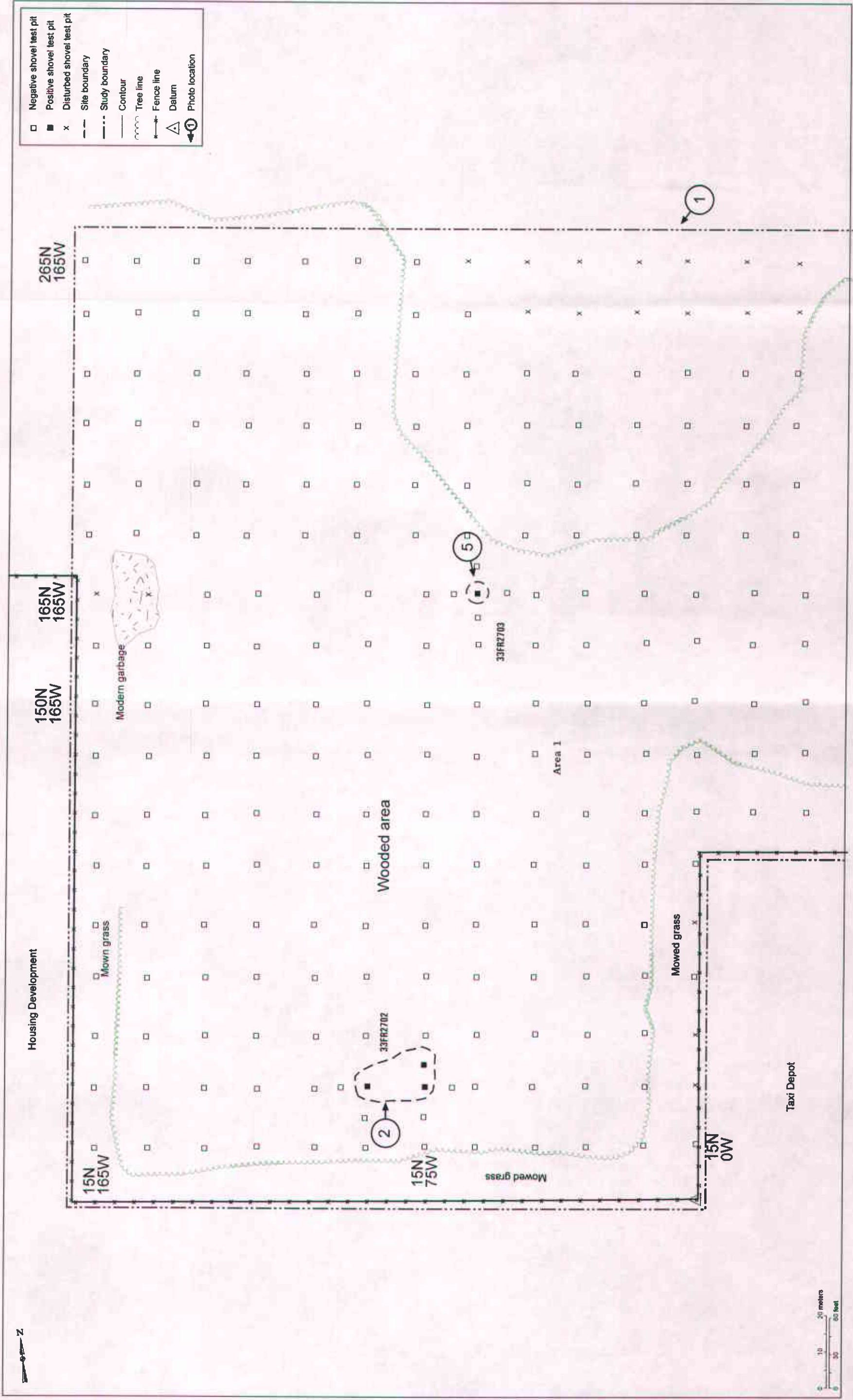


Figure 7. Schematic map of Area 1 showing shovel test pits, photo locations, 33FR2702, and 33FR2703. (2 sheets)

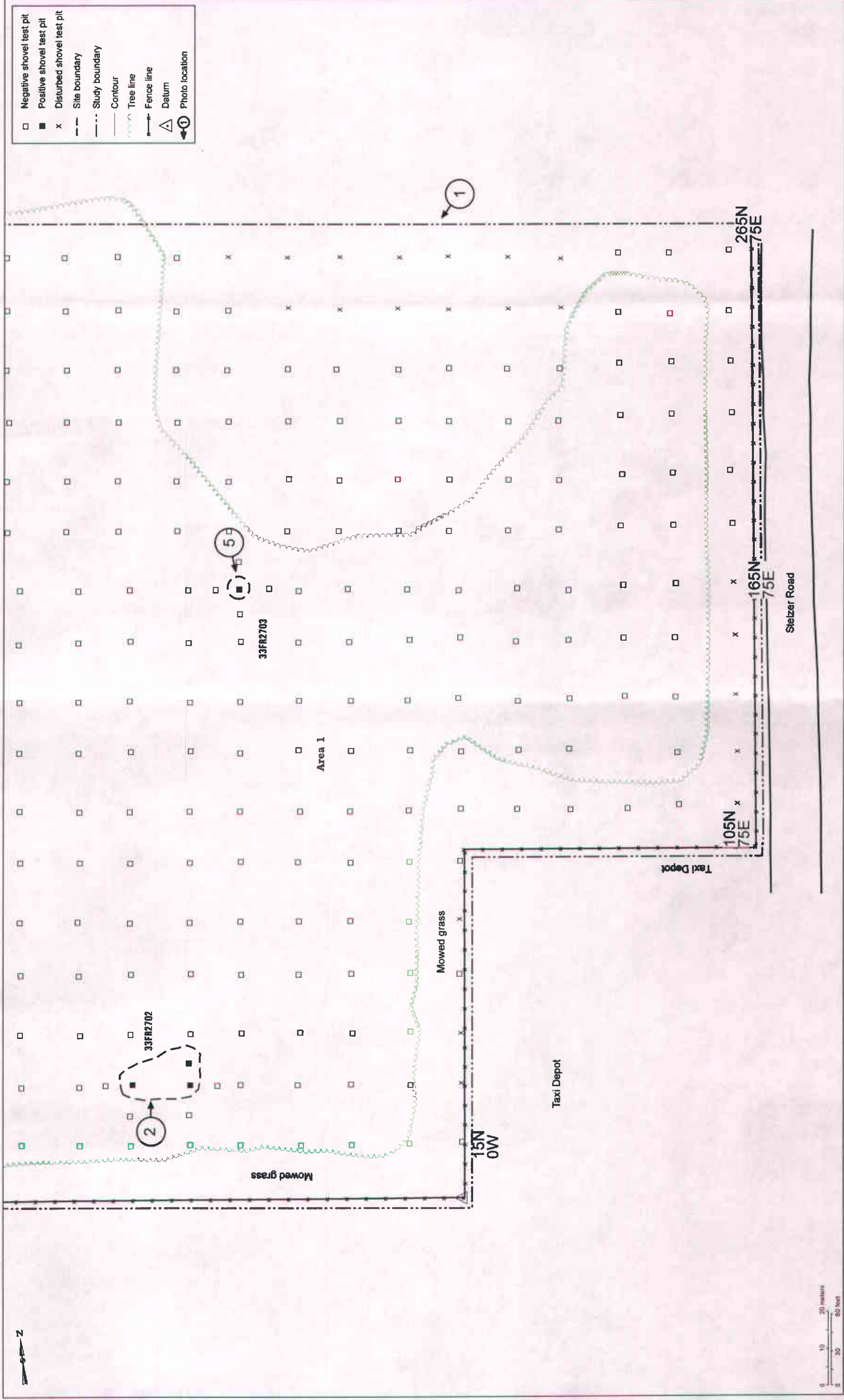


Figure 7. Schematic map of Area 1 showing shovel test pits, photo locations, 33FR2702, and 33FR2703. (2 sheets)

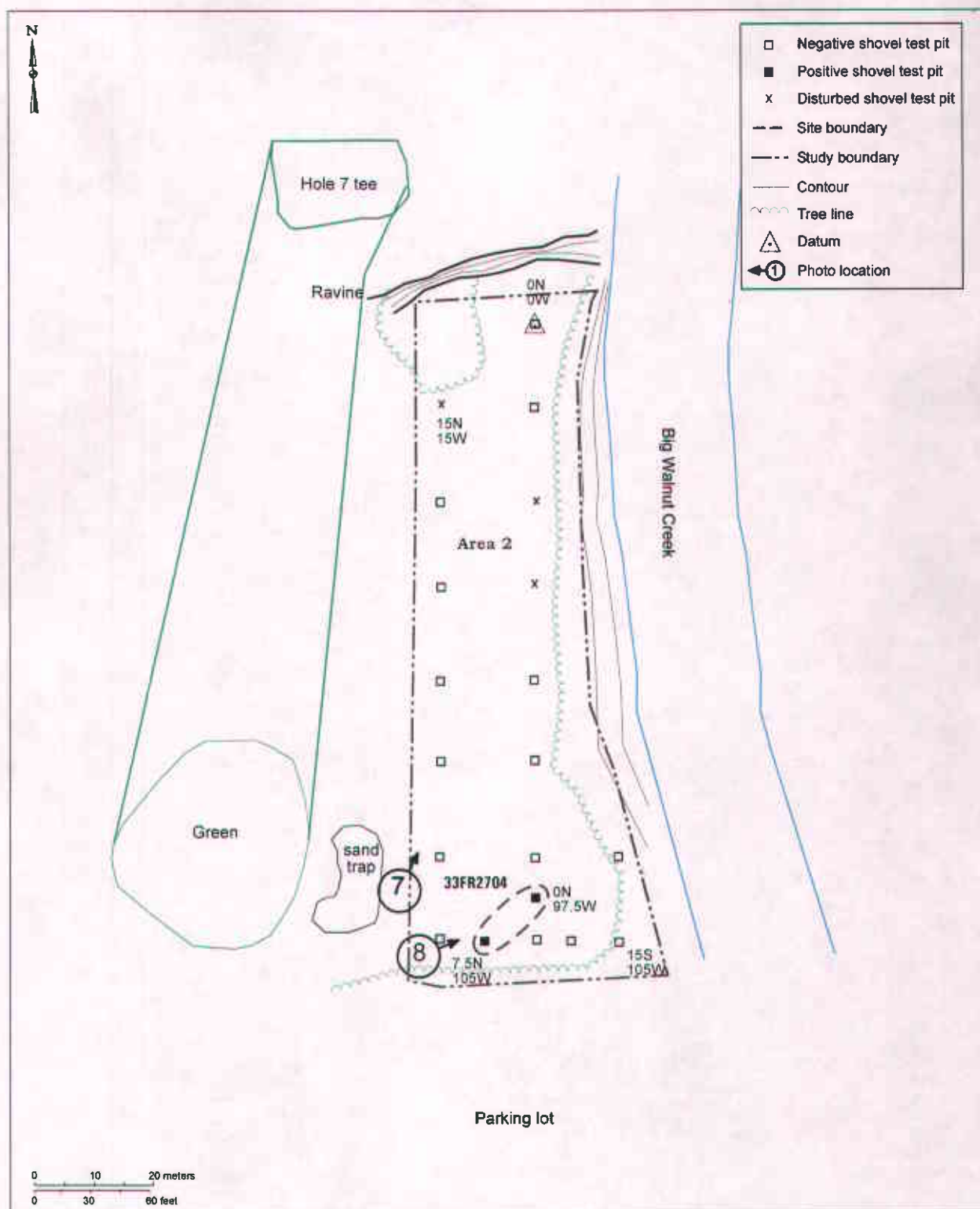


Figure 8. Schematic map of Area 2 showing shovel test pits, photo locations, and 33FR2704.







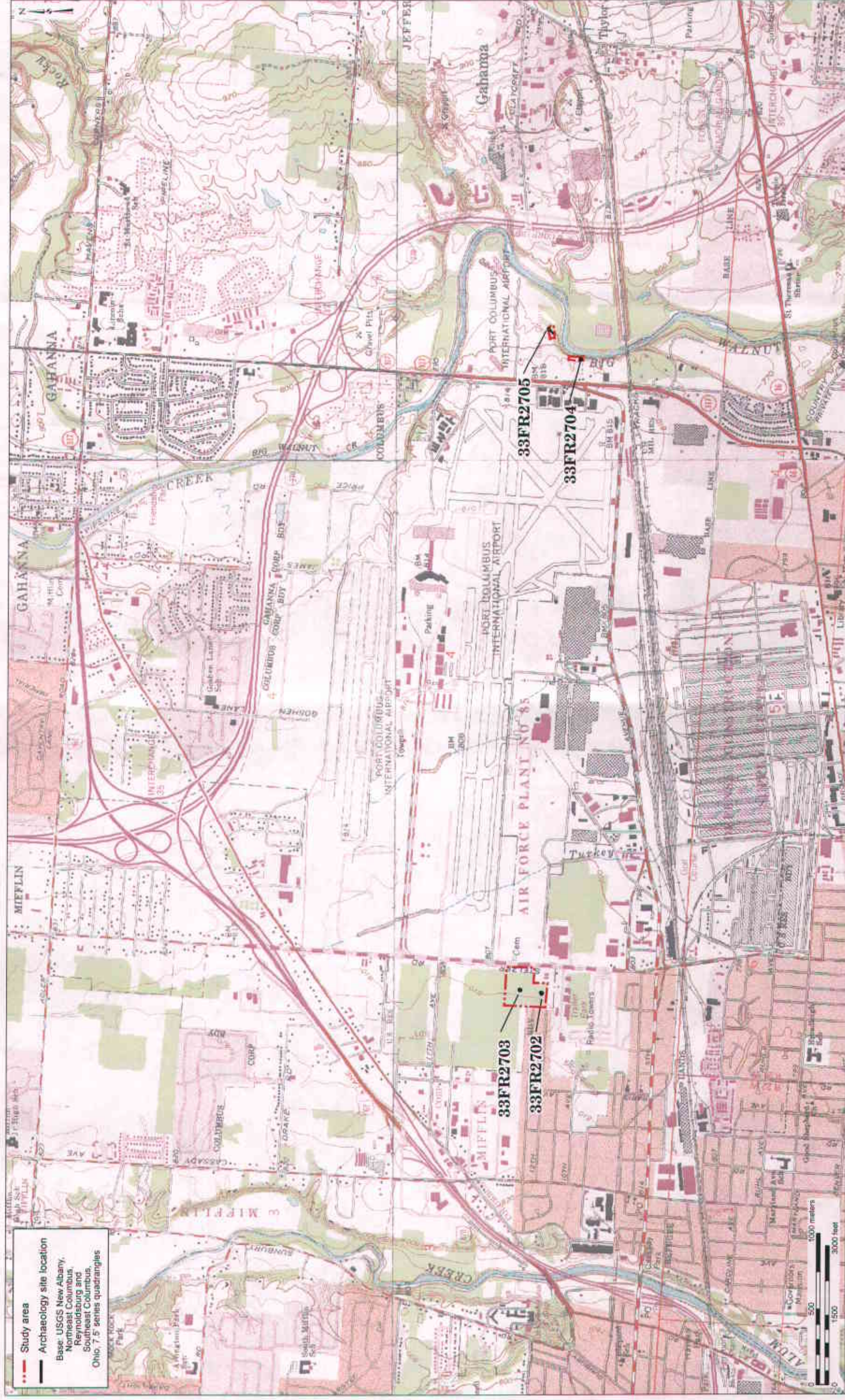


Figure 10. Portions of the 1982 Northeast Columbus, 1982 New Albany, 1985 Southeast Columbus quadrangles (USGS 7.5' topographic maps) showing the study area and newly recorded archaeological sites.



**TABLES**

Table 1. Previously Identified Archaeological Sites in the Vicinity of the Study Area.

7.5' Quadrangle and Date	OAI No.	OAI Recorder or Agency and Date	Cultural Affiliation and Site Type	Landform	Distance to Water (m)	Site Size (m <sup>2</sup> )	National Register Criteria Status
Southeast Columbus 1985 and Northeast Columbus 1982	33FR111	J. Addington, ODOT-BES, 1976-77	Multicomponent historic/prehistoric occupation site	Upland plain	325 m	121,410 m <sup>2</sup>	Not applied, likely destroyed
Southeast Columbus 1985	33FR112	J. Addington and McMin, ODOT-BES, 1978	Paleoindian, Archaic, Woodland, Late Prehistoric Unknown and Historic Unknown	Bluff	350 m	55,632 m <sup>2</sup>	Not applied, likely intact
Reynoldsburg 1985	33FR447	J. Kime, OHS, 1982	Woodland mound and lithic scatter	Bluff	200 m	4,800 m <sup>2</sup>	
Reynoldsburg 1985	33FR448	J. Kime, OHS, 1982	Prehistoric lithic scatter	Bluff	220 m	10,000 m <sup>2</sup>	Not applied, likely intact
Reynoldsburg 1985	33FR946	L. Weddell and J. Bowen 1985	Kirk Stemmed point	No pertinent data	No pertinent data	1 m <sup>2</sup>	Not applied, likely destroyed
Northeast Columbus 1982	33FR977	G. McDaniel et al. 1992	Unassigned prehistoric and historic, unknown site types	Moraine	2000 m	1 m <sup>2</sup>	Determined not eligible
Northeast Columbus 1982	33FR978	G. McDaniel et al. 1992	Unassigned prehistoric and historic, unknown site types	Moraine	2200 m	1 m <sup>2</sup>	Determined not eligible
Northeast Columbus 1982	33FR979	G. McDaniel et al. 1992	Unassigned prehistoric, unknown site type	Moraine	1900 m	1 m <sup>2</sup>	Determined not eligible
Southeast Columbus 1985	33FR1334	Earth Tech and NES 1997	Historic residential	Moraine	840 m	750 m <sup>2</sup>	Determined not eligible, likely intact
Northeast Columbus 1982	33FR2525	Shane Seitz, ASC, 2005	Unassigned prehistoric and historic, site type unknown	Moraine	210 m	450 m <sup>2</sup>	Not applied, destroyed
Southeast Columbus 1982	33FR2526	Shane Seitz, ASC, 2005	Unassigned prehistoric unknown site type and historic residential	Moraine	70 m	700 m <sup>2</sup>	Not applied, destroyed
Southeast Columbus 1982	Johnstown Pike Toll House	Frye and Immel 1980	1830-2000, Transportation	NPD	850 m	NPD	Determined not eligible

Table 2. Historical Maps Building Locations Table

Data Collector : Kevin Schwarz  
Collection Date: September 14, 2007

Common Name, Address or Field Site No.	Township		Atlas Citation	15' Quads	Modern 7.5' Quad	Current Land Use	Archaeological Manifestation/ Recommendation
AS 1	T1N	R17W	None	1900 Westerville	Not Present	Woodlot	None; no further work
AS 2	T1N	R17W	None	1900 Westerville	Not Present	Woodlot	None; no further work

Table 3. Survey Areas and Associated Archaeological Sites.

ASC Group Area Designation/ Plate No.	Landforms	Land Use	Surface Conditions	Survey Method/Interval	No. of excavated units	Archaeological Resources
Area 1/ Plates 1,2 and 5	Ground Moraine (relatively flat uplands)	Wooded	0-20% visibility	Visual Inspection/10 m; STP/15 m with 7.5 m radials	259 STPs 9 radials	33FR2702 and 33FR3703
Area 2/ Plates 7 and 8	Bluff edge	Golf course rough	0% visibility	Visual Inspection; STP/15 m with 7.5 m radials	17 STPs 3 radials	33FR2704
Area 3/ Plate 9	Bluff edge	Golf course rough with trees	0-25% visibility	Visual Inspection/10 m; STPs/15 m with 7.5 m radials	9 STPs 8 radials	33FR2705



Table 4. Archaeological Resource Table.

Site No.	UTM Northing	UTM Easting	Cultural Periods/Centuries	Cultural Materials	Depositional Context, Investigation Type/Surface Visibility	Resource Type/ Site Size	Land Form and Soil Phase	Information Potential; Recommendation
33FR2702 (FS 1)	4428291	336420	20 <sup>th</sup> century	11 container glass sherds, 10 whiteware sherds, 1 porcelain sherd, 2 ferrous metal fragments, and 4 asbestos tile fragments	Plow zone/ STPs and radials (0-20%)	Historic scatter 24.5 ft by 49 ft (7.5 m by 15 m)	Flat; Pewamo-Urban land complex	Limited; no further work
33FR2703 (FS 2)	4428433	336455	Unassigned prehistoric	1 chert core	Plow zone/ STPs and radials (0-20%)	Isolated find 3.3 ft by 3.3 ft (1 m by 1 m)	Flat; Pewamo-Urban land complex	None; no further work
33FR2704 (FS 3)	4427992	340556	Unassigned prehistoric	3 flake fragments and 1 Stage 3 biface	Plow zone/ STPs and radials (0%)	Lithic scatter 16.5 ft by 33 ft (5 m by 10 m)	Bluff edge; Bennington Urban land complex, 2 to 6 percent slopes	Limited; no further work
33FR2705 (FS 4)	4428155	340722	Unassigned prehistoric	1 flake, 2 flake fragments, 3 shatter	Plow zone/ STPS and radials (0-25%)	Lithic scatter 132 ft by 66 ft (40 m by 20 m)	Bluff edge; Eldean-Urban land complex, 2 to 6 percent slopes	Limited; no further work

\*All UTM points recorded are in Zone 17 and were recorded using NAD27.

**PLATES**



Plate 1. Overview of Area 1.



Plate 2. Overview of 33FR2702.

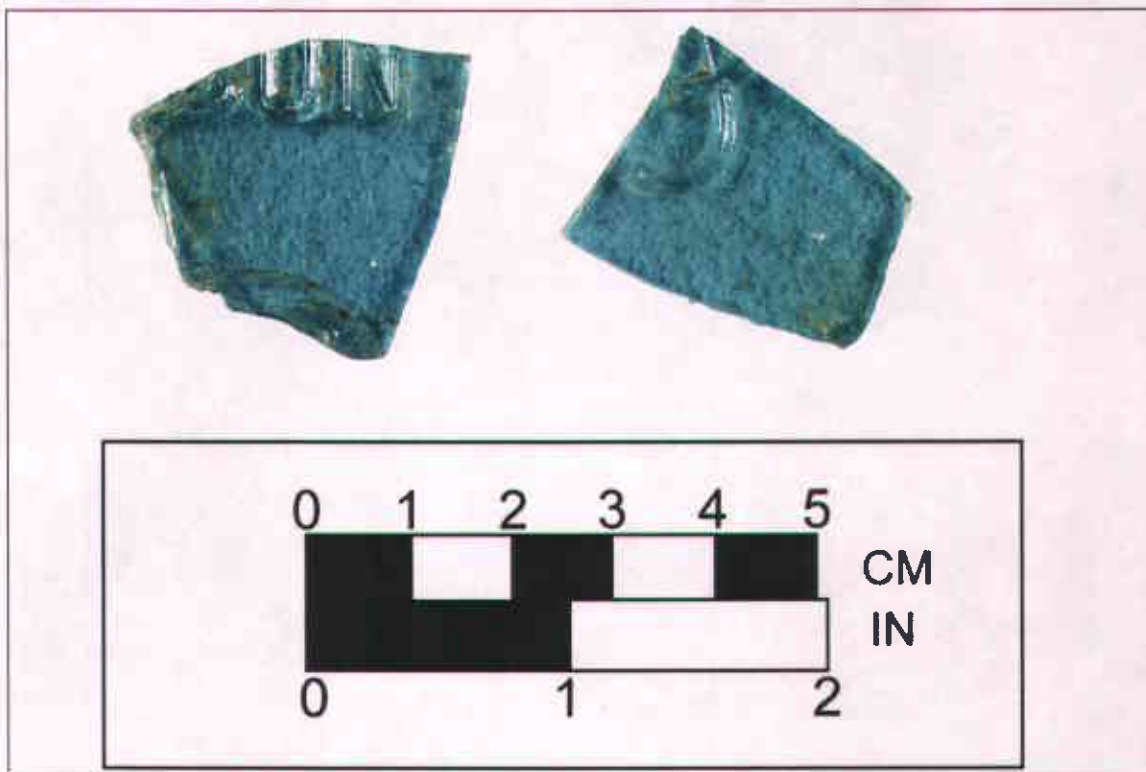


Plate 3. Examples of historic glass artifacts recovered from 33FR2702: A) Container glass sherd with embossed partial script, likely "SON" as in "MASON," B) Container glass sherd with embossed partial script, probably "Ball."

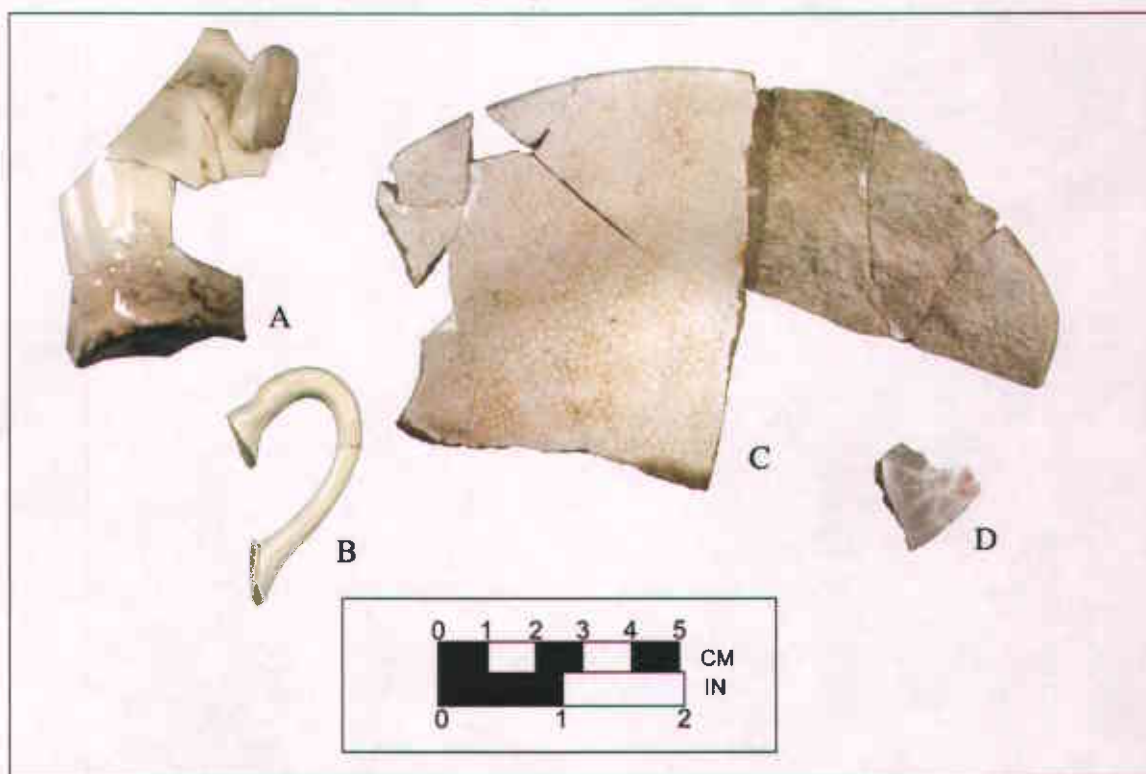


Plate 4. Examples of historic ceramic artifacts recovered from 33FR2702: A) Whiteware cup or sugar bowl sherd, molded and decalcomania decorations (mended); B) Whiteware handle sherd (mended); C) Whiteware platter sherd (mended); D) Split whiteware sherd with decalcomania decoration.



Plate 5. Overview of 33FR2703.



Plate 6. Prehistoric artifacts recovered during the Phase I survey. A) unidentified chert core recovered from 33FR2703; B) Vanport Stage 3 biface recovered from 33FR2704.





Plate 7. Overview of Area 2.



Plate 8. Overview of 33FR2704.



Plate 9. Overview of Area 3. (Site 33FR2705 extends from the right foreground to the treeline.)

**APPENDIX A: ARTIFACT CATALOG**

Appendix A: Historic Artifacts Analysis

Bag	OAI No.	Field Site	Area	Northing	Westing	Description	Count	Date Range	Reference	Comments
1	33FR2702	1	1	30	90	Glass container sherd, colorless	7			
1	33FR2702	1	1	30	90	Glass container sherd, embossed letters, probably "SON" from "MASON"	1			
1	33FR2702	1	1	30	90	Glass container sherd, embossed texture	1			
1	33FR2702	1	1	30	90	Glass container sherd, embossed with partial letter, probably script "Ball"	1			
1	33FR2702	1	1	30	90	Glass jar sherd, machine-made finish, screw thread closure, standardized, colorless	1	1919-present	Deiss 1981	
1	33FR2702	1	1	30	90	Metal fragment, ferrous	2			
1	33FR2702	1	1	30	90	Whiteware base sherd, split, undecorated	1			
1	33FR2702	1	1	30	90	Whiteware cup or sugar bowl sherd, molded and Decalcomania decoration	1	1890-present	Magid 1984	6 mend
1	33FR2702	1	1	30	90	Whiteware handle sherd, molded decoration (similar to the cup or sugar bowl pattern)	1			2 mend
1	33FR2702	1	1	30	90	Whiteware platter(?) sherd, undecorated	1			8 mend
1	33FR2702	1	1	30	90	Whiteware rim sherd, molded decoration	1			
1	33FR2702	1	1	30	90	Whiteware rim sherd, undecorated	1			
1	33FR2702	1	1	30	90	Whiteware sherd, molded decoration (similar to the cup or sugar bowl pattern)	1			
1	33FR2702	1	1	30	90	Whiteware sherd, split, Decalcomania decoration	1	1890-present	Magid 1984	
1	33FR2702	1	1	30	90	Whiteware sherd, undecorated	2			
2	33FR2702	1	1	30	75	Asbestos tile fragment	4			
4	33FR2702	1	1	37.5	75	Porcelain sherd, undecorated	1			

Appendix A: Lithic Analysis

Bag	OAI No.	Field Site	Area	Northing	Westing	Description	Raw Material	Cortex	Platform Surface	Platform Edge Trim	Platform Edge Grinding	Flake Termination	Heat Altered	Count	Weight (g)	Length (mm)	Width (mm)	Thickness (mm)
5	33FR2703	2	1	165	60	Core	Unidentified	Present	NA	NA	NA	NA	No	1	44.6	50.31	45.01	20.60
7	33FR2704	3	2	0	97.5	Flake, medial fragment	Columbus/De laware	0%	NA	NA	NA	Stepped	Yes	1	2.3	26.15	20.44	4.51
7	33FR2704	3	2	0	97.5	Flake, proximal fragment	Vanport	0%	Flat	Absent	Absent	Stepped	No	1	0.5	12.07	16.45	2.49
8	33FR2704	3	2	7.5	105	Biface, stage 3, fragment	Vanport	Absent	NA	NA	NA	NA	No	1	18.9	37.35	43.08	10.19
8	33FR2704	3	2	7.5	105	Flake, distal fragment	Columbus/De laware	100%	NA	NA	NA	Hinged	No	1	1.6	19.45	17.50	6.00
10	33FR2705	4	3	0	0	Flake, distal fragment	Columbus/De laware	0%	NA	NA	NA	Plunging	No	1	0.3	12.44	8.92	2.84
11	33FR2705	4	3	0	-7.5	Shatter	Columbus/De laware	Absent	NA	NA	NA	NA	No	1	4.7	24.89	20.76	6.87
11	33FR2705	4	3	0	-7.5	Shatter	Columbus/De laware	Absent	NA	NA	NA	NA	No	1	1.5	21.33	10.89	7.64
12	33FR2705	4	3	-15	30	Flake, whole	Columbus/De laware	0%	Flat	NA	NA	Feathered	No	1	0.9	12.82	15.64	4.72
13	33FR2705	4	3	7.5	0	Shatter	Columbus/De laware	Absent	NA	NA	NA	NA	No	1	4.6	22.27	19.15	7.89





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## **Attachment 5**

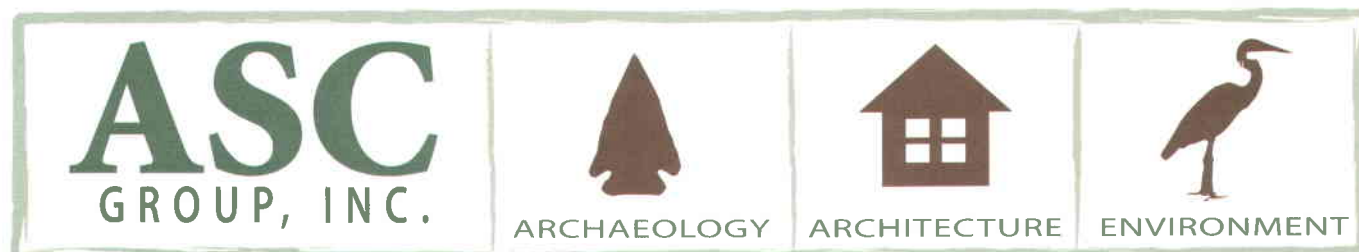
Report of the Stelzer Cemetery Relocation and Delineation,  
Pursuant to the Section 106 Evaluation and the Environmental  
Impact Statement for Improvements to Port Columbus  
International Airport, City of Columbus, Mifflin Township,  
Franklin County, Ohio

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**Report of the Stelzer Cemetery Relocation and Delineation,  
Pursuant to the Port Columbus International Airport  
Expansion Section 106 Consultation and Environmental  
Impact Statement, City of Columbus, Mifflin Township,  
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**By**

**Kevin R. Schwarz, Ph.D., RPA, and Alan Tonetti**



**CULTURAL AND ENVIRONMENTAL CONSULTANTS**

**Report of the Stelzer Cemetery Relocation and Delineation, Pursuant to the Port  
Columbus International Airport Expansion Section 106 Consultation and Environmental  
Impact Statement, City of Columbus, Mifflin Township, Franklin County, Ohio**

**By**

**Kevin R. Schwarz, Ph.D., RPA, and Alan Tonetti**

**Submitted By:**

**Shaune M. Skinner, M.A., RPA**

**ASC Group, Inc.**

**4620 Indianola Avenue**

**Columbus, Ohio 43214**

**614. 268.2514**

**Submitted To:**

**Landrum & Brown, Inc.**

**11279 Carnell Park Drive**

**Cincinnati, Ohio 45242**

**513.530.1246**

**Lead Agency: Federal Aviation Administration**

**April 4, 2008**



## ABSTRACT

The following report details the relocation and delineation of the Stelzer Cemetery, city of Columbus, Mifflin Township, Franklin County, Ohio. The project was undertaken by ASC Group, Inc., under contract to Landrum & Brown, Inc. The archaeological work was completed pursuant to the planned expansion of the Port Columbus International Airport, for which an environmental impact statement is being written. The Columbus Regional Airport Authority wants to know exactly where the Stelzer Cemetery is located, its extent, and if human remains are still present, as they plan the airport expansion. The work that is presented consists of historical and archaeological documentation aimed at locating the Stelzer Cemetery (because the gravestones have been removed), and confirming or denying the presence of human remains, since remains were supposedly removed from the cemetery in the 1930s. The resulting documentation is not a National Register of Historic Places assessment of the cemetery site.

The proposed project involves capital improvements for the Port Columbus International Airport. The Columbus Regional Airport Authority (CRAA) proposes to replace Runway 10R/28L with a new runway of approximately the same length. As proposed, the new runway will be located south of existing Runway 10R/28L to allow for passenger terminal expansion that will accommodate future aviation demands at the airport.

The literature review indicated that the Stelzer Cemetery contained three burials: Andrew Stelzer (1797–1868), Anna Mary Stelzer (1804–1871), and an infant foster child (dates unknown). Secondary sources indicate that remains were removed and taken to the Mifflin Township Cemetery, although this information could not be confirmed. The earliest map showing the Stelzer Cemetery is the 1964 Southeast Columbus quadrangle (USGS 7.5' topographic map), which places it in the west end of the study area adjacent to Stelzer Road. A CRAA employee, Mr. Phil Delbert, removed the Anna Mary Stelzer gravestone from the central portion of the study area in 2000 from the vicinity of the standing silo. He marked this area on airport mapping. The location of Andrew Stelzer's gravestone is unknown.

On August 21 and 22, 2007, Dr. Jarrod Burks conducted a geophysical survey in order to relocate the Stelzer Cemetery. Using the topographic map as a reference to locate the survey blocks, Burks conducted the survey using both magnetic gradiometry (38,751 ft<sup>2</sup>/3600 m<sup>2</sup>) and ground-penetrating radar (25,834 ft<sup>2</sup>/2400 m<sup>2</sup>) in overlapping areas. He located 28 geophysical anomalies indicative of disturbance of the subsoil. He inferred that 16 anomalies had "profiles" or signatures similar to graves and he grouped these anomalies into four groups, based on their likelihood to be graves.

The archaeological work consisted of visual inspection of the study area, limited augering in the area thought to be the cemetery (to assess soil conditions), excavation of trenches with a backhoe, and partial excavation of two graves, along with mapping and photography. Two trenches were excavated with the backhoe. Trench 1 was placed over Anomalies 14–16 because it was thought that these were the most likely to be graves. Two adult-sized graveshafts and one smaller feature (believed to be an infant grave) were encountered between 17 in/42 cm below surface and 22 in/56 cm below surface. Excavation of slit trenches across the mid-section of the two larger features demonstrated them to be graves. A fragment of a human rib bone was documented in Feature 1, and wooden and metal coffin fragments were documented in Feature 2.

Feature 3, the infant grave, was not excavated. No human remains were recovered from any of the graves. Although Trench 1 was expanded to encompass Anomalies 7–13, no other graves were found. Trench 2 was excavated where Mr. Delbert removed the Anna Mary Stelzer gravestone and a gravestone base was found nearby. No graves were found in Trench 2 and the remains of a demolished barn and utility trench suggest this was an unlikely place for a cemetery.

As a result of the archaeological work, 33FR2711 (the Stelzer Cemetery site) was documented. It includes twentieth century historic artifacts (stratum II), three nineteenth century graves (stratum IV and stratum V), and what is believed to be a prehistoric chert flake (stratum IV). The archaeological site is 23 ft (7 m) x 23 ft (7 m) in size (including a 6.6 ft (2-m) buffer around the graves). The boundaries of the graves were marked with survey nails and flagging tape in the field and were located with a global positioning system.

The CRAA originally concluded that the expansion project would impact the Stelzer Cemetery and therefore relocation of the cemetery would be necessary. However, further engineering design work has determined that the Stelzer Cemetery site can be avoided and remain in its present location. In consultation with the descendants of the Stelzer family, the CRAA have proposed the following mitigation plan. The remaining headstone will be moved to the Mifflin Cemetery. The artifacts found during the current survey will be reinterred back within the boundaries of the original Stelzer Cemetery. In addition, a ground plaque identifying the locations of the Stelzer Cemetery will be erected. The Stelzer family is in concurrence with this plan.

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## CHAPTER 1: INTRODUCTION

The following report details the relocation and delineation of the Stelzer Cemetery, city of Columbus, Mifflin Township, Franklin County, Ohio. The project was undertaken by ASC Group, Inc., under contract to Landrum & Brown, Inc. The archaeological work was carried out pursuant to the planned expansion of the Port Columbus International Airport, for which an environmental impact statement is being written. The Columbus Regional Airport Authority wants to know exactly where the Stelzer Cemetery is located, its extent, and if human remains are still present, as they plan the airport expansion. The work that is presented consists of historical and archaeological documentation aimed at relocating the Stelzer Cemetery, (because the gravestones have been removed), and confirming or denying the presence of human remains, since remains were supposedly removed from the cemetery in the 1930s. The report is not meant to be a National Register of Historic Places assessment of the cemetery site.

The proposed project involves capital improvements for the Port Columbus International Airport. The Columbus Regional Airport Authority (CRAA) proposes to replace Runway 10R/28L with a new runway of approximately the same length. As proposed, the new runway will be located south of existing Runway 10R/28L to allow for passenger terminal expansion that will accommodate future aviation demands at the airport.

The study area is defined as the entire western end of the grassy field (Plate 1) bounded by Stelzer Road on the west, Air Center Road on the south, and the fence (bounding the runway) on the north. The boundary is arbitrarily drawn across the western part of the grassy field (Figure 1). The study area was defined based on historic maps.

The archaeological documentation meets the standards for archaeological field work in Ohio (Ohio Historical Preservation Office [OHPO 1994]). Shaune Skinner, M.A., RPA, served as project manager. Kevin Schwarz, Ph.D., RPA served as principal investigator and field director. Brandie Stork was the archaeological technician for the project. Kevin Gibbs analyzed the artifacts. Jarrod Burks, Ph.D., of Ohio Valley Archaeology, Inc., conducted the geophysical survey.

## CHAPTER 2: BACKGROUND RESEARCH ON THE STELZER CEMETERY

Multiple sources of background data were utilized to relocate Stelzer Cemetery, including historic atlases and USGS topographic maps (Figures 1–8), aerial photographs (e.g., Figure 9), City of Columbus and Columbus Regional Airport Authority maps (Figures 10–11), and documentary sources. The map resources are discussed below. The documentary resources include genealogical records, and the county auditor's records.

The Ohio Genealogical Society, Franklin County Chapter (OGS, FCC) [1980] lists the Stelzer Cemetery as the U. S. Reservation Cemetery, referring to the time it was under the care of the United States Navy (ownership was transferred to the City of Columbus in 1985). Their description follows: "U. S. Reservation Cemetery. North of 950 Stelzer Road. .35 acres. There were three markers at this location but the graves were moved to Mifflin Township Cemetery in 1930. Markers for Andrew Stelzer, 1797–1868, wife of Andrew Stelzer Anna Mary 1840–1871, and Foster infant 2 ½ years old when she died" (OGS, FCC 1980:ii).

However, family genealogist Kristina Kuhn Krumm (2005) indicates that Andrew Stelzer was born in Germany about 1813, not 1797, and died in Franklin County, Ohio in 1871, not 1868, as indicated by OGS, FCC (1980) [Krumm 2001]. On January 23, 1834, Andrew Stelzer married Mary (Anna Maria) Fichtner (Fiechtner), a recent immigrant from Germany. She was born in Germany in 1804, not 1840 as indicated by OGS, FCC (1980), and died in Franklin County, Ohio in 1871. A secondary source (Evans and Gorisek 1986:30) indicates that the U.S. Navy maintained a "two-tombstone cemetery" until 1984, although according to the article the remains of Anna Mary Stelzer and Andrew Stelzer "traveled to Gahanna," apparently referring to an exhumation and reburial at Mifflin Township Cemetery. Deed research at the Franklin County Recorder did not locate a deed referencing the Stelzer Cemetery.

The oldest of Andrew and Anna Mary's four children was John Franklin Stelzer. John was born in Columbus, Ohio, on October 15, 1834. In 1837, the family moved from the family farm in Mifflin Township, Franklin County, to a farm in Crawford County, Ohio (Kristina Kuhn Krumm, personal communication August 15, 2007). Twelve years later, in 1849, the family returned to the family farm in Mifflin Township. Andrew improved the farm, lived there until his death in 1871 and he was buried on the farm (Krumm 2001). Graham (1856) shows an A. Stelzer owning 60 acres (Figure 2). Caldwell et al. (1973 [1872]) depict an A. Stelzer owning 40 acres between tracts of land owned by D. Stelzer (Figure 3). Neither figure shows a cemetery

on the Stelzer property. In 1858, John married Barbara Anna Krumm in Franklin County, Ohio. From 1858 to 1876 they lived in a log cabin on the family farm in Mifflin Township. In 1876, John built a brick house on 40 acres in Mifflin Township. John and Barbara had 10 children (Krumm 2001, 2005). John died in Franklin County, Ohio, on March 29, 1901. John and Barbara are buried in Greenlawn Cemetery (Kristina Kuhn Krumm, personal communication August 15, 2007).

The Anna Mary Stelzer gravestone [Plates 2 and 3] was removed from the grassy field by the Columbus Regional Airport Authority (CRAA). The CRAA mows the field in which the Stelzer Cemetery is located. The gravestone of Anna Mary Stelzer was removed by Mr. Phil Delbert, a former employee of CRAA. Mr. Delbert removed the gravestone after it fell over and then surveyed the spot from which it was removed. Its coordinates in the airport survey system are N 28+00.36 E 14+51.10 (Figure 10).

Human remains were reportedly moved from the cemetery to the Mifflin Township Cemetery in 1932 or 1933, when 50 acres of Stelzer land was sold to a Columbus Gun Club. The tombstones, however, were not moved to the Mifflin Township Cemetery because markers already existed at a Stelzer family plot in the Mifflin Township Cemetery. They also may have been left to mark the cemetery because other graves may have existed and were not moved (Kristina Kuhn Krumm, personal communication, August 15, 2007). Gustafson (2007) lists the Stelzer and U. S. Reservation cemeteries separately, noting that no evidence of either cemetery exists, and the latter was moved to the Mifflin Township Cemetery in 1930, not 1932 or 1933 as reported by Krumm. An effort to identify records pertaining to the moving of human remains from the Stelzer Cemetery to the Mifflin Township Cemetery in the early 1930s was unsuccessful. The caretaker of the Mifflin Township Cemetery reported that there were no records. Any records that may have existed were destroyed in a 1953 fire (Calvin McKnight, personal communication, August 16, 2007).

The earliest map showing the location of the Stelzer Cemetery is the 1964 Southeast Columbus quadrangle (USGS 7.5' topographic map) [Figure 4]. The cemetery does not appear on the 1955 Southeast Columbus quadrangle (USGS 7.5' topographic map) [Figure 5]. It also appears on the 1973 and 1985 Southeast Columbus quadrangles (USGS 7.5' topographic maps) [Figures 1 and 6]. The Stelzer Cemetery is not shown on the 1900 or 1925 East Columbus quadrangles (USGS 15' topographic maps) [Figures 7 and 8], nor on maps of Mifflin Township

by Caldwell et al. 1973 [1872]) [Figure 3] or Graham (1856) [Figure 2]. The Stelzer Cemetery is approximately 2,640 ft (805 m) north of the intersection of East Fifth Avenue and Stelzer Road, on the east side of Stelzer Road. It is located about 1,675 ft (510 m) south of East Seventeenth Avenue.

A search of Google Maps ([www.maps.google.com](http://www.maps.google.com)) revealed that the approximate position of the cemetery has the address of 980 Stelzer Road. An inquiry with the Franklin County Auditor's Office for this address failed to reveal any information about the cemetery.

Comparison of the 1964 and 1973 Southeast Columbus quadrangles (USGS 7.5' topographic maps) [Figures 4 and 6] indicates that Stelzer Road north of East Seventh Avenue was widened sometime between 1964 and 1973. A comparison of 1950 and 1970 aerial photographs also shows the widening of Stelzer Road north of East 7<sup>th</sup> Avenue. Based on its location on the 1964 Southeast Columbus quadrangle (USGS 7.5' topographic map) [Figure 4], the Stelzer Cemetery appears to be at least 100 ft (33 m) east of Stelzer Road. The 1973 Southeast Columbus quadrangle (USGS 7.5' topographic map) [Figure 6] shows that the distance between the western edge of the cemetery and the eastern edge of Stelzer Road has been reduced by the widening of Stelzer Road. The Franklin County Engineer indicates that the widening, from East 7<sup>th</sup> Avenue north to Agler Road, was done in 1963–1964. The plans for the project do not reference the Stelzer Cemetery, but do reference airport infrastructure in proximity to the right-of-way (Dennis Barber, personal communication August 28, 2007).

The earliest aerial photograph examined showing the area of the Stelzer Cemetery was taken on August 13, 1938 (Teel Slike, personal communication August 20, 2007). A digital file of a portion of this black-and-white aerial (Figure 9) was provided by the Franklin County Engineer. Black-and-white aerials dating to 1950, 1970, 1980, and 1994, and a 2006 color aerial also were examined. None show the location of the cemetery. Randall E. Tobias of the city of Columbus, in a response to ASC Group's inquiry (email to Alan Tonetti, August 30, 2007), sent a map which depicts the location they have recorded for Stelzer Cemetery (Figure 11), based upon its position from the 1973 Southeast Columbus quadrangle (USGS 7.5' topographic map) [Figure 6]. The 1938 aerial photograph (Figure 9) depicts a group of trees surrounded an open area in this approximate spot, and it was thought that this might be the cemetery.



## **CHAPTER 3: METHODOLOGIES**

### **FIELD METHODOLOGY**

This chapter describes the field work and artifact analysis methodologies. The methodology for the geophysical survey is fully described in the geophysical survey report (Appendix A) and is not presented here.

#### **Preliminary Investigations**

A visual inspection of the study area was carried out by Dr. Schwarz during the geophysical survey work and again before the trenching started. Photography was employed at the location of the silo. Limited augering was utilized to gauge soil stratigraphy at the time of the geophysical survey, using a 2.2-in (5.5-cm) diameter screw auger. The purpose of the augering was to gain a better understanding of the amount of fill that was present in the vicinity of the Stelzer Cemetery.

#### **Mechanical Trench Excavation**

The backhoe work was undertaken by Mr. Mike Butts, using a Ford backhoe with a 3-ft (0.91-m) wide flat blade. Mr. Butts is a skilled excavator and was able to scrape down to the depths needed without entering the trench with the backhoe. His excavations were monitored by the archaeologists who periodically stopped him from working to examine the soil and look for graveshafts. In fact, Mr. Butts also monitored his work closely and would point out to the archaeologists, on occasion, if dark areas appeared in own excavation the subsoil. Once the desired depth was achieved with the backhoe, the trench floor was cleaned with shovel shaving and troweling to allow it to be inspected. In both Trench 1 and 2 excavations were continued after the first inspection (only in part of the trench for Trench 1) until a depth was reached that provided assurances that no graveshafts were present.

#### **Grave Documentation**

On the two large graves (thought to be adults) a 20-in (50-cm) slit trench was excavated at the mid-section of the grave. The rationale for this excavation is to confirm or deny the presence of a grave (e.g., human remains or coffin fragments) and the mid-section presents the potential to encounter large bones (long bones, pelvis, vertebral column, ribs) associated with this area rather than risk an excavation that encountered only the lower extremities (which are likely to have decayed). At the discretion of the excavator, the trench was extended 3 in (10 cm) beyond the graveshaft edge on each side so that the contrast with the subsoil would be obvious in

profile. Each trench was excavated as one stratigraphic unit, but the few artifacts encountered within were generally recorded by depth. When grave fill was encountered it was carefully trowel sorted but was not screened. Sediment was screened through 0.25-in hardware cloth once the level of the burials was reached, although due to fineness of the excavation this was probably not necessary. To ensure that no very small pieces of bone escaped detection the backdirt from the burials was spread thinly on a black tarp and trowel sorted a second time. A measured plan view was drawn for each grave after it was cleaned but prior to excavation. For the graveshafts excavated, a measure profile and plan view were drawn (after excavation was made). Both digital and 35-mm film cameras were used to photodocument the graves and their excavation. Historic artifacts were only collected from the graveshafts if their examination would add to the analysis of the excavations.

### **Human Remains**

Human remains were not collected from the Stelzer Cemetery but rather were studied and photographed in situ. The purpose of these actions was to confirm that any osteological material was indeed human. An osteological reference manual was used in the field to confirm the identifications (Bass 1987).

### **Mapping**

The survey grid was established by Dr. Jarrod Burks of Ohio Valley Archaeology, Inc., for the geophysical survey. Utilizing an origin point (N1000 E1000) at the western end of the study area (on the disused perimeter road), Dr. Burks laid out grid points with a survey transit. He marked the points with wooden datums and pin flags every 66 ft (20 m). This grid was left in place, although a few wooden stakes were later knocked over by lawnmowers. These grid points were used to mark the boundaries of Trench 1 prior to the backhoe work. Trenches 1 and 2, the three graves (Features 1–3), the silo, the fence, and several of Burks' grid points were later surveyed by ASC Group. ASC Group utilized a TOPCON laser transit to map these features, and all were shot from a vantage point at N1000 E1000. This point was recorded with a GPS as were the graves and several other features. A Trimble GPS with sub-meter accuracy was utilized. Two survey datums were placed just inside the fence along Stelzer Road in case it is necessary to return to remove the graves from Stelzer Cemetery.

## ARTIFACT ANALYSIS

Prehistoric and historic artifact analyses are described in this section. The analysis are referred to in the next chapter and Appendix B consists of the artifact catalog.

### Debitage Analysis<sup>1</sup>

Flakes were identified as either bipolar (exhibiting points of applied force at opposing ends of the flake) or whole. Flake fragments were identified as either proximal fragments, distal fragments, or medial fragments. Also recorded for flakes/flake fragments were the following attributes (if present): raw material, amount of dorsal surface cortex (none, less than 50 percent, 50 percent or more but less than 100 percent, and 100 percent), platform surface (cortical, flat, or complex), presence of platform edge trim (present, absent, or indeterminate), platform edge grinding (present, absent, or indeterminate), flake termination (feathered, stepped, hinged, or plunging), evidence for heat alteration, length, width, thickness, and weight. These attributes are discussed below.

### Definitions of Variables and Variable States

- Lithic raw material: Flakes were macroscopically inspected to determine the most likely geological sources of raw materials, employing the chert reference collection in the ASC Group artifact laboratory. This variable monitors procurement activities, selectivity in the use of different chert types for different technological purposes, and serves as a means for estimating mobility and/or exchange networks.
- Dorsal surface cortex: Cortex is defined as any exterior piece of a lithic material that does not exhibit a humanly induced fracture scar and may therefore occur in a wide variety of forms, including weathered, discolored or stained surfaces, joint planes, patination, or adhering geological matrix. "This definition differentiates between cortex and the non-cortical surface, which is any humanly induced fracture surface" (Ahler 1987; Odell and Henry 1989).

Flakes and flake fragments were categorized for absence, presence, and extent of cortical coverage. Flakes with cortex were distinguished as having cortex on less than one-half of the extant dorsal surface, or as having extensive cortical coverage, operationally defined as covering 50 percent or more of the extant dorsal surface or the entire surface. Dorsal surface cortex may be indeterminate in cases of severe heat-spalling of the dorsal flake surface.

The presence of cortex on dorsal flake surfaces indicates that flakes were detached from the outer surfaces of raw materials that had little prior modification. Assemblages dominated by flakes lacking cortex represent flake production from cores or tools that were extensively

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<sup>1</sup> Adapted from Cowan and Weinberger (2004).

modified prior to their introduction to a site or assemblages in which raw materials were being extensively shaped. The maintenance of existing tools, for example, should result in the deposition of few, if any, cortical flakes.

Striking platform surface: Three variable states are distinguished for the character of the surface of the striking platform remnant.

Cortical – Platform is unaltered and exhibits cortex;

Flat – A single, flat, concave, convex, or undulating surface not covered with cortex;

Complex – Presence of two or more flake scars.

The striking platform is the surface of the core to which force is applied to detach a flake. The geometry of the striking platform surface and its angular relationship to the proximal portion of the core face is an important variable in controlled flake detachment. The striking platform surface and the adjacent core face must often be shaped to accept the application of flaking force. Careful platform preparation is especially critical for the detachment of thin flakes where the blow must be placed near the edge of the striking platform.

In general, cortical platforms are most common on unprepared or minimally prepared flake cores or on raw materials in the initial stages of tool shaping. Bifaces have complex edges, and flakes from bifacial cores or tools commonly exhibit multi-faceted platform remnant surfaces.

Platform edge trim: Platform edge trimming is denoted on the flake by the presence of small flake scars on the dorsal face of the flake emanating from the edge of the platform surface. These small scars are the result of rasping or crushing off the overhang above the concavities of previous bulbar scars on the core face and contouring the core face to a convex surface immediately adjacent to the striking platform edge. Core face trimming is coded as present or absent.

Platform edge trimming is not a necessary platform preparation procedure if the flaking blow is to be aimed at a non-marginal portion of the core's striking platform. Non-marginally applied force is used to detach thick flakes from a core. The detachment of thin flakes from a core requires that the flaking blow be applied to the margin of the striking platform and that the core face is convex, both along the axis of flake removal and perpendicular to that axis. Core face trimming will therefore be prevalent whenever thin flakes are to be detached and whenever it is desired to thin a tool surface without markedly narrowing the striking platform.

Platform edge grinding: Grinding is denoted by the abrasive rounding of the platform edge, particularly of small protrusions along the edge. Abrasion of the striking platform edge removes minor edge profile irregularities and strengthens the edge to prevent the collapse of the platform under force application. Platform edge grinding is not a necessary step in platform preparation if force application is to be applied to a non-marginal platform surface, but is particularly useful if long, thin flakes are to be detached from thin core edges, as in bifacial tool shaping. Platform edge grinding is coded dichotomously as present or absent.

- Flake termination: Four variable states are distinguished for the character of the distal end of a flake.
- Feathered-Distal end exhibiting a sharp edge resulting from the smooth termination of force that gradually shears the flake from the objective piece;
- Stepped-Distal end exhibiting a 90 degree angle with the ventral surface resulting from abrupt termination of force that causes the flake to snap;
- Hinged-Distal end that is rounded or blunt resulting from the force used to create the flake rolls away from the objective piece;
- Plunging-Distal end that curves in toward the ventral surface resulting from the force used to create the flake curving in toward the objective piece.
- Heat treatment: Purposeful heat treatment is a highly controlled process designed to reduce the tensile strength of the chert (typically by 40–70 percent) to improve chert fracturing properties and reduce the amount of force required to fracture the stone, thereby increasing the knapper's control over the fracturing process. Heat treatment is often difficult to detect, but heat-treated cherts usually exhibit more vitreous fracture surfaces than those of non-heat-treated surfaces and may exhibit distinctive color changes as a consequence of oxidized iron impurities. Heat treatment is coded as present or absent. Where indeterminate or ambiguous, it is coded as absent.
- Length, width, and thickness Maximum dimensions of these variables are measured to the nearest 0.01 mm.
- Weight Weight of the artifact is measured to the nearest 0.1 gram.

Flake sizes vary with the size of the core and with the purposes of flake removal. Relatively large, thick flakes may be created in order to use the flakes as tools or when flakes are to be used as blanks for highly shaped tools; relatively large, thick flakes may also be produced in the process of shaping a core or in the initial stages of tool-shaping. Flakes tend to decrease in size through the production stages of a tool. Flake weight is also a useful measure of overall flake size.

### **Lithic Raw Material Identification**

Efforts to identify the sources of the lithic raw materials utilized at archaeological sites is often problematic, due to the fact that on the one hand, there can be great variations of attributes



between chert samples taken from the same source, and on the other hand, there are similarities in the attributes of cherts from different sources (Odell 2003). For example, it can be difficult to distinguish Columbus from Delaware chert. Further complicating the situation is the fact that the study area is located on Wisconsin glacial deposits (Pavey et al. 1999), with cobbles of cherts from a variety of sources scattered throughout and no doubt utilized by the prehistoric inhabitants of the region.

For the purposes of this investigation, the following chert type was utilized: Columbus/Delaware. This material is defined below.

### **Columbus/Delaware Chert**

While there are separate Columbus and Delaware formations, the cherts in these formations are often difficult to distinguish from one another. Therefore, for the purposes of analysis, both types are essentially treated as one. The chert-bearing Delaware formation is within the marine limestones and dolomites of the Devonian system. This formation extends in a narrow band from western Pickaway County north through Franklin, Delaware, Marion, Wyandot, Crawford, Seneca, Huron, Sandusky, and Erie counties, and is also present in northwest Ohio in Lucas, Wood, Henry, Defiance, Putnam, and Paulding counties. Delaware chert is tan to dark gray in color with relatively large lighter colored areas creating a mottled appearance, and often exhibits tiny ostracod inclusions (Stout and Schoenlaub 1945; Vickery 1983).

The chert-bearing Columbus formation is within the marine limestones and dolomites of the Devonian system. This formation extends in a narrow band from western Pickaway County north through Franklin, Delaware, Marion, Wyandot, Crawford, Seneca, Huron, Sandusky, and Erie counties and is also present in northwest Ohio in Lucas, Wood, Henry, Defiance, Putnam, and Paulding counties. The flint ranges in color from light mottled gray to brown (Stout and Schoenlaub 1945; Vickery 1983).

### **Historic Artifact Analysis**

The historic artifacts initially sorted based on material, manufacture, and function. Artifacts were separated into three broad material categories: ceramics, glass, and other. Artifacts were then sorted into subcategories defined within each of the material categories. The ceramic artifacts were initially sorted into the following ware types: whiteware, ironstone, porcelain, and redware. Ware types are distinguished on the basis of paste color, paste texture,

glaze, and decoration; these attributes are generally recognized as temporal indicators for historic ceramics. The ceramic classifications and chronologies formulated by Ketchum (1983, 1987, 2000), Lehner (1988), Lofstrom et al. (1982), Magid (1984) and Raycraft and Raycraft (1990) were among the sources used to identify and date the ceramic types represented in each of the assemblages. Architectural brick was also included in the ceramic material type. Glass identification and temporal affiliation followed studies by Deiss (1981), Ketchum (1971), Lorrain (1968), Munsey (1970), and Putnam (1965).

### **Faunal Analysis**

Animal bone is counted, weighed, and is sorted and identified based on anatomy. Attempts are made to identify the genus and species of faunal bone using reference works. Bones are also examined for macroscopic wear traces such as cut marks and it is noted if bone is carbonized.

### **Curation**

Artifacts collected during the investigation will be returned to the landowner unless the landowner agrees to curate them at a curation facility such as the Ohio Historical Society.

## CHAPTER 4: RESULTS OF FIELD INVESTIGATIONS

The geophysical survey was carried out on August 21 and 22, 2007. The archaeological excavations to locate the graves were carried out on September 9–13, 2007. Weather conditions during the week of September 9th were warm and clear with no rain.

### VISUAL INSPECTION

During the geophysical survey and again during the excavation work, the grassy field was visually inspected for evidence of disturbance. It was noted that an abandoned perimeter road runs the entire length of the western end of the field, just inside the fence and the ground is elevated about 20 in (50 cm). There is a “hump” of fill soil and on top of that is pavement which is mostly broken up; the area is grassy (Plate 4). In the northwest corner of the grassy field it was noted that a section of the perimeter fence that bounds Stelzer Road had been replaced with newer fencing (which was a little lower than the old fencing). It is believed that there had been another fence running east-to-west, ca. 20 m south of the existing fence, that separated the grassy field from the runway. This fence is believed to correspond to the fence shown on the 1938 aerial (Figure 9). It was about 1,675 ft (510 m) south of the 17<sup>th</sup> Avenue/Stelzer Road intersection. Today this area is a little depressed, as if there had been a fence there that was removed. This old fence line is believed to be about 328 ft (100 m) north of the location of Stelzer cemetery.

Other historic remains were noted in the field. Two locations were found, north of the mapped cemetery location and near Stelzer Road, where concrete slabs, cinder blocks, brick, aggregate, and early twentieth century artifacts were located. The earth was caving in these locations, (i.e. voids were visible). It is not certain if materials were dumped or if these were building foundations; however, no in situ masonry was found. Also, historic maps and the 1938 aerial do not depict any buildings at these locations, so the origin(s) of the building materials remain(s) unknown. At the southernmost of the two locations a blue glazed ceramic body sherd, Mason jar base, and electric light socket were noted. At the northern location, burned wood and colorless vessel sherds were observed. Because the scope of the project involved simply the cemetery relocation and delineation, these historic remains were not further documented and the artifacts were not collected.

What appears to be the remains of a farmstead was found 269 ft (82 m) southeast of N1000 E1000. A 10-sided concrete silo and a concrete side walk (which led toward Air Center Drive) were the most noticeable features. The ground was depressed around the silo, and earthen

banks were present on the north, west, and east sides, although it was open to the south. It was hypothesized that this may have been the former location of a barn, and as the investigation progressed it appears that this is the case, as is described below.

Just south of the silo and earthen banks was the wooden lathe with flagging tape that had been placed by airport personnel to mark the location where Anna Mary Stelzer's gravestone had been. The gravestone was removed by former CRAA employee, Phil Delbert. The airport survey coordinates for this location are N 28+00.36 E 14+51.10 (Phil Delbert, email communication to Rod Borden and Dave Gotschall May 25, 2000). During a visit to the site on September 14, 2007, Mr. Delbert confirmed that the lathe was in the place where he removed the gravestone. During visual inspection by ASC Group, a gravestone base was found about 3.3 ft (1 m) west of the wooden lathe. This was a rough concrete base (that would be below ground when in use) used to fix a white gravestone in place. The gravestone was sheared off and the lowermost part was still fixed in the concrete. The upper part of the gravestone was missing. The gravestone, where it was sheared off, was smaller than Anna Mary Stelzer's gravestone. Possibly the sheared-off gravestone was for the infant step-child, but that inference cannot be confirmed.

Of course, Anna Mary Stelzer's gravestone and the gravestone base were both near the silo. This is about 282 ft (86 m) from the mapped location of Stelzer Cemetery, leading to a concern that possibly graves were located near the silo. As described below, this possibility was discounted by archaeological investigations near the silo.

#### **SUMMARY OF GEOPHYSICAL SURVEY**

The geophysical survey report is printed in its entirety in Appendix A, but pertinent information is summarized here. The geophysical survey was carried out by Dr. Jarrod Burks, Ohio Valley Archaeology, Inc., who is experienced at this kind of survey and has successfully located cemeteries by these methods. The geophysical survey used two methods: magnetic gradient survey and ground-penetrating radar (GPR). Nine 66 ft x 66 ft (20 m x 20 m) blocks were surveyed with the magnetic gradient method, and were mapped based on an arbitrary grid established at N1000 E1000 at the west edge of the study area (Figure 12). The area selected for magnetic gradient survey included the exact location of the Stelzer Cemetery (1 block) on the 1973 Southeast Columbus quadrangle (USGS 7.5' topographic map), and locations immediately north, south, and east of it (one block each). Also, four survey blocks were placed northeast of the location mapped on the topographic map, because the 1938 aerial photograph (Figure 9)

indicated that a group of trees surrounded an open area in this approximate spot, and it was thought that this might be the cemetery. With the magnetic gradient data in hand, Dr. Burks was able to focus the GPR survey on six blocks bounded by N980 E1000, N1020 E1000, N1020 E1060, N980 E1060 (Figure A-2).

The methodology is described in the full report and this summary will not dwell on the technicalities. Dr. Burks was able to identify 28 geophysical “anomalies” that are indicative of disturbed soil conditions. Anomalies 17–28 have signatures that are thought to be indicative of disturbance associated with the Columbus Gun Club that was on this property in the 1930s. The 1938 aerial photograph depicts white disturbed areas (likely for skeet shooting) arranged in an arc, and some of the geophysical anomalies are similarly arranged. Also, a utility line appears to run across part of the eastern geophysical survey area. Anomalies 1–16 have signatures or “profiles” that are grave-like, although it was impossible to tell which if any of them were graves (Appendix A:6–7). Since only three graves were expected, and they would likely be in a tight space, and Anomalies 1–16 are clustered and have different orientations, Dr. Burks ranked the anomalies into groups, based on geophysical and map data. Thus, they are listed below based on their likelihood to be graves (Jarrod Burks, email to Kevin Schwarz, August 29, 2007) and comments are made based on Schwarz’ discussion with him.

1. Anomalies 14–16. These anomalies are mapped at the location of the cemetery on the 1964 Southeast Columbus (7.5' topographic map). GPR and magnetic anomalies coincide in space for Anomalies 1–16. Tightly and regularly spaced.
2. Anomalies 7–13. Magnetic anomalies do not coincide in space with GPR anomalies. Tightly spaced.
3. Anomalies 3–6. Magnetic anomalies do not coincide in space with GPR anomalies. Loosely spaced.
4. Anomalies 1 and 2. These anomalies may relate to soil disturbance associated with the perimeter road. Magnetic Anomaly 2 coincides in space with GPR anomaly.

Interestingly, Burks (Appendix A:7) also noted in the GPR data an oval “quiet area,” which he marked as GPR Area 1. He speculates that this could be an area of minimally disturbed soil (i.e., not plowed or recently built upon), as expected for a cemetery.

#### **AUGER TEST RESULTS**

During the geophysical survey work, Dr. Schwarz excavated three auger tests (A-1 through A-3) in the vicinity of location of Stelzer Cemetery (according to the 1984 Southeast Columbus quadrangle (USGS 7.5' topographic map) to establish a basic understanding of the



stratigraphy and determine the extent of fill due to various construction impacts over the years (Figure 13). Unit A-1 was placed just east of the hump for the perimeter road to assess the depth of fill in that area, while Units A-2 and A-3 were placed to the east and north, closer to the areas where it was thought the cemetery might be located (Figure 13). The depth of fill has important implications for interpreting the geophysical survey since deep fill over the graves could place them out range of the geophysical survey instruments. The following summarizes their stratigraphy:

- Unit A-1 was placed at N1000 E1005 (Figure 13). The surface layer was a (0 inbs–9 inbs/0 cmbs–22 cmbs) brown (10YR 5/3) silt loam with a few pebbles. It was underlain by a (9 inbs–11 inbs/22 cmbs–28 cmbs) yellowish brown 10YR 5/4–10YR 5/6) silt loam, which is interpreted as historic fill. The third stratum (11 inbs–15 inbs/28 cmbs–38 cmbs) consisted of a strong brown (7.5YR 5/6) sandy silt loam. The fourth stratum, (11 inbs–15 inbs/38 cmbs–45 cmbs) is a yellowish brown (10YR 5/4) silt loam. The fifth and final stratum was a yellowish brown (10YR 5/6) loamy sand to fine sand. As it appeared that the third through fifth strata were subsoils, excavations were terminated at 24 inbs (60 cmbs) [Figure 14A]. No artifacts were found.
- Unit A-2 was placed at N1010 E1020 (Figure 13). The weakly developed A horizon (0 inbs–3 inbs/0 cmbs–8 cmbs) was a brown (10YR 5/3) silt loam with no rocks. It was underlain (3 inbs–13 inbs/8 cmbs–32 cmbs) by a brown (7.5YR 5/4) silt loam mottled with a grayish brown (10YR 5/2) silt loam, with limited pebbles. Around 13 inbs (32 cmbs) a lot of rooty carbon was noted. This stratum is interpreted as fill. The third stratum (13 inbs–20 inbs/32 cmbs–50 cmbs) was a brown (7.5YR 5/4) loamy sand to fine sand mottled with light brownish gray (10YR 6/2) loamy sand to fine sand. This stratum was interpreted as subsoil (Figure 14B). No artifacts were found.
- Unit A-3 was placed at N1025 E1020 (Figure 13). The weakly developed A-horizon (0 inbs–3 inbs/0 cmbs–8 cmbs) was a brown (10YR 5/3) silt loam with no rocks. It was underlain (3 inbs–13 inbs/8 cmbs–32 cmbs) by a brown (10YR 5/3) silt loam with scattered pebbles. The third stratum (13 inbs–20 inbs/32 cmbs–50 cmbs) was a brown (7.5YR 5/4) loamy sand to fine sand mottled with light brownish gray (10YR 6/2) loamy sand to fine sand. This stratum was interpreted as subsoil (Figure 14C). No artifacts were found.

The auger testing demonstrated that although there were variations in stratigraphy, typically there was, not more than 11 inbs–13 inbs (28 cm–32 cm) of A-horizon soils with the admixture of fill (due to various construction impacts to the area), and that natural subsoils were present below 11 inbs–13 inbs (28 cmbs–32 cmbs). Since the geophysical survey equipment could penetrate well below that depth, concerns about the efficacy of the geophysical survey were allayed.

## **MECHANICALLY EXCAVATED TRENCHES**

As the result of the geophysical and historical investigation, two backhoe trenches were excavated. Trench 1 was initially placed to encompass anomalies 14–16 because Burks indicated that those three anomalies were the most likely to be graves. An irregularly shaped 16-ft x 26-ft (5-m x 8-m) trench was laid out to cover this area. After the graves were discovered and recorded in Trench 1 as originally excavated, it was expanded to cover anomalies 7–13, which were located just north and west of Trench 1. This was done because during consultation with CRAA employee Bernard Meleski (Director of Planning and Development), Dr. Schwarz said that he inferred that if other graves were associated with Stelzer Cemetery they were likely in proximity to the first three, and based on the geophysical and map evidence, Anomalies 7–13 were the second most likely cluster of anomalies to be graves. Trench 2 was laid out as a 13-ft x 29-ft (4-m x 9-m) trench centered on the area where former CRAA employee Phil Delbert recorded the Anna Mary Stelzer gravestone as having been located, prior to its removal (Plate 5). This area also corresponded to the location of the gravestone base (Plate 6).

During preparation for excavating Trench 2, the backhoe blade was used to gently try to move the gravestone base, as it was too heavy to move by hand. The purpose was to excavate a trench centered on the gravestone base and the location that Mr. Delbert had surveyed (which was marked by lathe before ASC Group's excavations). The gravestone base was not fixed on the ground and was dislodged easily by the backhoe, suggesting that the base was not in situ, but had been moved there recently. If the base had been in situ, it would have been necessary to excavate around it first or to apply power to the backhoe blade to move it, but neither was necessary. The location of Trench 2 was centered on the lathe location that Mr. Delbert marked.

### **Trench 1**

For Trench 1, the backhoe operator carefully cleared away soil by scraping and was monitored by an archaeologist. Stratum I (0–8 inbs/0–20 cmbs) was a weakly developed A horizon, consisting of a brown silt loam (10YR 5/3) with little rock. This stratum was affected by fill and borrow episodes. Stratum II (8 inbs–14 cmbs/20 cmbs–35 cmbs) was primarily a fill layer and a lot of rock was present; the presence of lighter soils suggested intermixture with the natural subsoil. It consisted mostly of a yellowish brown (10YR 5/4–5/6) silt loam with 10 percent rock and historic artifacts. It was mottled with a brown (7.5YR 5/4) silt loam and a grayish brown (10YR 5/2) silt loam. Historic artifacts consisted of animal bone, ceramics, and

container glass. A small sample of historic artifacts that appeared to be diagnostic was collected to gauge the age of the fill layer. These are described below, as part of the Stelzer Cemetery site (33FR2711).

Because the trench was being deepened in sections, the trench floor at 22 inbs (56 cmbs), in the northern part of the trench was stepped deeper than in the southern part, at 17 inbs (42 cmbs), when the graveshafts, were noted. At this point, mechanical excavation ceased and the trench floor was cleaned with trowels. Two long features, which appeared to be east-west oriented graveshafts were noted, one on each step. The soil within the graveshafts was darker and heavily mottled. It formed a visually obvious linear border against Stratum III, a brownish yellow (10YR 6/6) firm, fine sand subsoil, which was mottled with a red (10R 4/6) fine sand (1 percent of soil matrix) and 15 percent angular sandstone pebbles. The graveshafts were initially given generic names, Features 1 and 2. Feature 1 appeared to be about 70 in (179 cm) in length, although a small part extended under the eastern trench wall (estimated to be 4 in-6in/10 cm-15 cm only). Feature 2 was 86 in (218 cm) in length. These are thought to be adult graves. Feature 3 is a smaller dark area north of Feature 2. It was less distinctive against the subsoil and with its smaller size (length of 50 in/128 cm), it was identified as the possible infant grave (Figure 15).

After the completion of the documentation of the graves (Features 1 and 2), Trench 1 was expanded to encompass the area that included Anomalies 7-13. The trench was excavated well into subsoil throughout the unit, to a depth of 17 inbs-20 inbs (42 cmbs-50 cmbs). No other graves or features were encountered and natural subsoil was visible in the trench floor (Figure 13; Plate 7).

## **Trench 2**

Trench 2 was excavated to search for any graves that might have been under the gravestone that was moved and the gravestone base. The backhoe operator removed soil while being monitored by the archaeologist, the same method utilized in Trench 1. The results were very different from Trench 1, however. The backhoe exposed earth that was quite disturbed by the demolition of what was apparently a nearby barn nearby. Numerous sizeable (up to 1 ft/33 cm) chunks of concrete were removed from the trench. The western edge of the trench bordered the sidewalk that presumably served this farmstead. Beneath the concrete were multiple linear wood charcoal stains that crossed the trench floor diagonally. It is hypothesized that the barn

burned (or was burned) and the timbers fell onto the ground. The area was later filled, leaving behind the charcoal staining patterning. A few relatively modern artifacts were observed, but they were not collected. These include bottle glass and most notably, fragments of skeet, which was apparently used for target practice when the property was owned by the Columbus Gun Club. At about 30 in (75 cmbs), a narrow trench (20 in /50 cm) was observed running roughly-east west across Trench 2. Dark mottled fill and a few cinders were observed. The trench had a relatively deep U-shaped profile. It was most likely a utility trench, although no remnants of a utility line were found. It is estimated that, excepting the utility trench, about 24 in (61 cm) fill was present in this area. Excavations continued until subsoil was present throughout Trench 2, to 48 inbs (122 cmbs). The floor was cleaned and examined. No graveshafts were noted and given the remains of the barn just above this level it is suggested that this location is an unlikely place for people to have been buried. Natural subsoil profiles were present throughout the floor at its final depth.

## **Grave Documentation**

### **Feature 1**

The shape of Feature 1 is subrectangular and the western end is rounded. It is about 70 in (178 cm) in length, although 4 in–6 in (10 cm–15 cm) are estimated to be under the west trench wall (this area was not excavated) [Figure 16; Plate 8]. The grave width was variable: between 23 in (58 cm) and 25 in (64 cm). A 20-in (50-cm) wide slit trench was placed so as to cover the approximate mid-section of the grave. The trench was extended 3-in (10-cm) beyond the graveshaft edge on each side so that the contrast with the subsoil would be obvious in profile. The excavation was carried out with a trowel and later a hand pick. There was some variation in the grave fill, but consisted of mostly of loose brownish yellow (10YR 6/6) sandy loam with less than 1 percent angular gravel (Stratum IV) [Figure 17]. Certain areas, particularly along the margins of the grave, were darker, consisting of loose, fine yellowish brown to dark yellowish brown (10YR 5/8–10YR 4/4) clay loam with decomposing sandstone and iron oxide inclusions (Stratum IVa). Not until the excavations had penetrated about 8 in (20 cm) into the grave fill was Stratum V uncovered: a loose very fine very pale brown (10YR 7/4) silty loam with less than 1 percent angular gravels. It never covered the entire floor of the trench. The demarcation between the grave trench and natural subsoil was very obvious and easy to re-establish with a trowel. The fill soil was loose and easier to remove while the natural subsoil had more rock and

was firmer. The natural subsoil in the north was a medium compact, medium coarse brownish yellow (10YR 6/6) sandy loam with 20 percent angular gravels (Stratum III). This stratum was not present in the northeast corner of the slit trench where Stratum V extended into this area. On the south, natural subsoil consisted of a light yellowish brown (2.5Y 6/4) course sandy loam on Figure 17, sandy loam with 50 percent angular gravels and rocks (Stratum IIIa).

Two artifacts were found during excavation of the grave fill. A ferrous metal disk was recovered from the grave fill at 14 in (35 cm) below the mechanical trench floor (26 inbs/67 cmbs)[Plate 9A]. It may be a button but is too corroded to identify with confidence. If it is a button it may be from the burial clothing. A Columbus/Delaware whole flake was also found at about 4 in (10 cm) below the mechanical trench floor 20 inbs (52 cmbs). It is an incidental inclusion in the grave fill, although it is likely prehistoric in origin. The other possibility is that the original grave excavators created a flake by impacting a piece of field chert while digging the grave, although no natural chert was observed during the excavations.

At 15 in (38 cm) below the trench floor (about 31 in/80 cmbs) a fragment of human rib bone was uncovered. The bone was in good condition although it was fragmentary. It is about 2 in (5 cm) in length. The rib's costal groove was visible, suggesting that this was part of a costal rib. It was photographed in place (Plate 10) and then photographed against a light-colored background (Plate 11). After the second photograph it was replaced in the grave where it was found. No other bones/bone fragments were uncovered. Although the floor was cleaned, mapped, and photographed (Figure 18; Plate 12), no further excavations were undertaken.

## **Feature 2**

The southern edge of Feature 2 is about 3.35 ft (1.02 m) from the northern edge of Feature 1 (Figure 15). The two features are parallel to each other. Feature 2 was similarly not difficult to differentiate from the surrounding subsoil by color. All of Feature 2 was visible in plan view, exposing a subrectangular feature that was a little wider on its east end than its west end (Figure 19; Plate 13). Its length is 83 in (210 cm) and its width is variable (averaging about 24 in/60 cm). A 19.6-in (50-cm) wide slit trench was placed at the mid-section of the graveshaft. The excavation was carried out with a trowel, shovel skimming, and hand pick. To save time, it was determined to follow the grave shaft wall on the south side and excavate an approximately 4-in (10-cm) window into the subsoil only on the north side.



Excavation of the graveshaft penetrated through grave fill that was a friable light yellowish brown (10YR 6/4) sandy loam mottled with a brownish yellow (10YR 6/6) sandy loam and a grayish brown (10YR 5/2) sandy loam with less than 5 percent sandstone pebbles and gravels (Stratum IV)[Figure 20]. With the exception of a few of darker peds this stratum continued for 9 in (24 cm) below the Trench 1 floor. Some root penetration was noted. The darker peds were patches of grayish brown (10YR 5/2) sandy loam that are assumed to be chunks of topsoil that were included in the grave fill. Along the grave shaft walls, particularly below 10 in (25 cm) below the Trench 1 floor, an area similar in color and texture to the natural subsoil was found (although it was looser than the subsoil). This stratum (IIIa) is a brownish yellow (10YR 6/6) sandy loam with 5 percent sandstone pebbles. This is likely subsoil that has slumped into the grave as its contents settled. On the north edge of the excavated area, natural subsoil was exposed. This is a firm brownish yellow (10YR 6/6) fine sand subsoil 1 percent mottled with a red (10R 4/6) fine sand and 15 percent decaying sandstone gravel. Seven fragments of flat glass were recovered from 26 inbs–30 inbs (65 cmbs–75 cmbs).

Stratum IVa is a discontinuous 2 in–3 in (6 cm–8 cm) layer of brown (10YR 5/3) sandy loam with organic staining and no rock. The organic staining may relate to the decay of the wooden coffin which would have sagged and broken once it had rotted. Stratum V is the grave itself. This is a loose (with voids) pale brown (10YR 6/3) organic silt loam mottled with a yellowish brown (10YR 5/4) sandy loam with 5 percent gravel. Only 0.8 in–1.5 in (2 cm–4 cm) of Stratum V was exposed when a small coffin fragment with attached hardware was exposed.

A coffin fragment was exposed at 36 in (91 cm) below surface, which corresponds to 14 inbs (35 cm) below the Trench 1 floor (Figure 21; Plates 14 and 15). The coffin fragment is about 3.1 in (8 cm) in length and an escutcheon or other hardware is attached. It is flush with the wood and has the form of a “bullseye.” Likely, the metal helped preserve the wood of this part of the coffin because only a few other wooden fragments were found under and around it, and they were much smaller. The two largest coffin fragments were taken out of the grave to photograph against a light-colored background (Plate 16) and then were replaced. After the coffin fragments were replaced, the grave was cleaned and photographed (Plate 17) but no more excavations were undertaken.

### **Feature 3**

Feature 3 is smaller than the other two features and hence is thought to be the foster infant burial mentioned above (OGS, FCC 1980:ii). It is 51 in (128 cm) long and averages about 18 in (46 cm) in width, though the width is variable (Figure 22). In plan view, Feature 2 is a little less recognizable against the subsoil background than the other two features (Plate 18). Its boundaries were less distinct. It may be that, as an infant burial, it was less formally prepared than an adult burial would have been. Stratum IV, which is likely grave fill, consisted of a friable yellowish brown (10YR 5/4) sandy loam with a few pebbles. It was mottled with a yellowish brown (10YR 5/6) sandy loam. In the northern part of the feature, the mottling was not present (Stratum V), although the boundary between the two areas was indistinct. In one area along the northern edge of the graveshaft a topsoil ped (about 2 in/6 cm thick) was found. It is a dark grayish brown (10YR 4/2) silt loam. It is evidence of the grave refilling.

Infant bones tend to be very brittle and are not fully ossified. Therefore any excavations into Feature 3 would not likely uncover many bones, since they would have mostly decayed. It is expected that if human remains are to be recovered from this feature, careful sieving of the soil matrix will be necessary (due to the small size of any remaining bone fragments). For this reason, no excavations were undertaken for Feature 3.

### **33FR2711**

As mentioned above, moderate quantities of historic artifacts were found in Trench 1, particularly just north of the three graves. The artifacts were mostly in Stratum II, although a few were in Stratum I (only artifacts found in Stratum II were collected). The historic artifacts recovered include a whiteware sherd with red transfer print and molded decoration that dates to 1828 to the present [Plate 9B]. Diagnostic glass includes a colorless bottle base sherd with embossed letters and numbers and an Owens scar (Plate 9C). This dates to 1903–present. A colorless glass bottle sherd with a machine made finish and lug-thread closure dates to 1906–present (Plate 9D). A colorless glass bottle sherd with a machine-made finish and standardized screw-thread closure dates from 1919–present.

Thus, with several artifacts that likely date to the early twentieth century, it appears that Stratum II relates to historic soil disturbance and activities on site. Specifically, during the 1930's, the property was part of a gun club and several artifacts, including cow bone and a fragment of a beer mug (not collected) suggest that consumption activities consistent with

recreational shooting may have been taking place in this area. Also, numerous shotgun shells were found in Trench 1 (none were collected). Stratum IV and V of Feature 1 and 2 are the Stelzer graves, which were put in during the 1868 and 1871. In addition to the coffin fragments found in Feature 2, the flat glass may have come from a viewing pane (common in nineteenth century coffins). Alternately, the flat glass may have been an incidental introduction during grave refilling. The only historic artifact found during excavation of Feature 1 is the metal disk, probably a button (Plate 9A). It is impossible to tell with certainty which burial was Andrew Stelzer and which one was Anna Mary Stelzer. It is not certain when the foster infant was buried or what his/her name was. Based on the stratigraphic evidence it is possible that the graves were entered and some remains removed in the 1930s, as records indicate, but at least one bone and likely many more remain. No firm evidence of grave entry or partial removal was noted though.

As mentioned above it is not known whether the Columbus/Delaware flake is a legitimate prehistoric artifact or whether it is flake detached from field chert by impact from modern grave diggers' tools. Regardless, no information suggests a substantial prehistoric presence at this site and any prehistoric component is unaffiliated.

Site 33FR2711, as currently known, consists of two historic components, including three nineteenth-century graves (two of which date to 1868 and 1871). The graves are overlain by a disturbed stratum with historic artifacts interpreted to relate to the 1930s use of the property as a gun club. A minor prehistoric component, represented by a possible isolated find, is unaffiliated.

The site boundaries were drawn to include the three graves, a 6.6 ft (2-m) buffer, and the northern end of the original trench, where the historic artifacts were found (Figure 15; Plates 19 and 20). The site size is 23 ft (7 m) by 23 ft (7 m). The site is named the Stelzer Cemetery Site and was assigned 33FR2711 in the Ohio Archaeological Inventory. Based on documentary and archaeological evidence, the cemetery does not extend beyond the current boundaries of 33FR2711 (Figure 23). The site type is a historic cemetery, with limited dispersed refuse in overlying strata. No prehistoric site type can be defined. GPS coordinates are provided for the centerpoint of each grave (Table 1):

Table 1. UTM coordinates for the centers of Features 1-3

Feature No.	Description	Northing	Easting
1	Adult grave	4428506	336665
2	Adult grave	4428508	336665
3	Likely an infant's grave	4428509	336665

\* All UTM points are Zone 17 North, NAD1927

## CONCLUSIONS AND RECOMMENDATIONS

In conclusion, two adult graves (Features 1 and 2) were confirmed via limited excavation and a third feature (Feature 3), a graveshaft, apparently for an infant's grave, was exposed in plan view although it was not excavated. The facts fit well with the documentary record that indicates two adults and an infant were buried in Stelzer Cemetery. Also, the location of the Stelzer Cemetery on the 1964 Southeast Columbus quadrangle (USGS 7.5' topographic map) is in the same location as these features. Thus, Stelzer Cemetery has been relocated. Given that trenching was extended north, south, east, and west of the locations of Features 1–3, it is unlikely that additional graves are as yet unknown. The reasoning is that it is likely that additional graves would be located in proximity to the three known graves. Also, no graves were found in the locations of geophysical Anomalies 7–13 despite the additional area that was cleared in Trench 1. Dr. Burks (email correspondence to Kevin Schwarz, August 29, 2007) thought that Anomalies 7–13 were the most likely to be graves after Anomalies 14–16. Thus, we can state with a degree of confidence that Stelzer Cemetery has been delineated by the boundaries of 33FR2711.

Although Anna Mary Stelzer's gravestone and a gravestone base were found about 282 ft (86 m) away from the relocated cemetery, near the silo, I do not believe these items were in their original locations. Since the partially demolished farmstead was an impediment to lawn mowing as were the gravestone and gravestone base, I suggest that, most likely, previous lawnmowers (possibly before the CRAA owned this property) moved them to this location in order to facilitate mowing of the rest of the field. Mr. Delbert stated that a small chainlink fence was placed around Anna Mary Stelzer's grave stone, perhaps, in the mistaken belief that she was buried there. Trench 2, a 13-ft x 29-ft (4-m x 9-m) excavation, should have found any graves associated with the gravestone and gravestone base. The fact that the remnants of a burned barn and a utility trench were found in Trench 2, further indicates that there are no graves at this location.

The Ohio Genealogical Society's records (OGS, FCC 1980:ii) list the U.S. Reservation Cemetery and Stelzer Cemetery as the same entity. No primary evidence suggests that there are two cemeteries in the study area. It appears that Stelzer Cemetery was renamed U.S. Reservation Cemetery when the property was acquired by the U.S. Navy around the period of World War II.

It is not known where Andrew Stelzer's gravestone is located. Kevin Schwarz and Brandie Stork searched the Mifflin Township Cemetery on September 13, 2007, after discussing this action with CRAA employee, Bernard Meleski. Although gravestones indicated six Stelzers' were buried together in one part of the cemetery, Andrew Stelzer (1797–1868) and Anna Mary Stelzer were not listed, although one of their sons was, also named Andrew Stelzer.

A human rib bone fragment was documented in Feature 1 and wooden and metal coffin fragments were documented in Feature 2. We currently cannot state with certainty whether human remains still exist in Feature 2, and without sieving of sediments from the whole grave such a determination is impossible to make. Although exhumations of graves have been common occurrences throughout history, previous cemetery removals conducted by modern archaeologists have noted that often, particularly with older exhumations, undertakers did not, and in some cases were not able to remove all the human remains because of burial disintegration and/or lack of a detailed methodology (Hartgen Archaeological Associates, Inc. 2007; McQuinn 2004; University of Vermont Consulting Archaeological Program 2003). This means that any exhumation that might have occurred to one or more of the Stelzer graves was not complete.

## **RECOMMENDATIONS**

In the course of this investigation, three grave shafts were located. The location and size of the grave shafts, along with the remains found at the site make it reasonably certain that the remains are of the Stelzer family. The cemetery has been delineated and mapped in this report, GPS points have been recorded, and the site has been marked with survey nails and flagging tape. It has also been inventoried as an archaeological site (33FR2711) in the Ohio Archaeological Inventory, so now its location is well known.

The CRAA originally concluded that the expansion project would impact the Stelzer Cemetery and therefore relocation of the cemetery would be necessary. However, further engineering design work has determined that the Stelzer Cemetery site can be avoided and remain in its present location. In consultation with the descendants of the Stelzer family, the CRAA have proposed the following mitigation plan. The remaining headstone will be moved to the Mifflin Cemetery. The artifacts found during the current survey will be reinterred back within the boundaries of the original Stelzer Cemetery. In addition, a ground plaque identifying



the locations of the Stelzer Cemetery will be erected. The Stelzer family is in concurrence with this plan.

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## FIGURES



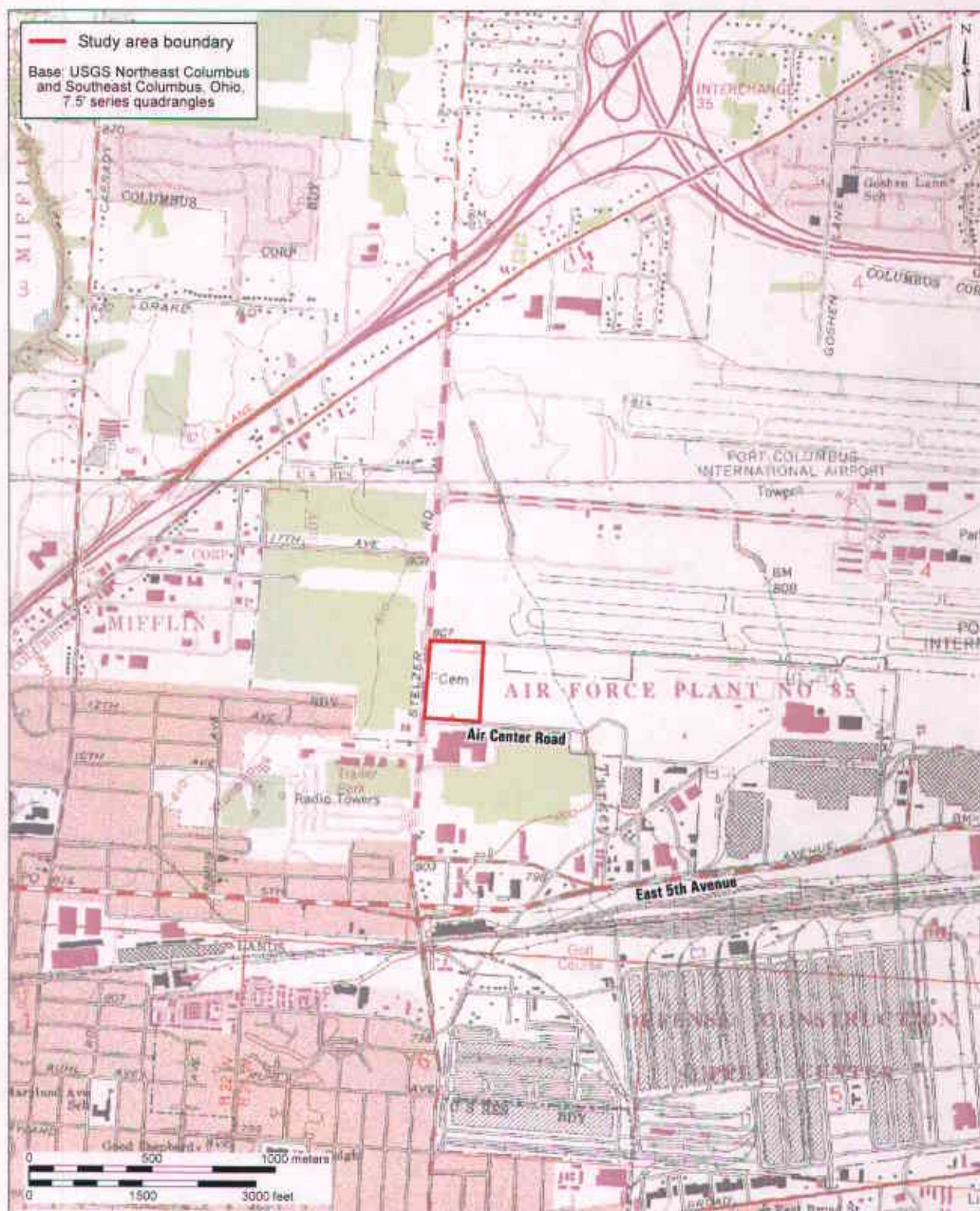


Figure 1. Portions of the 1982 Northeast Columbus and 1985 Southeast Columbus quadrangles (USGS 7.5' topographic maps) showing the study area and recorded location of Stelzer Cemetery.



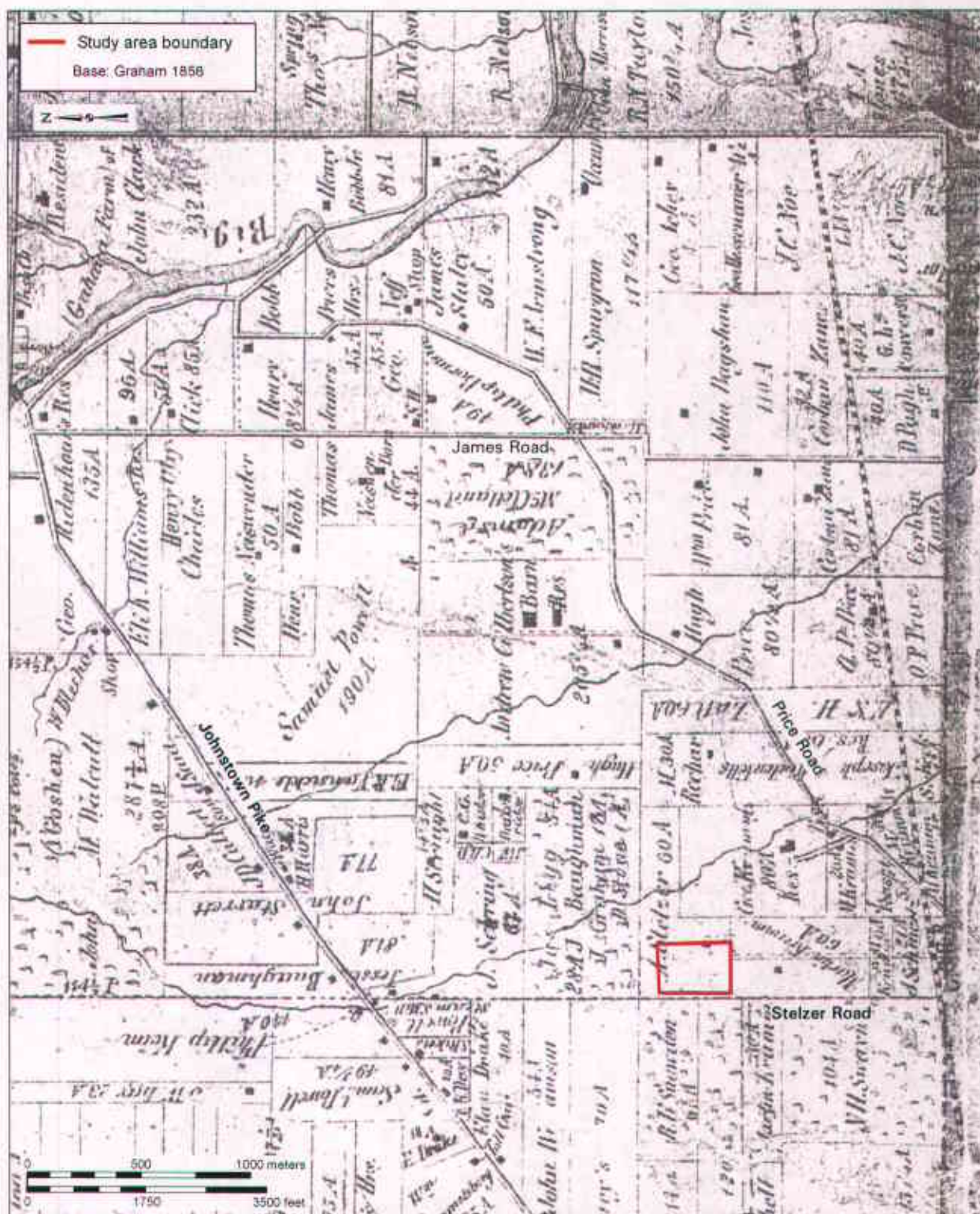


Figure 2. Portion of the Graham's (1856) *Map of Franklin, Co., Ohio*, showing the study area.





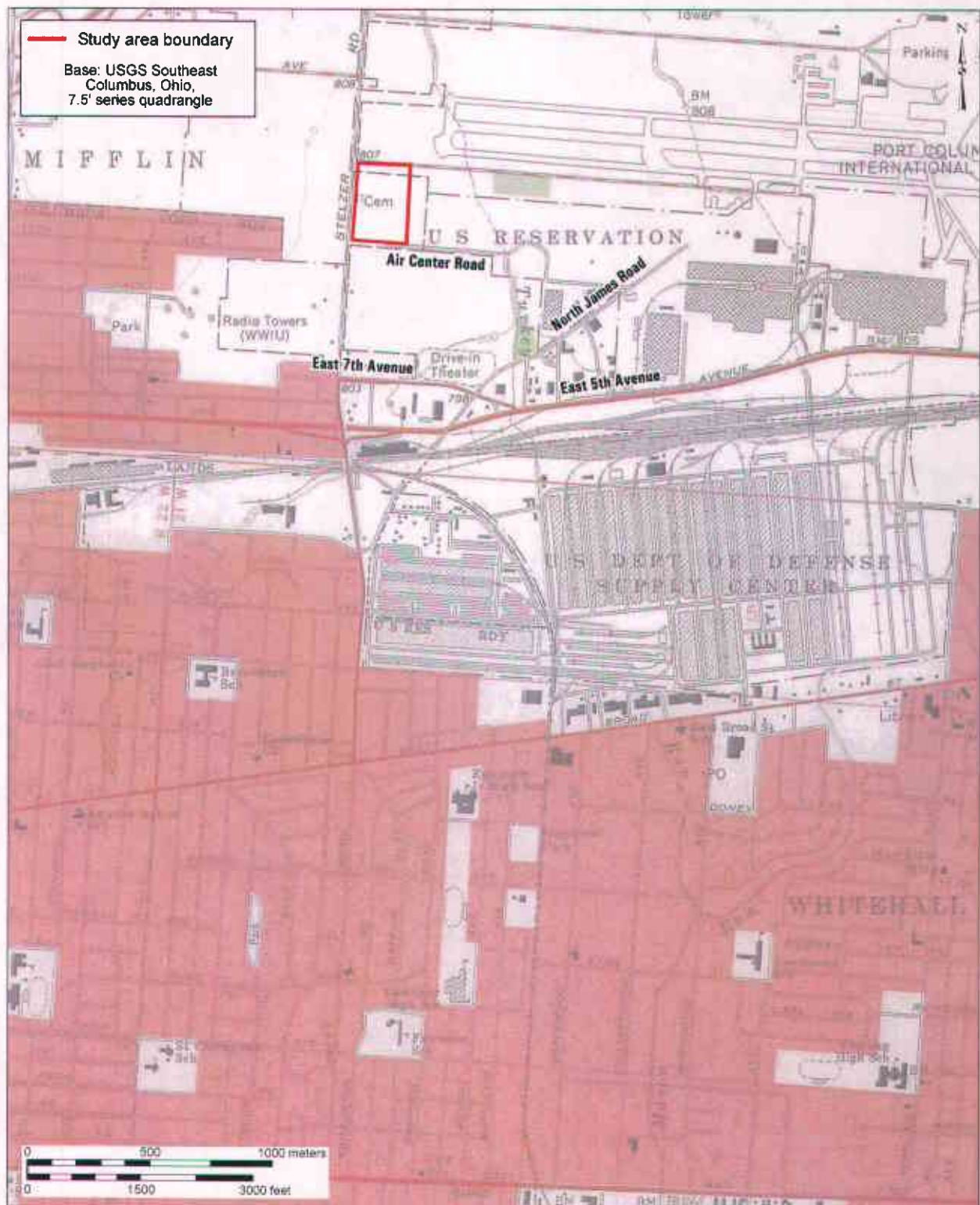


Figure 4. Portion of the 1964 Southeast Columbus quadrangle (USGS 7.5' topographic map) showing the study area and the recorded location of Stelzer Cemetery.



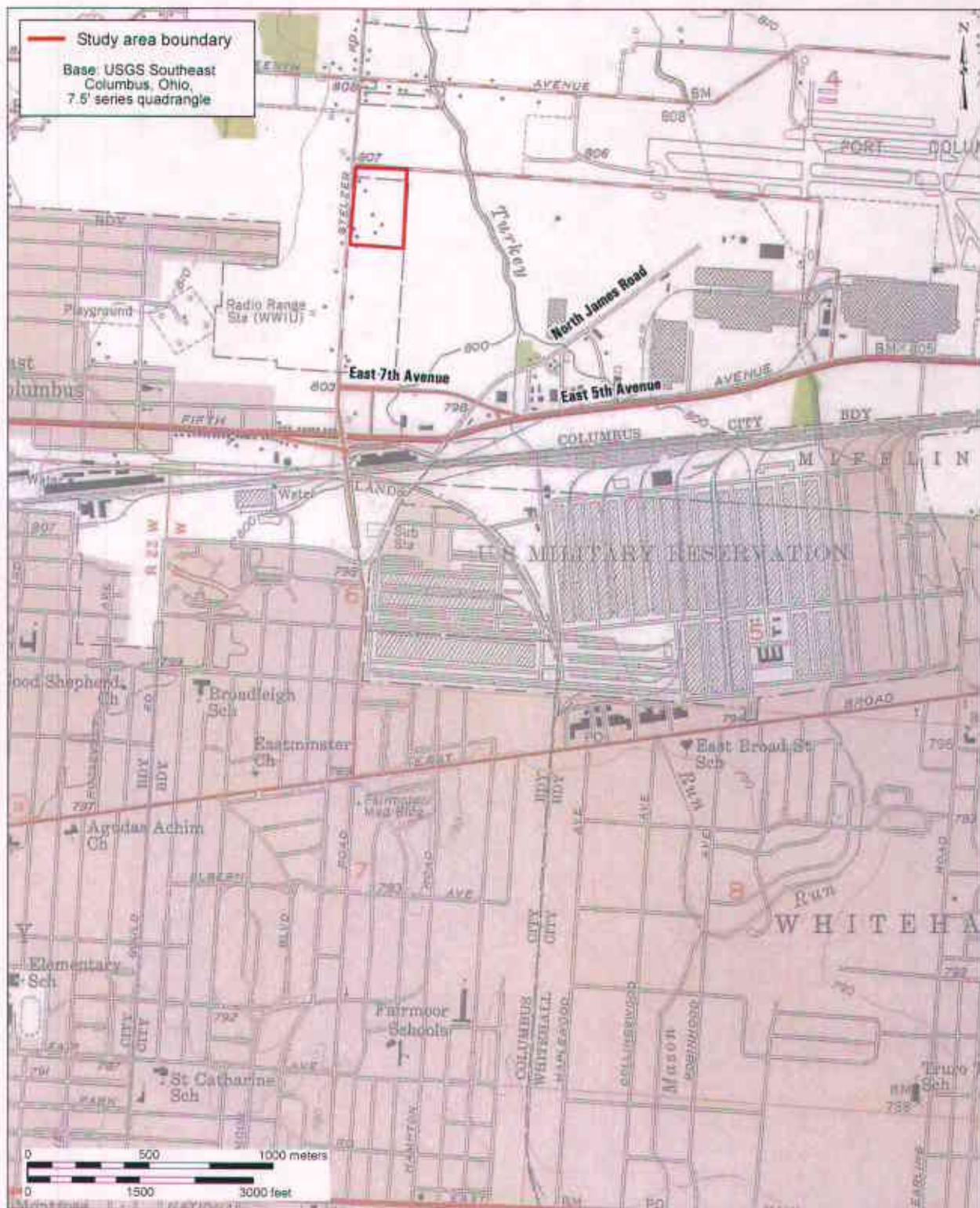


Figure 5. Portion of the 1955 Southeast Columbus quadrangle (USGS 7.5' topographic map) showing the study area and the recorded location of Stelzer Cemetery.



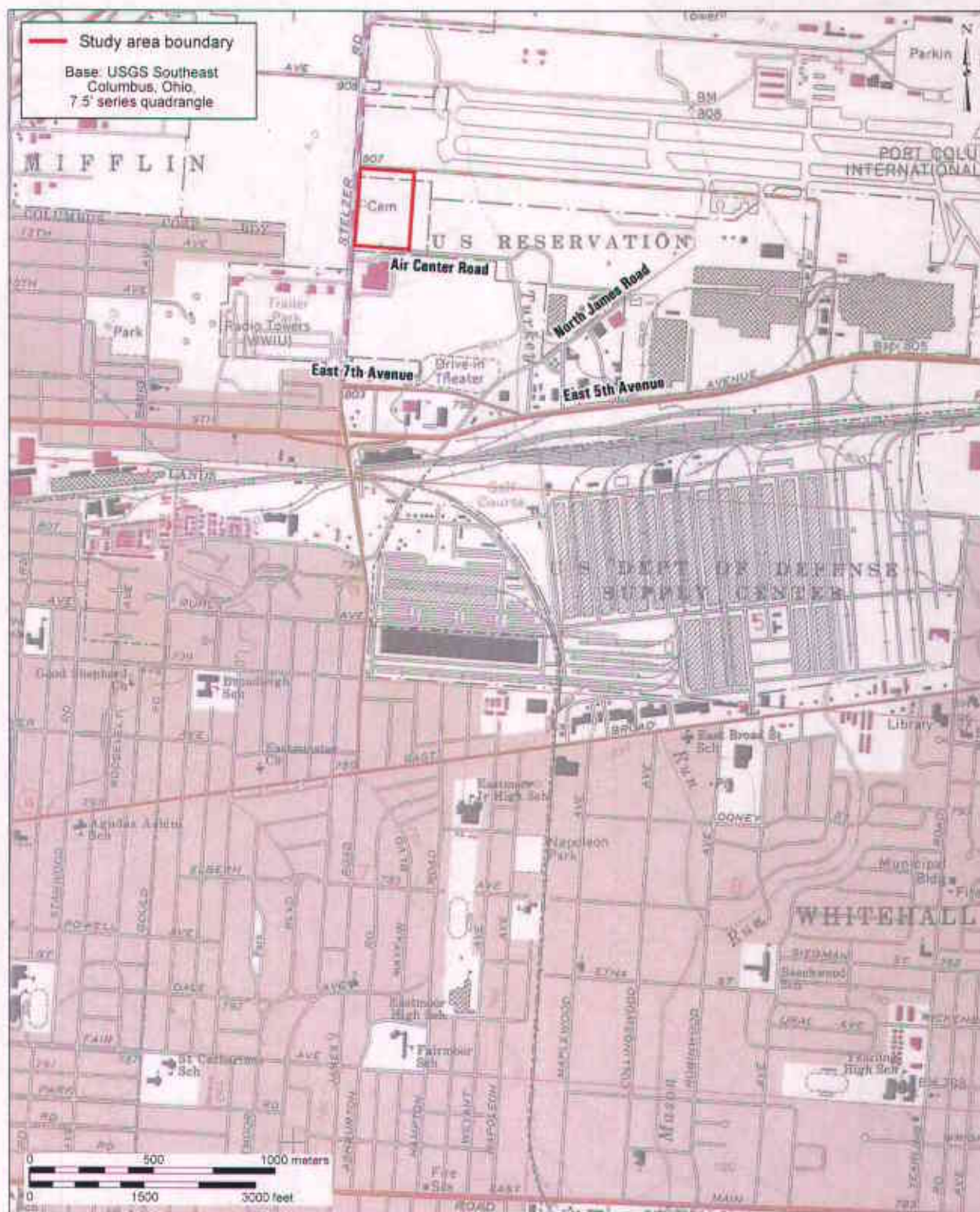


Figure 6. Portion of the 1973 Southeast Columbus quadrangles (USGS 7.5' topographic maps) showing the study area and the recorded location of Stelzer Cemetery.

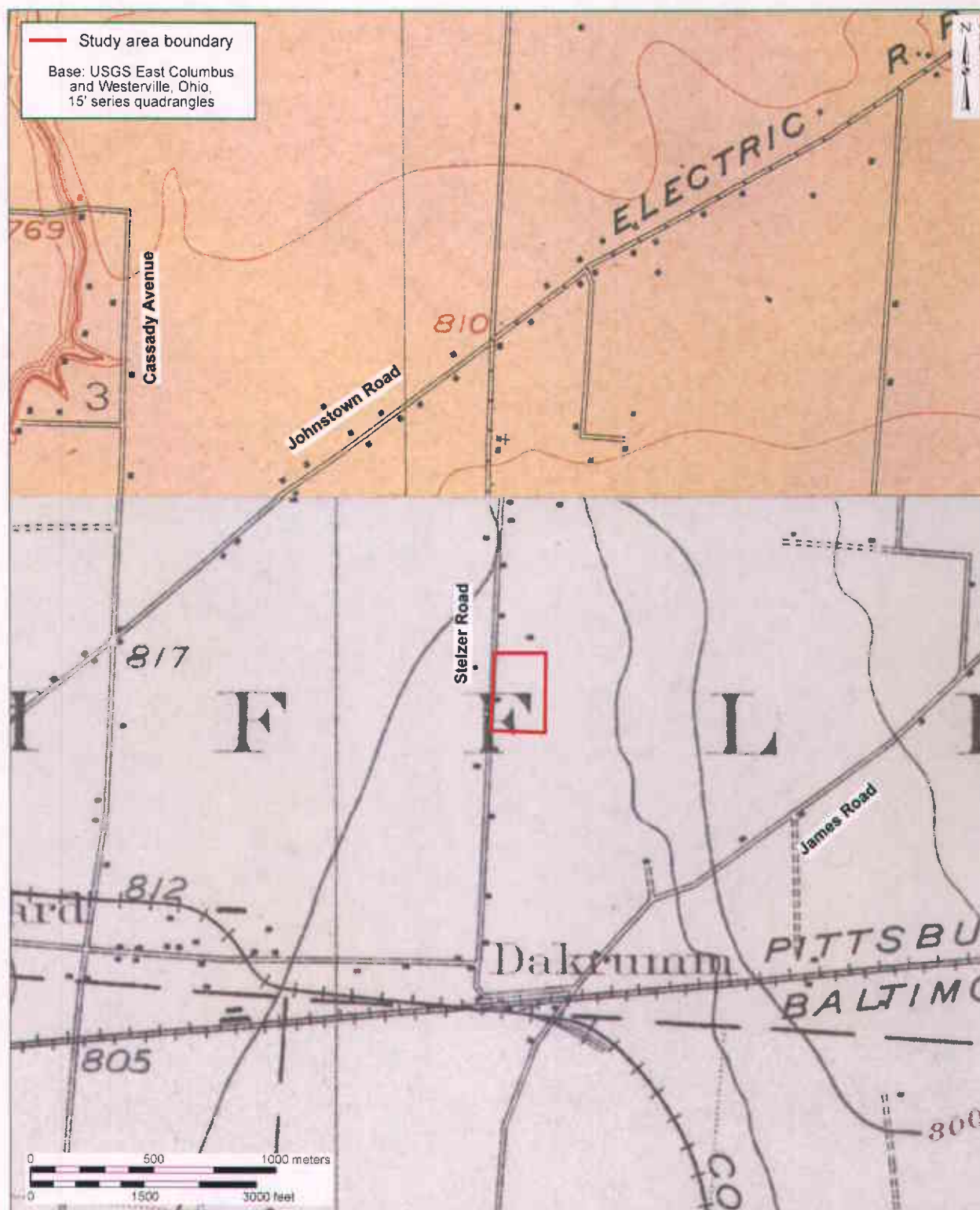


Figure 7. Portions of the 1900 East Columbus and 1904 Westerville quadrangles (USGS 15' topographic maps) showing the study area.



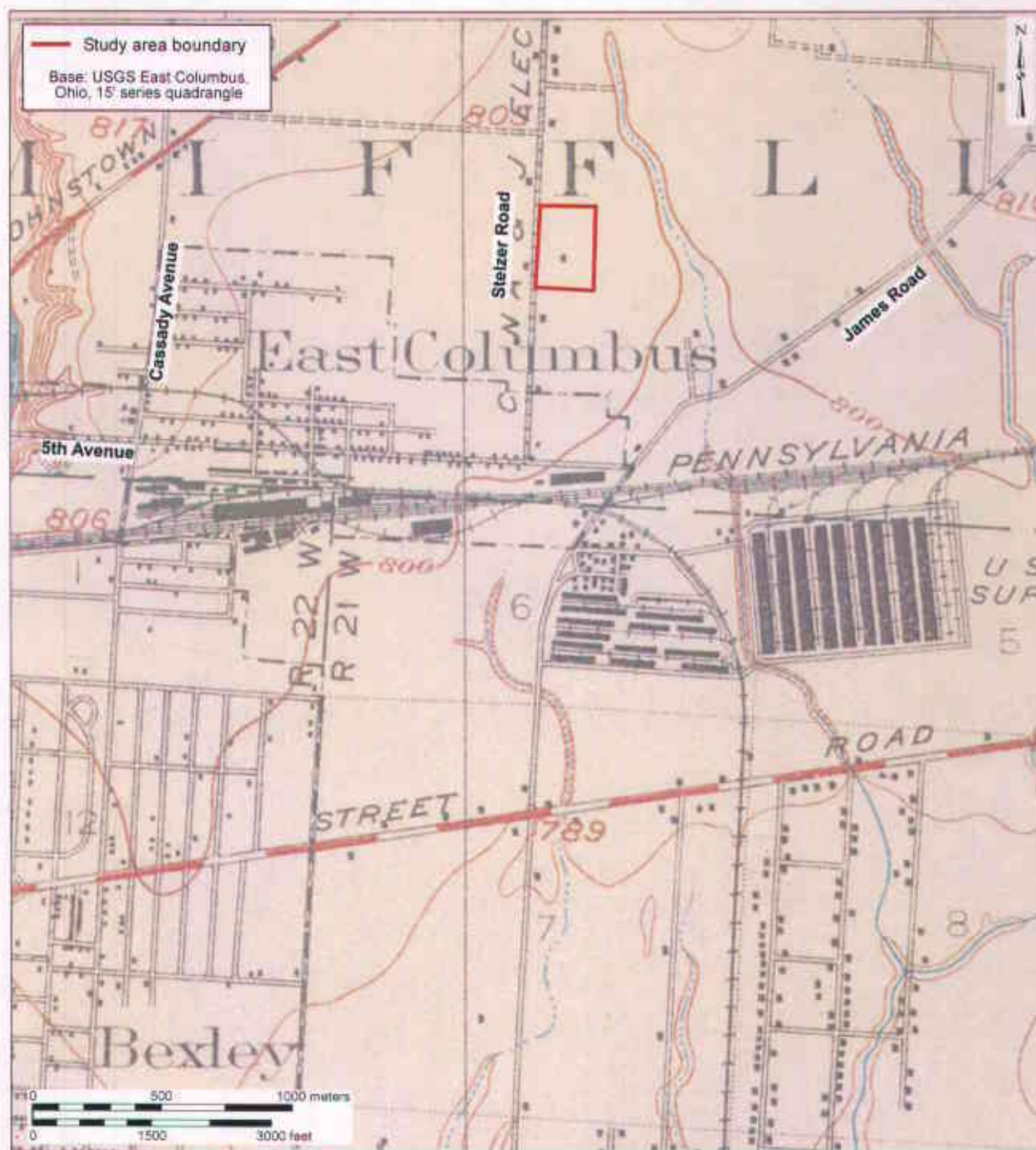


Figure 8. Portion of the 1925 East Columbus quadrangle (USGS 15' topographic map) showing the study area.

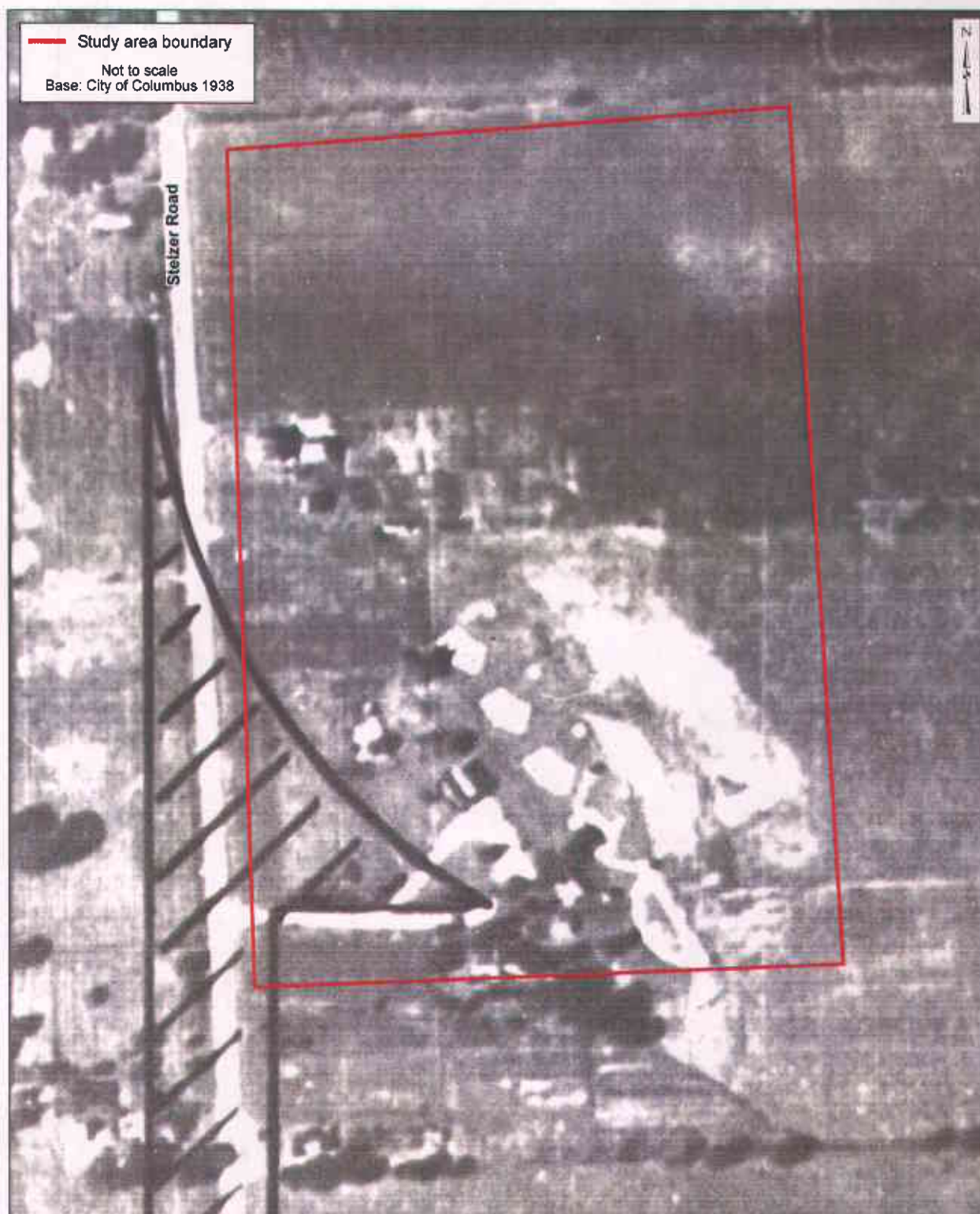


Figure 9. Portion of a 1938 City of Columbus black-and-white aerial photograph showing the area east of Stelzer Road.





Figure 10. Map of the location where Anna Mary Stelzer's gravestone was removed by Columbus Regional Airport Authority employees. Note: no human remains were found there.





Figure 11. Location of Stelzer Cemetery as recorded by the city of Columbus based on its position on the 1973 Southeast Columbus quadrangle (USGS 7.5' topographic map).

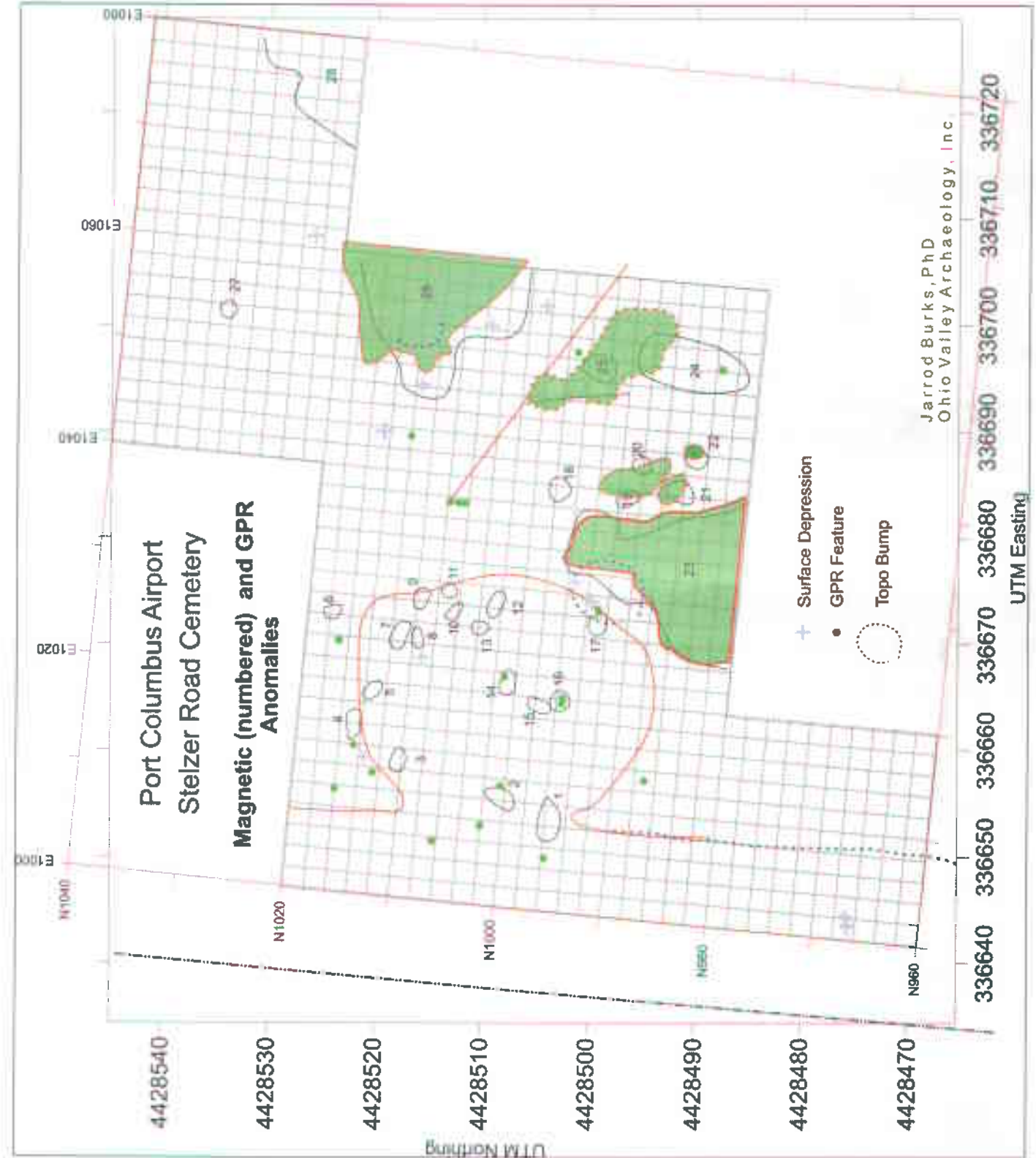


Figure 12. Summary map of the geophysical survey with a 6.6 ft (2-m) grid.



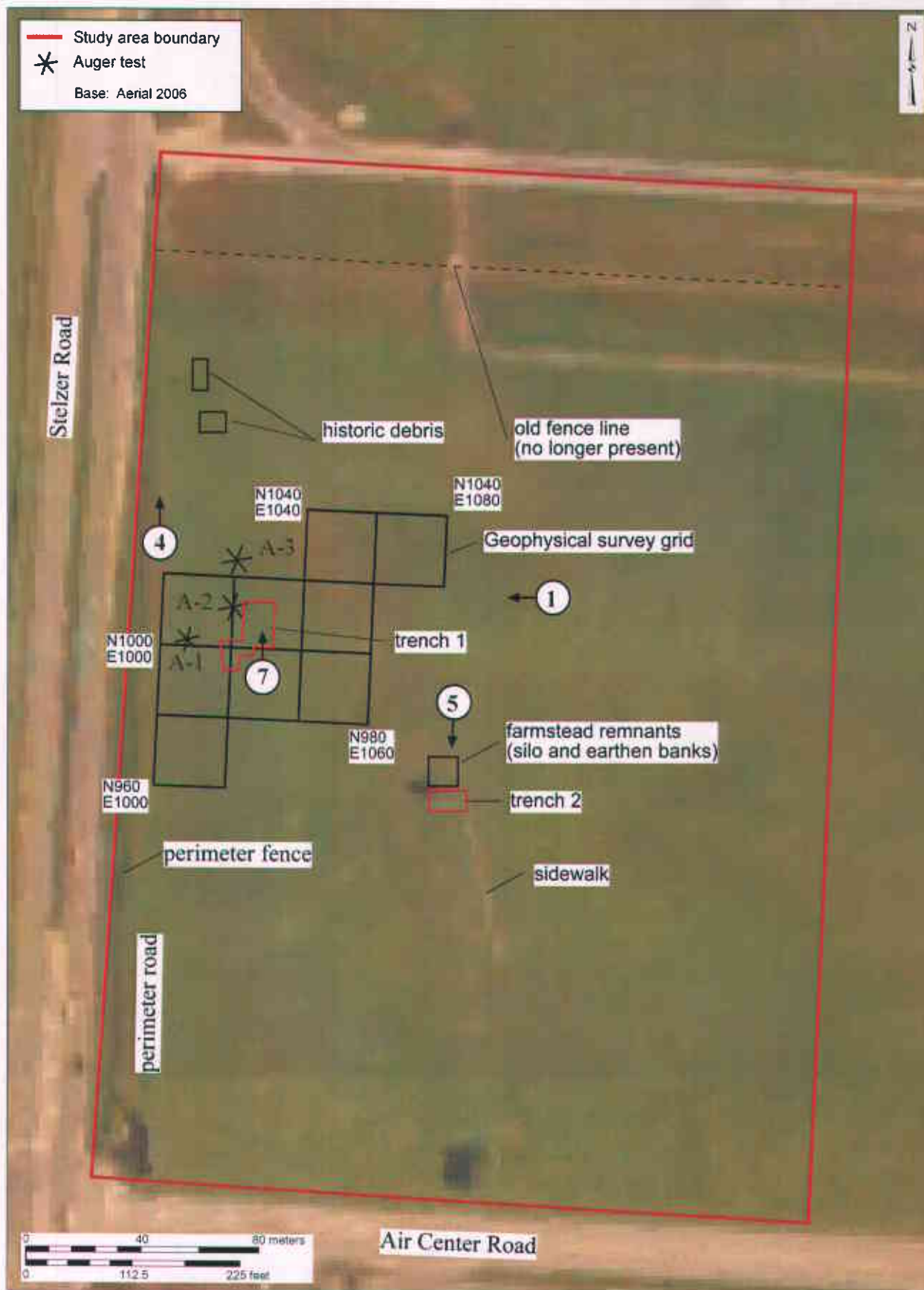


Figure 13. Map of the study area showing the locations Trench 1 and Trench 2, results of visual inspection (farmstead remnants and historic debris), auger tests, and photograph locations.

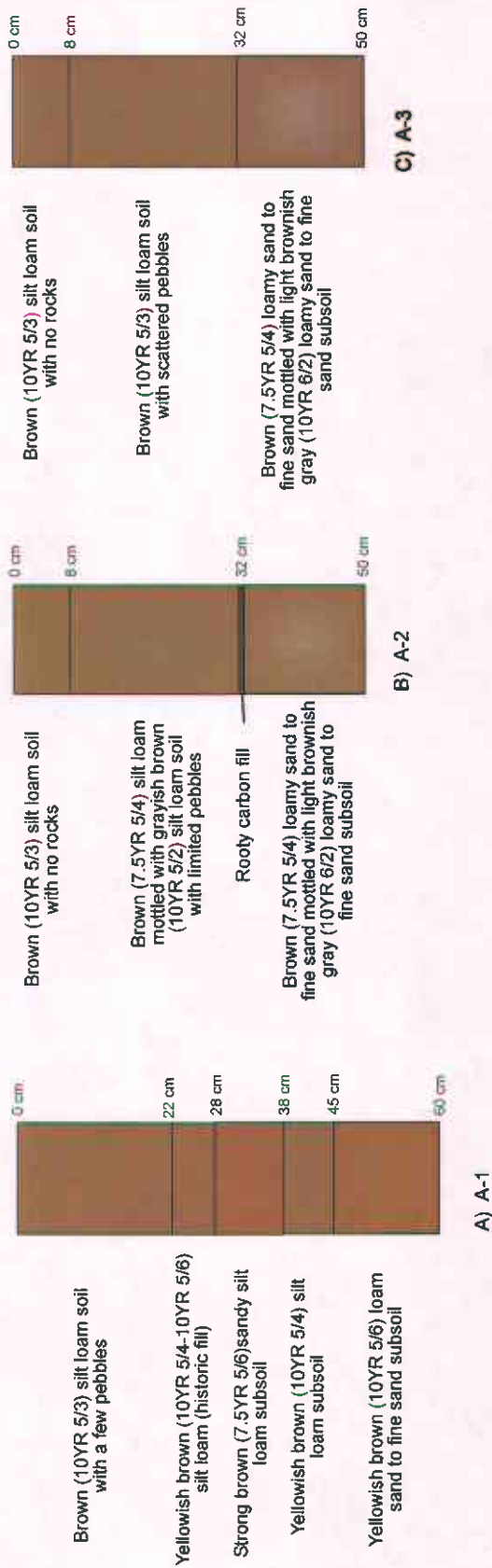


Figure 14. Profiles of Auger Tests A-1 to A-3.

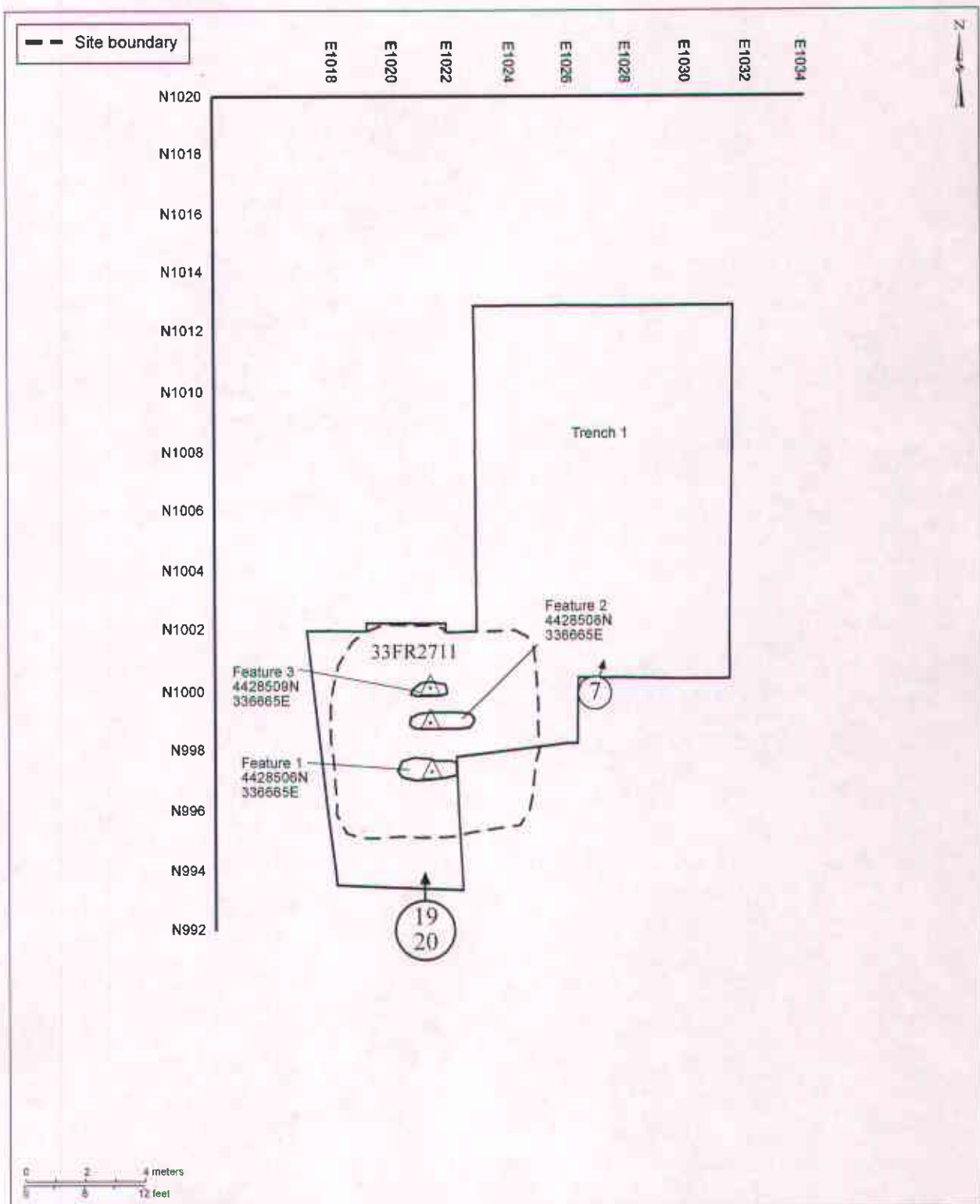


Figure 15. Plan view of Trench 1 showing the location of Features 1-3 and limits of 33FR2711.



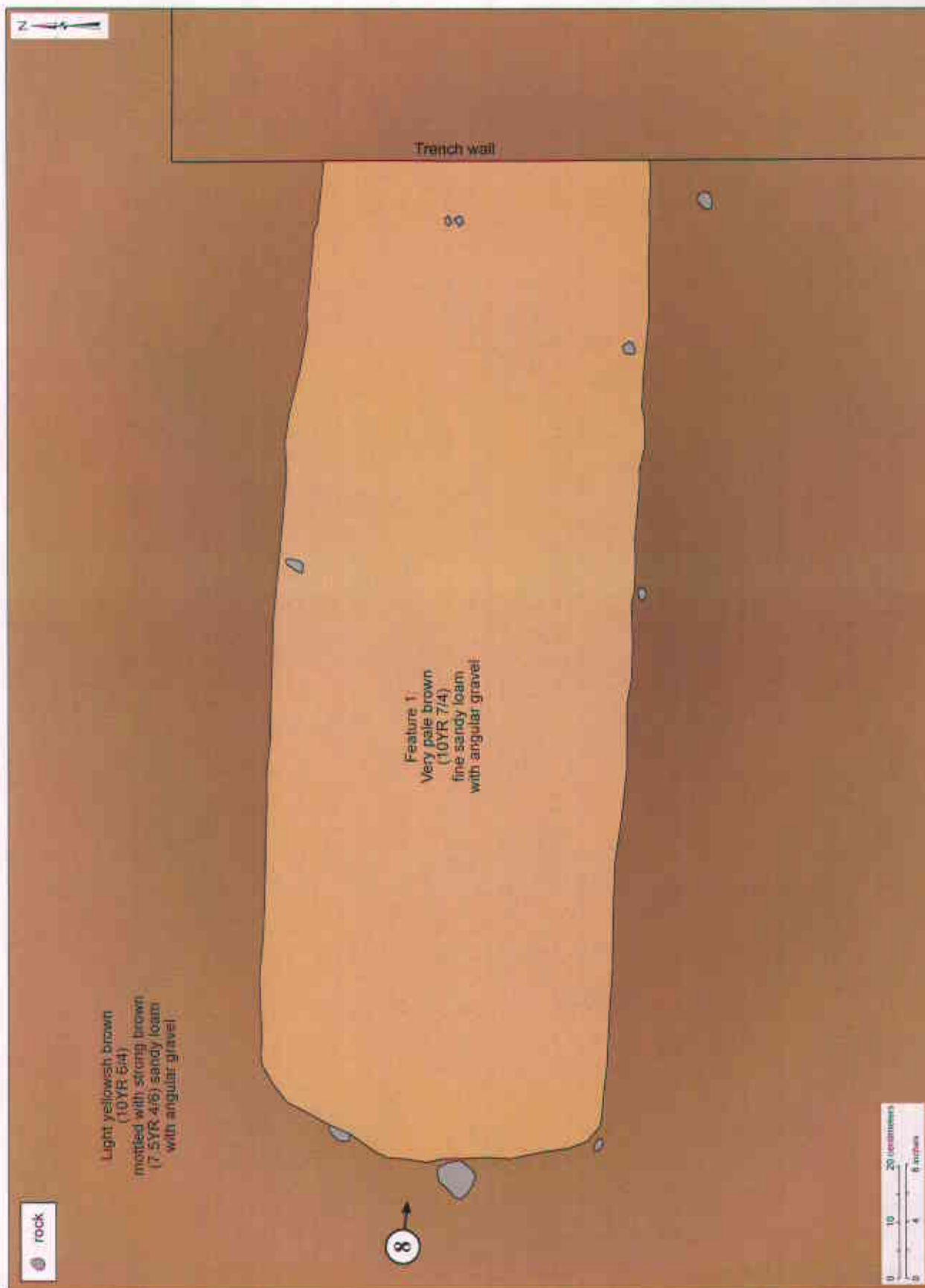


Figure 16. Plan view of Feature 1, before excavation.

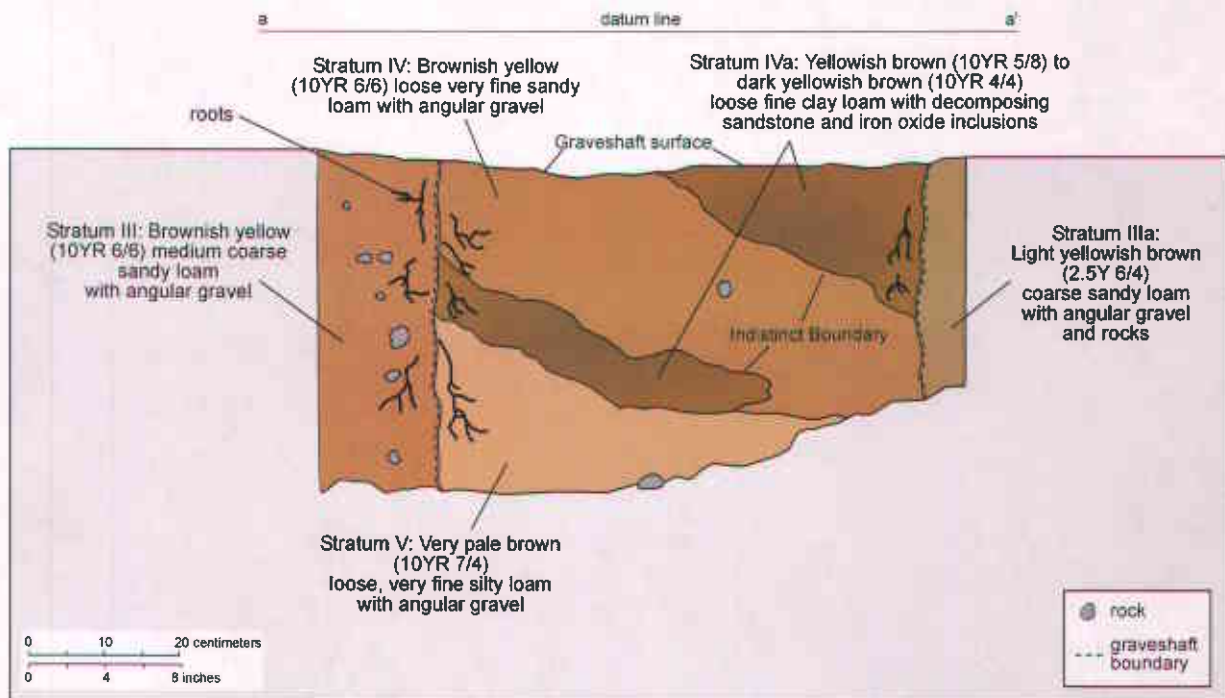


Figure 17. Profile of west wall of slit-trench, Feature 1.

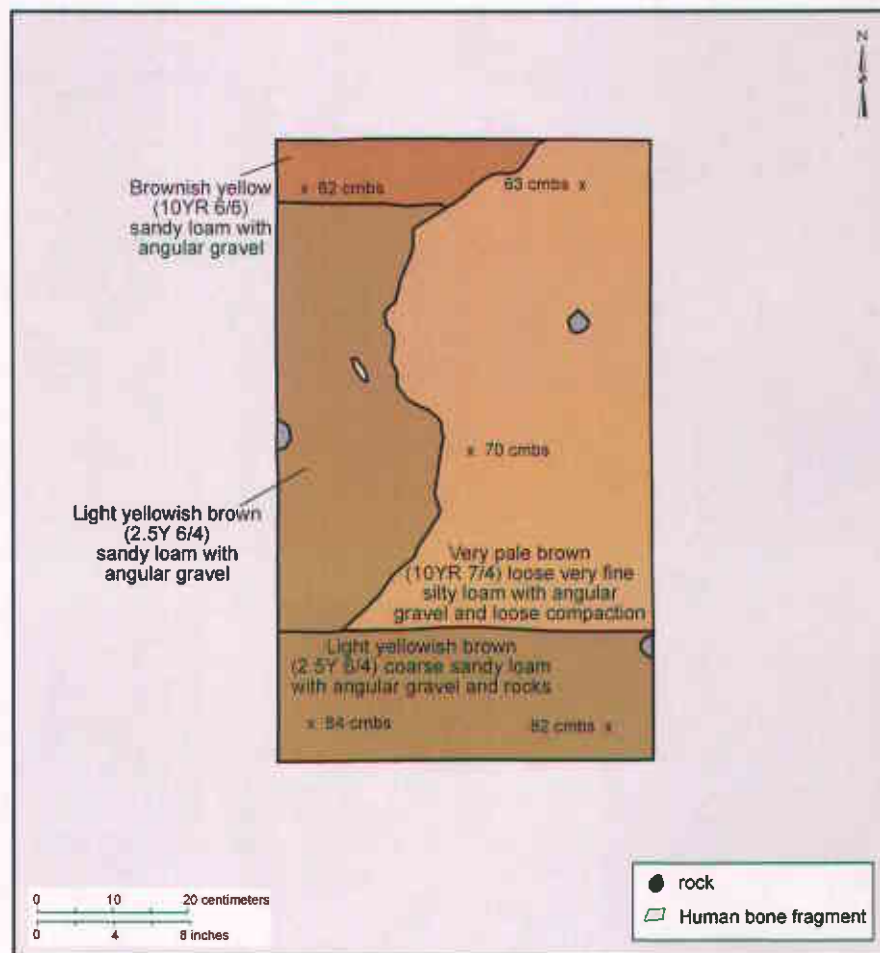


Figure 18. Plan view of Feature 1 in slit-trench, after excavation.

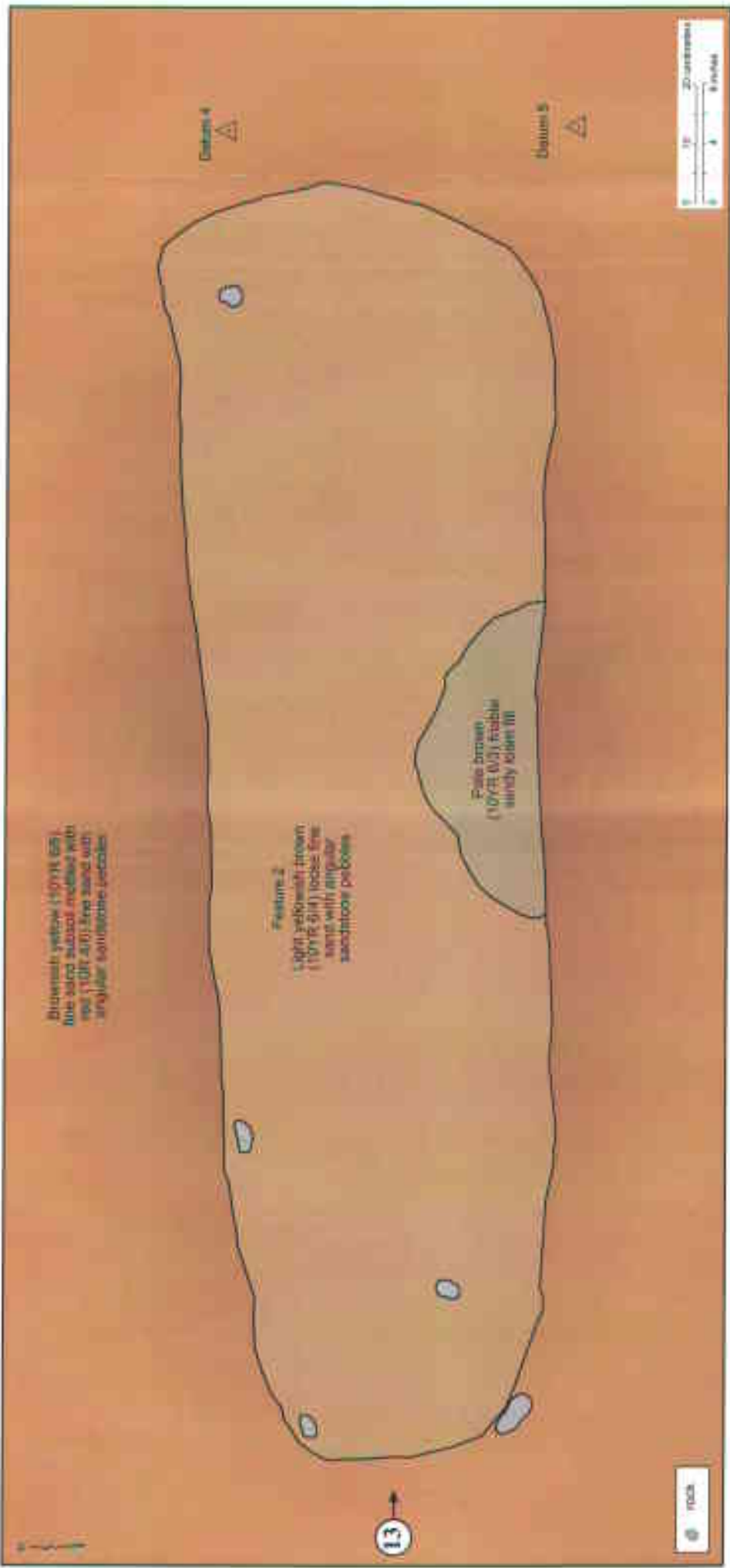


Figure 19. Plan view of Feature 2, before excavation.

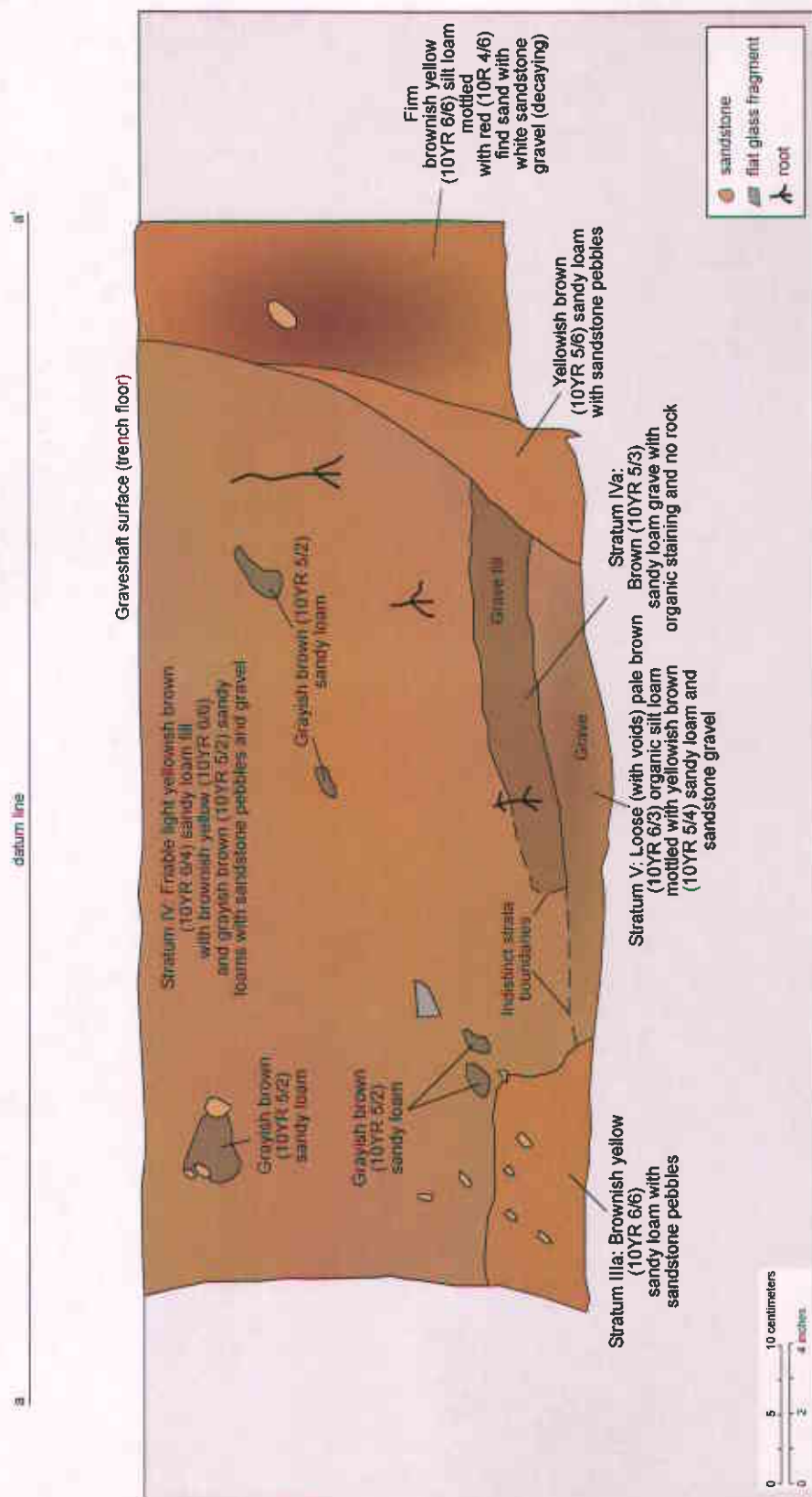


Figure 20. Profile of west wall of slit-trench, Feature 2.



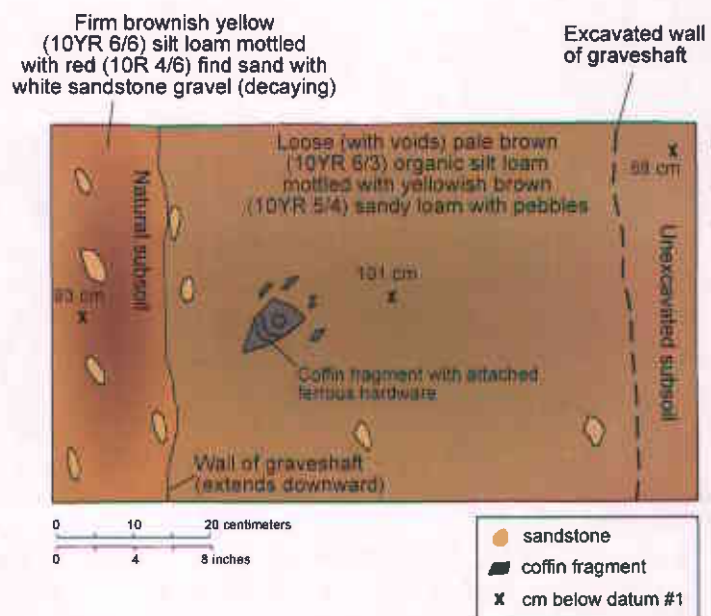


Figure 21. Plan view of Feature 2 in slit trench, after excavation.

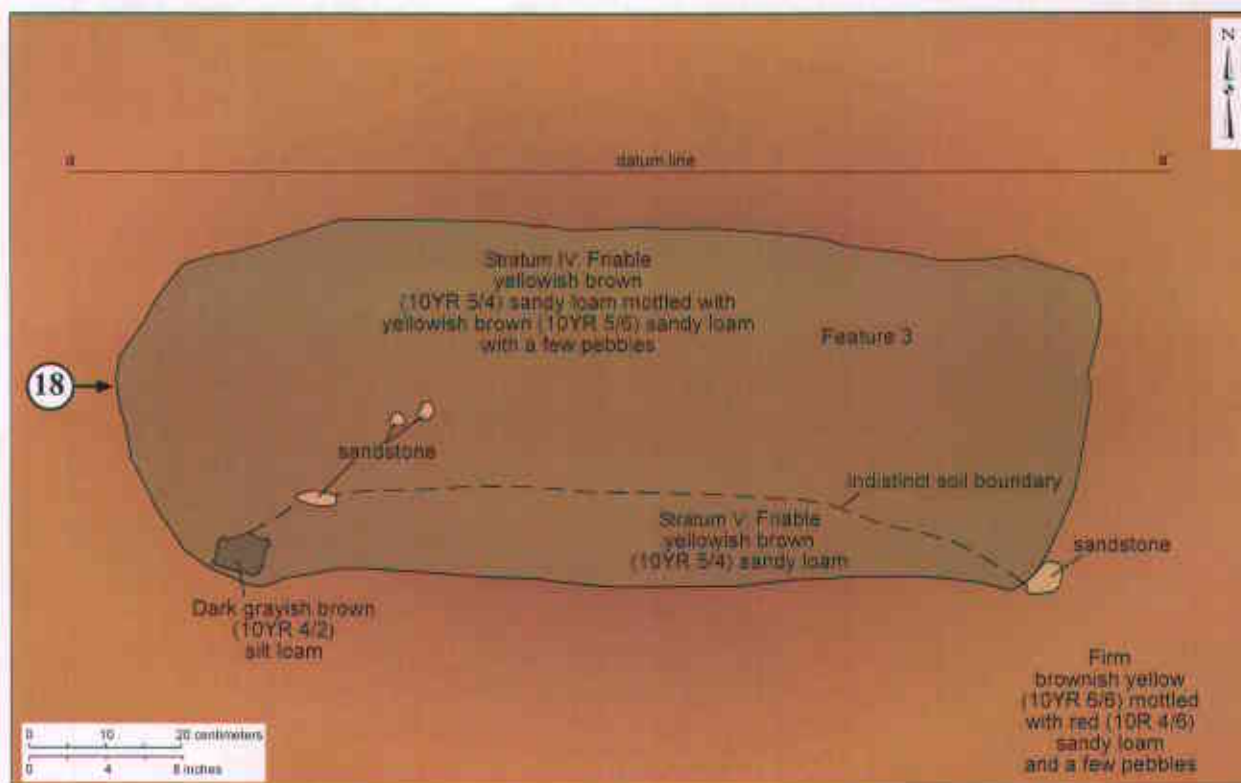


Figure 22. Plan view of Feature 3, unexcavated.

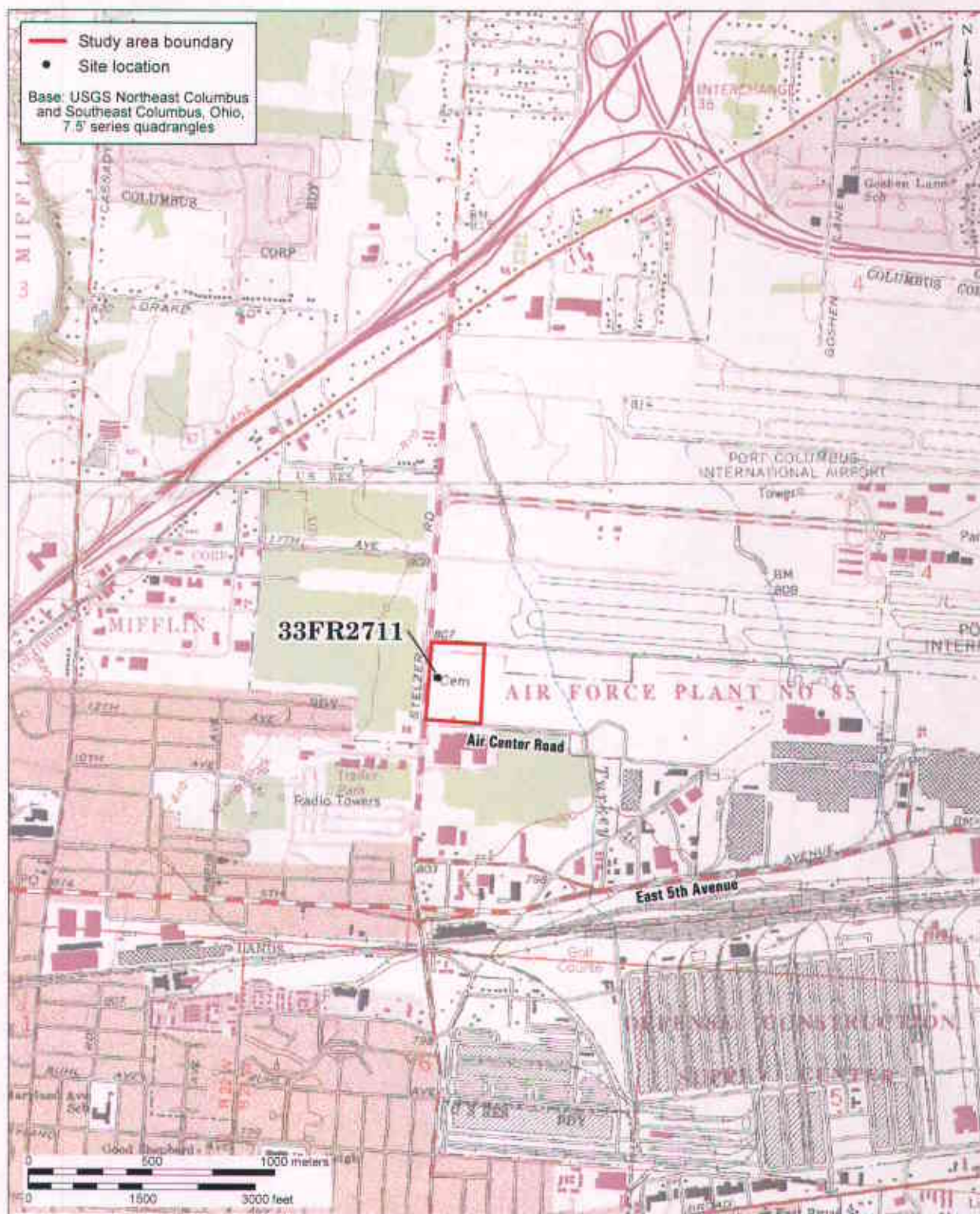


Figure 23. Portions of the 1982 Northeast Columbus and 1985 Southeast Columbus quadrangles (USGS 7.5' topographic maps) showing the study area and 33FR2711.

**PLATES**





Plate 1. Overview of the study area.





Plate 2. Gravestone of Anna Mary Stelzer (1804–1871). The gravestone is currently in storage at the Port Columbus International Airport.

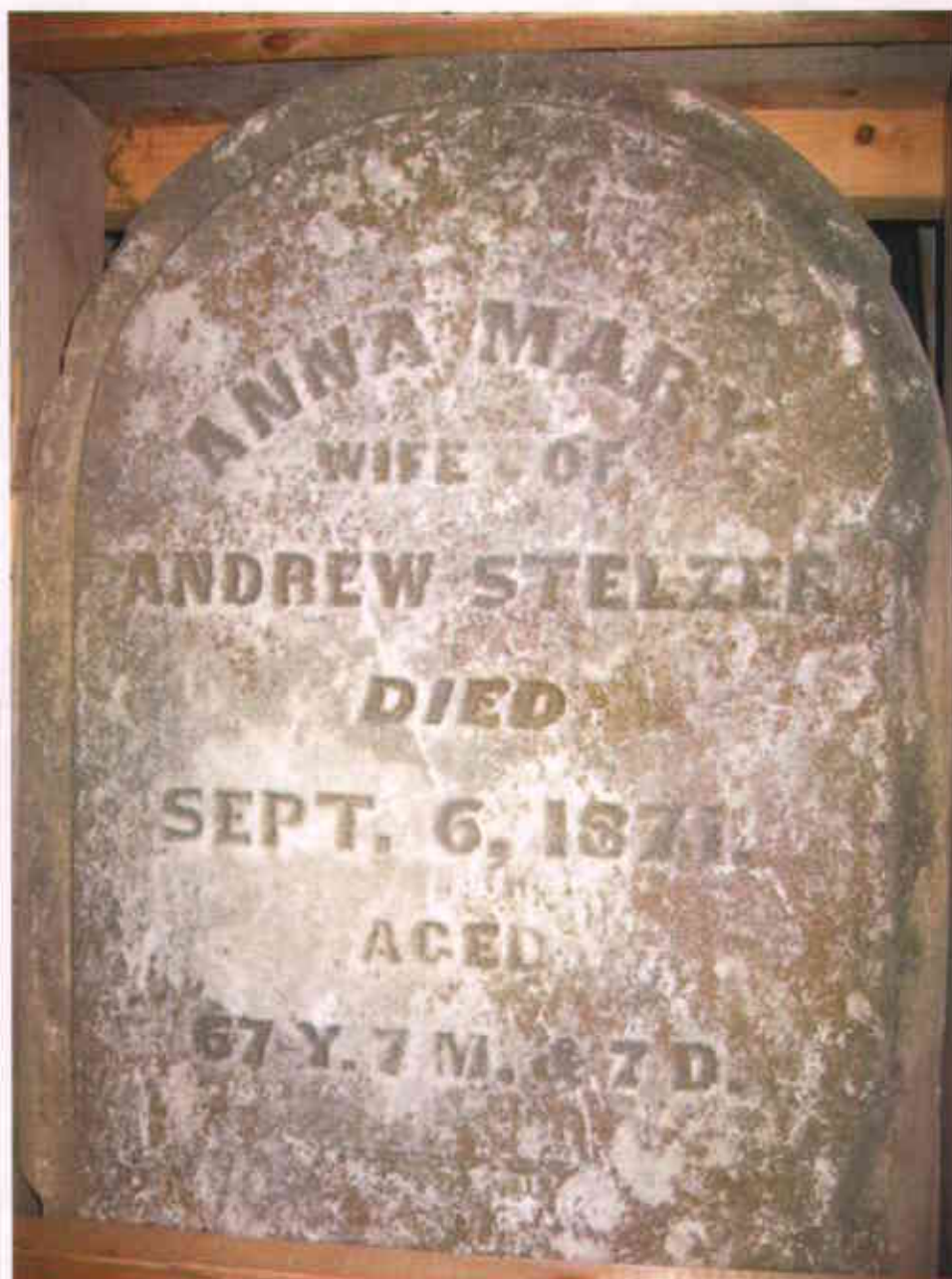


Plate 3. Close-up of gravestone.



Plate 4. Abandoned perimeter road (at west edge of study area).



Plate 5. Silo (Trench 2 excavation is beginning in the background).





Plate 6. Gravestone base found near the silo. The base was not in situ.



Plate 7. Trench 1, north end after excavation.



Plate 8. Plan view of Feature 1, before excavation.



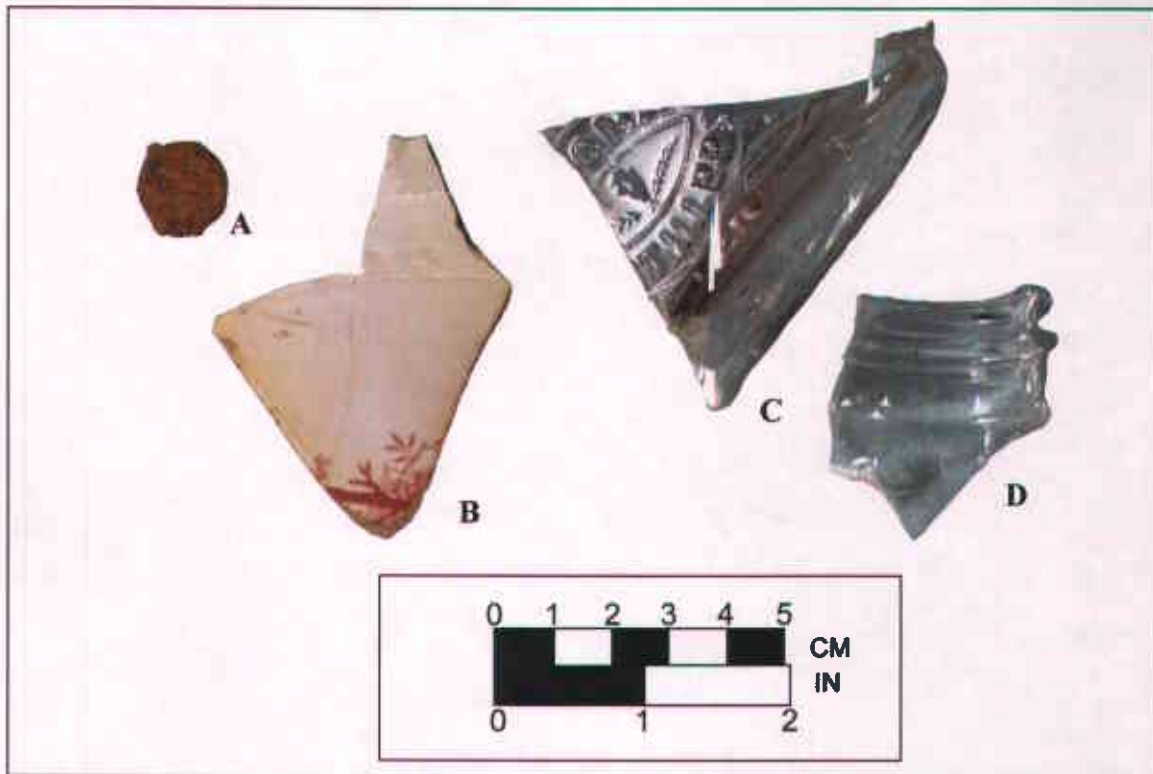


Plate 9. Examples of Historic artifacts recovered from 33FR2711 (Trench 1): A) Ferrous metal disk found in grave fill (likely a button), Feature 1, Stratum IV; B) whiteware sherd with red transfer print and molded decoration, Stratum II; C) colorless bottle base sherd, with embossed letters and numbers and Owen's scar, Stratum II; D) colorless bottle sherd with machine-made finish and lug-thread closure, Stratum II.



Plate 10. Close-up of human rib bone fragment uncovered in situ in Feature 1.

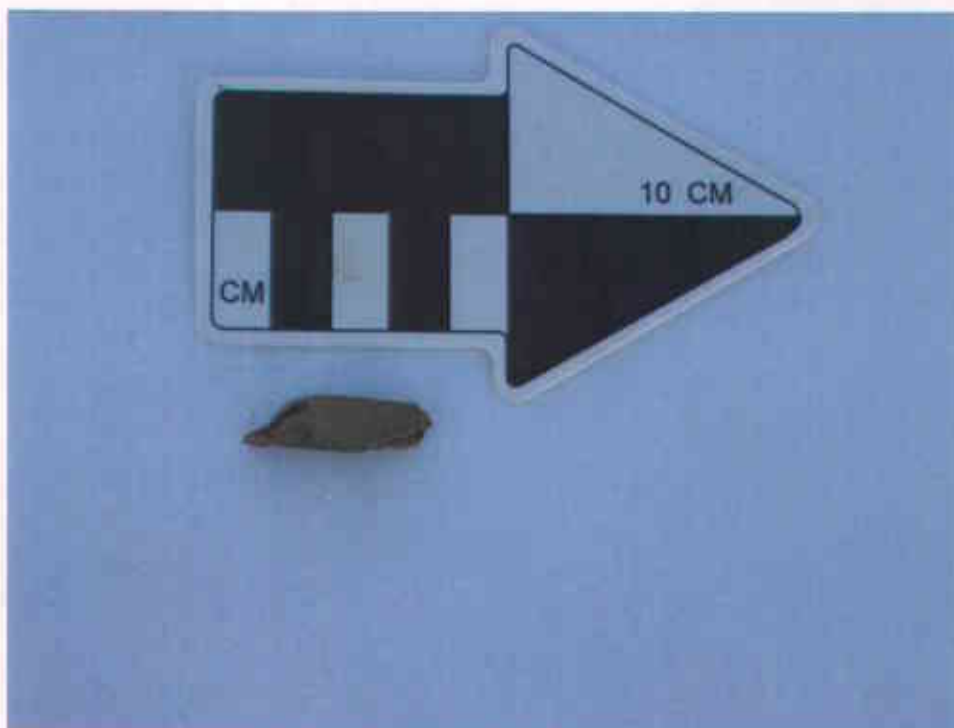


Plate 11. Scaled photograph made on-site of human rib bone fragment uncovered in Feature 1.



Plate 12. West profile of slit trench for Feature 1.



Plate 13. Plan view of Feature 2, before excavation.





Plate 14. Plan view of Feature 2, after excavation.



Plate 15. Close-up of coffin fragment, in situ.





Plate 16. Photograph made on-site of coffin fragments at Feature 2.



Plate 17. West wall profile of slit trench for Feature 2.



Plate 18. Plan view of Feature 3, unexcavated.



Plate 19. Overview of graves after excavations.



Plate 20. Overview of the Stelzer Cemetery site (33FR2711) after refilling Trench 1.



**APPENDIX A: PROJECT DOCUMENTATION**



**OVAI Contract Report #2007-56**

**SEARCHING FOR THE STELZER CEMETERY AT THE PORT  
COLUMBUS AIRPORT, FRANKLIN COUNTY, OHIO: A REPORT  
OF THE GEOPHYSICAL SURVEY RESULTS**

**by**

**Jarrold Burks, Ph.D.**

**August 29, 2007**

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**Ohio Valley Archaeology, Inc.**

4889 Sinclair Road, Suite 210  
Columbus, Ohio 43229

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Jarrold Burks, Ph.D.

Prepared for:

ASC Group, Inc.  
4620 Indianola Ave.  
Columbus, OH 43214

Prepared by:

Ohio Valley Archaeology, Inc.  
4889 Sinclair Road, Suite 210  
Columbus, Ohio 43085  
(614) 436-6926

August 29, 2007

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## INTRODUCTION

The Stelzer Cemetery, located along the east side of Stelzer Road in what is now the Port Columbus International Airport, contained at least three burials—two adults and one infant, dating to the mid-late 1800s. Today, the headstones from this small family cemetery are gone and all above-ground evidence of its existence has been erased. Historical accounts also indicate that the two adult burials were exhumed and moved to a different location, leaving behind the known infant burial and any other undocumented burials. About the only indication remaining of this cemetery's whereabouts is a small symbol on the USGS 7.5 minute quadrangle map (Figure A-1).

In this report I present the results of two geophysical surveys, magnetic gradient and ground-penetrating radar, meant to relocate the graves associated with the Stelzer Cemetery. The magnetometer was used to survey nine 20x20-meter blocks while the ground-penetrating radar was used to survey six 20x20 meter blocks (Figure A-2). Though the results are not definitive, the geophysical surveys did locate an area (in the GPR data) along Stelzer Road that corresponds to the location of the cemetery on the USGS quad map, and inside this GPR area are a number of grave-sized anomalies, some in both the magnetic and ground-penetrating radar data. A few of these anomalies located in the middle of the GPR area are the best candidates for being the original graves in the Stelzer Cemetery.

## GEOPHYSICAL SURVEY: SOME BASICS

Geophysical survey instruments are increasingly being used by archaeologists in the U.S. to find things below ground. Typically, most things of archaeological interest are no more than a few feet below the surface. At these depths geophysical instruments detect archaeological features by measuring subtle changes in a range of near-surface physical properties of the soil, including electrical conductivity, electrical resistance, and magnetism, among many other measurable properties (e.g., Bevan 1998; Clark 2000; Conyers 2004; Gaffney and Gater 2003; Heimmer and DeVore 1995; Lowrie 1997; Weymouth 1986). Each instrument is designed to measure a different property of the ground, and some of these properties, like magnetism and electrical resistance, are almost totally independent of one another when measured under conditions like those present in the ground. As such, when looking for buried things that are subtle and difficult to detect, like graves, it is worth using multiple instruments.

Geophysical surveys are typically conducted by using the instruments to take numerous readings along parallel lines (a.k.a. transects) in a rectilinear block (a.k.a. block). Data points are recorded at timed intervals, or based on distance, as the instrument is moved along the transects in each block. Once the instrument's memory is full or the survey is completed, the data are transferred to a computer, where they are processed and used to make a map. In these maps, each data point acts like a pixel in a digital photograph. If you look at a digital photo one pixel at a time it is impossible to tell what is in the picture. However, if you look at all of the pixels together, or in our case all of the geophysical data points together, then the picture begins to make more sense.

Two instruments were used to survey the ground in the suspected area of the Stelzer Cemetery: a **magnetometer** and a **ground-penetrating radar**. Magnetometers can detect the presence of magnetic objects (like iron objects) and subtle changes in the soil, especially if these soil changes involve the local accumulation or removal of topsoil. The kind of magnetometer used for this survey is known as a fluxgate gradiometer, in this case a FM256 fluxgate gradiometer made by Geoscan Research. With two sensors (spaced 50 cm apart, in this case), gradiometer-type magnetometers measure changes in the earth's magnetic field between the two sensors as the instrument is moved around the site. The two sensors are necessary to "filter out" the earth's background magnetic field, allowing the instrument to detect very weak, local changes in the magnetism caused by disturbed soil or the presence of iron objects. While objects like square nails are quite magnetic, they are usually too small to detect during a survey because they are too far away from the instrument. However, most iron objects larger than the average square nail are detected. In general, this instrument can detect down into the ground about three feet, unless there is something exceptionally magnetic in the area—which could be detected even deeper. Features like wells, cisterns, privies, burned areas or buildings, and some kinds of foundations can be detected with magnetometers. Since graves disturb the soil quite thoroughly, magnetometers can sometimes detect grave shafts, but they will not be able to detect parts of the coffins, like coffin hardware, unless the entire coffin is made of cast iron. During the magnetic survey, eight readings were collected per meter along transects spaced 50 cm apart (6,400 readings per 20x20-meter block) over an area covering 3,600 m<sup>2</sup> (or 9 20x20-meter blocks). Once the magnetic data were collected and transferred to a computer, they were processed using various software packages that help clean up the data and prepare it for presentation. Details on the area surveyed, the instrument used, and the kinds of data processing employed for this survey are summarized in Appendix A.

Ground-penetrating radar (GPR) works by moving a radar antenna across the areas to be surveyed as many pulses of radar energy (electromagnetic energy) are transmitted into the ground every second. As these waves of energy travel into the ground at about the speed of light and bump into things, especially those things with distinctly different electrical properties, some of the energy is reflected back to the surface and received by a second (usually, though sometimes the transmitter and receiver are the same antenna) antenna in the instrument (Conyers 2004; Witten 2006).

Many things below ground can cause strong and weak radar reflections, including tree roots, pipes, metal objects, larger rocks/bedrock, distinct sediment/soil layers, foundations, shaft-type features (e.g., wells, cisterns, and privies), and disturbances to the natural soil layers. Fortunately, radar energy can easily penetrate asphalt, concrete, and gravel, which is a great boon to urban archaeology since parking lots and other pavement are typical ground covers. In fact, concrete and asphalt are excellent materials on which to survey because they are very good at allowing the radar energy to pass into the ground. Other materials, especially clayey, moist soils, are not so good at allowing the radar energy to pass. At the extreme, radar energy cannot even penetrate metals, so metal pipes and other large metal objects are easily detected, but they can obscure things below them. Ultimately, the depth of the radar signal penetration, and the depth to which objects can be detected, depends on the frequency of the antenna being used and the conductivity of the ground. Higher frequency antennas (e.g., 1000 MHz ) can detect very small things but



only at shallow depths, while low frequency antennas (e.g., 100 MHz) can penetrate into the ground much deeper but can only detect larger things. The size of the antenna, however, can be a moot point if the ground is so conductive that all of the radar energy is absorbed (aka attenuated) before it can make its way back to the surface.

For the Stelzer Cemetery project, I used a 500 MHz antenna and a GPR system (Noggin 500 Smartcart) made by the company Sensors and Software. This system was used to collect 20 traces per meter (essentially, a "reading" [aka trace] taken every 5 cm) along transects spaced 50 cm apart (ca. 16,000 traces per 20x20-meter block). Each radar trace is like a tiny profile of the ground. When all of these tiny profiles, or traces, are put together side by side along their collection transect they form a radargram, an example of which will be shown later in this report. These radargrams are the nuts and bolts of a radar survey. However, it can be very hard to interpret them as many things can cause distinctive anomalies in the radargrams. One really great thing about radar data is that the radargrams can be stacked up side-by-side and then the whole group can be "sliced" horizontally—giving the effect of being able to excavate down through the data, and the site, one layer at a time. Maps of these horizontal data slices are called "time slices" and they show a horizontal map of the radar reflection amplitude (or reflection strength) at a desired depth, or time. Thus, a radar dataset like those collected during this project is really a three-dimensional cube of data that can be sliced in any direction and at any thickness up to the total depth or thickness of the dataset. In most of the areas surveyed for this project the radar was able to penetrate at least a meter into the ground.

Only horizontal slices are used for displaying the data from this project—there are just too many radargrams to show them all. However, some features, especially the more subtle ones, are not obvious in the time slice images. So, all radargrams, in addition to many time slices of various thicknesses, were also inspected for features. Nevertheless, time slicing the data can produce some very vivid results, as will be shown in the section discussing the radar survey results. And, if one can estimate the radar "speed" of the soil, then the time slices can be treated like depth slices and the radar data can be used to estimate the depth of the objects found.

Because there are an infinite number of ways to slice and display radar data, it can be quite difficult to show all of the important radar features from a survey area in one map. I have chosen to show the radar data from this survey in just one way. The radar data are shown later in this report as multiple time slices, side by side. In this view one can more easily see subtle changes in the radar reflections with depth, though small anomalies tend to be "lost" in large datasets.

The radar data in all slices have been through a number of filtering steps, including background filter, dewow, migration, and enveloping. These processes help clean up the data some and make features of interest a little more distinctive against the background.

## **SITE SETTING AND FIELD CONDITIONS**

The geophysical surveys were conducted in an area covering 3,600 m<sup>2</sup> in the southwest corner of the Port Columbus International Airport property. This area is enclosed by a chain-link perimeter fence, which appears on the map in Figure A-2 (see

End Note 1 for details about the data used to make the map in Figure A-2). Just to the west of the fence is a deep ditch that runs along the east side of Stelzer Road. Just west of the fence, and paralleling it, is a linear raised area with asphalt on top of it, which looks to be an old perimeter road that has been abandoned. The west edge of the geophysical survey area runs along the base of the slope leading up to the perimeter road.

In the 1800s and early 1900s, the survey area was covered by agricultural fields and (if positioned properly) a small family cemetery. Sometime during the early 1900s the east edge of the survey area reportedly was used for a Gun Club shooting range, with buildings and shooting pads, among other features.

The exact location of the small cemetery, known as the Stelzer Cemetery, and the Gun Club is no longer known or marked on the ground. The adult burials from the cemetery were reportedly exhumed and moved to another cemetery around 1940. The old headstones were left in place since the infant's grave remained. Sometime between 1940 and today these headstones were taken down. No unmistakable indication of the cemetery could be found on the USDA 1938 aerial photograph of the area. It is possible that other unmarked graves, adult and/or infants, were also present in the cemetery and are still there, below ground, on the airport property.

A best-estimate of the cemetery's location was made using the USGS 7.5 minute topographic quadrangle map and a recent aerial photograph available on the Google Earth website. The quadrangle map was overlaid on the aerial photo, the latter of which showed existing features (e.g., fencelines) in the area of the proposed location of the cemetery. A measurement on the quadrangle map from the center of the supposed cemetery location to the next fence to the north of the site (which was present on the quad map and the aerial) produced a distance of about 100 meters. In the field, a 100-meter tape measure was stretched from the fence (actually its former location as it appeared to have recently been removed) to a point 100 meters to the south and this is approximately the location of N1000, E1000 on the map in Figure A-2.

At the time of the survey, the site was covered in mowed grass about 6-10 inches high. A number of subtle topographic features were noted in the survey area and they were mapped in using a Trimble GeoXT global positioning system. Some of the depressions are probably old groundhog burrows, while the circular topographic rise at N990, E1030 and the linear feature at E1010 are man-made topographic features. Mapping in these features was useful and important as some of them correspond to geophysical anomalies.

## **GEOPHYSICAL SURVEY RESULTS**

The primary targets of interest during this survey are the two known adult graves in the Stelzer Cemetery. Given the small size of the infant's grave, it is unlikely that this grave would/could be detected. However, it is supposed to have been located near to the two adult graves, which should be detectable even though the burials have been exhumed and moved to another cemetery. Other possible features of the cemetery, including a perimeter fence, an access drive, and other possible graves might also be detectable. Graves should appear as anomalies that are about twice as long as they are wide in both magnetic (graves could be positive or negative magnetic anomalies) and ground-

penetrating radar data. Portions or fragments of a possible perimeter fence might still be present in the ground, and if the fence was made from iron, these fragments might be detectable in the magnetic data. If the area around the graves, whether it was fenced in or not, has not been plowed since the mid-late 1800s, there may be a detectable difference in the overall geophysical signature of the soil within the cemetery as compared to soil outside the cemetery. Finally, the possible access road would most likely originate at Stelzer Road and if any of it is still present, it will be on the west side of the survey area and is most likely to be detected by the ground-penetrating radar.

Figure A-3 shows the results of the magnetic survey on the site base map. Nine 20x20-meter blocks (3,600 m<sup>2</sup>) of magnetic data were collected. Darker to black areas in the magnetic data indicate stronger magnetic readings while lighter to white areas are less magnetic. Medium gray areas represent parts of the site that do not contain magnetically anomalous objects or sediments.

Many anomalies are evident the magnetic data. The entire western edge of the survey area is lined with very strong magnetic features. This area is right alongside the old asphalt perimeter road and could be related to the fill brought in to elevate this road. More likely, however, these strong anomalies are probably iron objects related to an old fence that used to run along the east side of the perimeter road. Weaker magnetic anomalies and clusters of strong anomalies are also present in various places across the rest of the surveyed area—signs that this area has experienced a lot of activity in the last 150 years.

In Figure A-4 I have singled out a selection of anomalies that are potentially significant and of a likely historic-era origin. Anomalies 17-28 occur toward the east side of the survey area and include at least four large clusters of strong anomalies (Anomalies 23, 24, 26, and 28). These large clusters are probably associated with the locations of historic structures, perhaps related to the Gun Club from the early 1900s. Anomaly 23 is also associated with the small topographic rise that was mapped in with the GPS (it is indicated by the light blue, dashed line in Figure A-4). There may be significant amounts of fill containing historic debris, especially iron objects, in this area.

There were also a number of grave-sized anomalies found, most of which occur in a cluster in the area of N1000, E1020. Many of these anomalies are about twice as long as they are wide and some seem to be oriented with their long axes perpendicular to the orientation of Stelzer Road—a pattern expected for graves. An attempt was made to avoid numbering anomalies that were obviously associated with iron objects (which would be dipolar anomalies, or those anomalies with strong positive and negative areas that are side by side). However, graves can sometimes have positive and negative components, so some of the selected anomalies may possibly be associated with iron objects, such as Anomaly 9. This area of the magnetic survey results, including Anomalies 1-16, contains the best candidates for possible graves. Few other grave-like magnetic anomalies away from probable structure remains were found. So, are any of these 16 anomalies more likely to be the two or three graves that we seek? The ground-penetrating radar results may be of some use in narrowing down the choices.

As mentioned previously, ground-penetrating radar (GPR) data can be viewed in two ways, as time slices or as profiles (aka radargrams). Examples of both kinds of radar data displays are shown in the example in Figure A-5 from the Old Washington Cemetery in Washington Court House, Ohio. This small cemetery contains at least 107 known

graves, many of which are visible in the time slice at the top of Figure A-5. Many of these graves date to about the same time as those in the Stelzer Cemetery. Unfortunately, not all graves are detected in GPR surveys and those that are detected are rarely nice, rectangular anomalies about seven feet long by two feet wide (i.e., the size of an adult grave). Thus, it is important to also examine the radar profiles for signs of a grave. The profile in Figure A-5 shows clear signs of three graves and a number of other possible graves. Of course, there are many things that can produce signatures similar to graves in the profiles, as well. Metal objects are perhaps the most notorious, but those should only occur in one transect of GPR data because of their smaller size, unless they are very large metal objects. Thus, the best possible grave anomalies in radar data are those that extend across multiple transects.

Figure A-6 is a series of time slice maps from the Stelzer Road GPR survey. Six 20x20 meter blocks of radar data were collected in the area containing the best, or most grave-like, magnetic anomalies. Each slice contains data from all six of the survey blocks, but at a slightly different depth. The shallowest slice, in the upper left corner of Figure A-6, shows the stronger radar reflections in a 2-cm-thick slice of the data at about 18-20 cm below surface. The depths associated with these slices are rough estimates of absolute depth, but one can say with certainty that each successive slice is definitely deeper than the last—even if the actual depth is not accurate. For reference, Stelzer Road would be located to the left of each of the slices.

There are two very dramatic results of the GPR survey that can be seen in the time slice map in Figure A-6. First, the possible structure areas noted in the magnetic survey also produce some very strong radar reflections, indicating that there is indeed something very significant below ground in these locations, which is most evident in the 26-28 and 38-40 cm time slices. Distinctly lacking are a dozen plus, grave-sized radar anomalies in the area of magnetic Anomalies 1-16. This is not unexpected as the radar does not always detect graves and sometimes the graves are only evident in the radargrams. Nevertheless, the radar did detect a large area of unusual soil—that is, it differs from the soil in the rest of the survey area in its lack of radar reflections. This area is oval and it is centered on about N1000, E1020. It is most evident in the time slice at 54-56 cm below surface. This area encircles the area that contains all of the grave-sized magnetic anomalies, suggesting that perhaps we have detected the differing soil conditions expected/predicted for the cemetery area.

In Figure A-7 the GPR anomalies are presented on top of the magnetic data. Clearly the large, structure-related GPR anomalies (GPR Areas 2, 4, and 5) match up closely with the large clusters of magnetic anomalies (Anomalies 23, 25, and 26). Magnetic Anomaly 24, a cluster of large dipolar anomalies does not have an associated GPR anomaly, suggesting that is not structural. GPR Area 3, which is also magnetic Anomaly 22, may be a shaft-type feature, such as a cistern, well, or privy.

Also indicated in Figure A-7 are the locations where features were evident in the GPR profiles but they were not so obvious in the time slices. These features are indicated by small green dots in Figure A-7. In some cases these GPR features are clearly iron objects that were also detected by the magnetometer, as at N995, E1005. However, some of these features from the radar profiles also match up to the grave-like magnetic anomalies. This is more evident in Figure A-8, where the magnetic and GPR anomalies are shown together. The best match between radar data and magnetic anomalies is

magnetic Anomaly 16. This magnetic anomaly is not obviously an iron object and it seems to be associated with a longer GPR anomaly (thus the two dots). Neighboring magnetic Anomaly 14 is also paired with a GPR anomaly. Thus, Anomalies 14-16, Cluster 1, are the best candidates for the locations of graves in the area surveyed. Significantly, these anomalies are located near the middle of the oval area of quiet GPR data (GPR Area 1) that could be an area of minimally disturbed soil (i.e., not plowed or built upon recently), as expected for a cemetery.

Three other clusters of anomalies might also be locations of graves, though there are fewer instances of spatial correlation between the magnetic and GPR anomalies in these areas. Cluster 2 includes magnetic Anomalies 7-12. Many of these anomalies are grave-sized, though some (e.g., Anomaly 9) may be iron objects. In this cluster, Anomalies 7, 8, and 12 are the most grave-like in terms of size and shape. Cluster 3 includes magnetic Anomalies 3-5. A nearby surface depression suggests that there may have been some recent ground disturbance in this area, however, magnetic Anomaly 4 is very close to a radar feature. Anomalies 1 and 2 comprise Cluster 4. These anomalies are very close to the disturbance caused by the perimeter road and the possible fence that once lined it along the east side. Thus, there is a good chance that the Cluster 4 anomalies are associated with iron objects. However, Anomaly 1 is too large and magnetically weak to be a typical piece of iron. Instead, it could be an area of soil disturbance—an area that is about the size expected for one grave, or two side-by-side graves, from which the burials have been removed.

## CONCLUSIONS AND RECOMMENDATIONS

Graves are very challenging targets to find with geophysical survey instruments, especially graves from the mid-late 1800s. In many cases the coffins used during this time were simply made of wood, which has since rotted away—leaving very little that can be detected. And, the coffins were rarely put in vaults in the grave shaft. Fortunately, most geophysical survey instruments do not necessarily detect the coffins and/or human remains in graves; rather, they detect the disturbed soils and edges of the grave shaft—the holes in which people were buried. In the case of the Stelzer Cemetery, the adult burials were reportedly removed from the cemetery. However, the grave shafts should still be present, and, in fact, they may be even more detectable since the grave shaft fill was more recently disturbed by the exhumations.

In an attempt to locate the Stelzer Cemetery graves, a geophysical survey was conducted with two different geophysical survey instruments: a magnetometer and a ground-penetrating radar. Both instruments are good at detecting disturbed soils, and because they are fast to use and can collect many readings per meter, these instruments can detect fairly small features below ground, like grave shafts.



Together, the magnetometer and ground-penetrating radar detected complimentary components of what was expected for the Stelzer Cemetery—small, oblong anomalies within an area with different soil properties than the surrounding area. The GPR detected a large oval area (616 m<sup>2</sup>, or about 0.15 acres) closer to Stelzer Road that clearly stands out as something different compared to the soil surrounding it. In particular, there are fewer radar reflections in this area below about 50 cmbs, suggesting that perhaps the soils in this area are less disturbed or moister. Given the depth of this feature, there may be some fill in this area covering over the original ground surface. Though they are very faint and irregular in the data, the edges of this area were also detected by the magnetometer. More importantly, nearly all of the grave-sized anomalies detected by the magnetometer are found within this unique GPR area. The best anomalies (those with the most potential to be graves), Anomalies 14-16, occur near the middle of the GPR area. Finally, when the geophysical survey area is plotted on the USGS topographic quadrangle map, this oval area with its grave-sized anomalies matches almost exactly with the location of the cemetery noted on the quad map.

Perhaps the easiest way to test these anomalies to determine if they are graves or not is through trenching with a backhoe. The map in Figure A-9 should be useful for determining the location of the anomalies in the field—the grid survey stakes were left in place so that they could be used to tape in the locations of excavation units. Grid north-south trenches cutting across Anomalies 14-16 might work the best, though stripping a larger area on top of these anomalies would be even better. Other anomalies worth cutting a trench across, in order of significance/probability of being graves, include Anomalies 7/8 and 12, Anomaly 4, and Anomaly 1.

## END NOTE

1. As noted in the text, the location of the cemetery was estimated using the 7.5 minute USGS topographic quadrangle map and a modern aerial photograph available through Google Earth. Once this spot was located on the ground, a Leica TC405 laser transit and HP 48 GX data collector were used to set out the survey grid stakes, with a tolerance of about  $\pm 2$  cm per stake. A Trimble GeoXT global positioning system (GPS) was then used to collect WAAS-corrected GPS positions on various features at the site, including the grid stakes, the nearby fence, and all distinctive topographic features (like the depressions and a small, low rise). These GPS data were then used to locate the survey area on the USGS quad map (using ArcView GIS) in Figure A-1 and to make the base map in Figure 2 and in all subsequent figures. Table 1 below contains the UTM coordinates, as recorded by the GPS, for select survey grid corners. All grid corners are an average of at least ten WAAS-corrected GPS positions.

Table 1. GPS positions\* for select grid corners.

Grid Coordinates	UTM Northing	UTM Easting
N960, E1000	4428469.06	336641.53
N980, E1060	4428483.2	336703.29
N1020, E1000	4428528.8	336647.37
N1040, E1040	4428544.83	336689.06
N1040, E1080	4428540.99	336728.87

\* UTM coordinate system, Zone 17 north, datum=NAD 1927(conus).

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## **APPENDIX A: Geophysical survey summary.**

**Site Name:** Stelzer Family Cemetery

**Location:** Along Stelzer Road, Port Columbus Airport

**Drainage:** Alum Creek-Big Walnut Creek-Scioto River-Ohio River

**Landform:** Upland ground moraine

**Surface Conditions:** mowed grass

**Soils:** Bennington Silt Loam (Aeric Epiaqualf): formed in loamy glacial till

**Survey Objective:** Locate graves from mid-late 1800s.

**Survey Type:** Magnetic Gradient, Ground-Penetrating Radar (500 MHz antenna)

**Instrument:** Geoscan Research FM256 fluxgate gradiometer; Sensors and Software  
Noggin plus 500

**Surveyor:** Jarrod Burks

**Assisted by:** Justin Preston

**Date of Survey:** Aug. 21-22, 2007

**Area Surveyed:** ca. 3,600 m<sup>2</sup>

**Blocks:** 9 20x20 meter (magnetometer), 6 20x20-meter (GPR)

**Direction of 1<sup>st</sup> Traverse:** grid north

**Readings per meter along transect:** Magnetics=8 readings per meter, zig-zag data collection mode, 50 cm transect spacing. GPR=20 traces per meter, 50 cm transect spacing.

**Data Processing:** Magnetics=Geoplot 3.0s: Zero Mean Grid, Zero Mean Traverse (Threshold 5 nT), Low Pass Filter, Interpolate. GPR=Ekko Mapper (v.3): Dewow, migration, envelope

**Target Anomalies:** Graves of at least two adults and one infant. Individuals probably removed from two adult graves, but grave shafts should still be detectable.

**Results:** Magnetometer and GPR detected numerous anomalies of a variety of types. Closer to Stelzer Road, on the west side of the survey data, about a dozen grave-sized magnetic anomalies were found in an area of unusual GPR readings, which could be an area set aside for the cemetery. At least one of the magnetometer anomalies corresponded to a grave-type GPR anomaly. At the east side of the survey area lots of historic-era structural anomalies were found in both datasets, perhaps from the Gun Club that used to be located in this area.

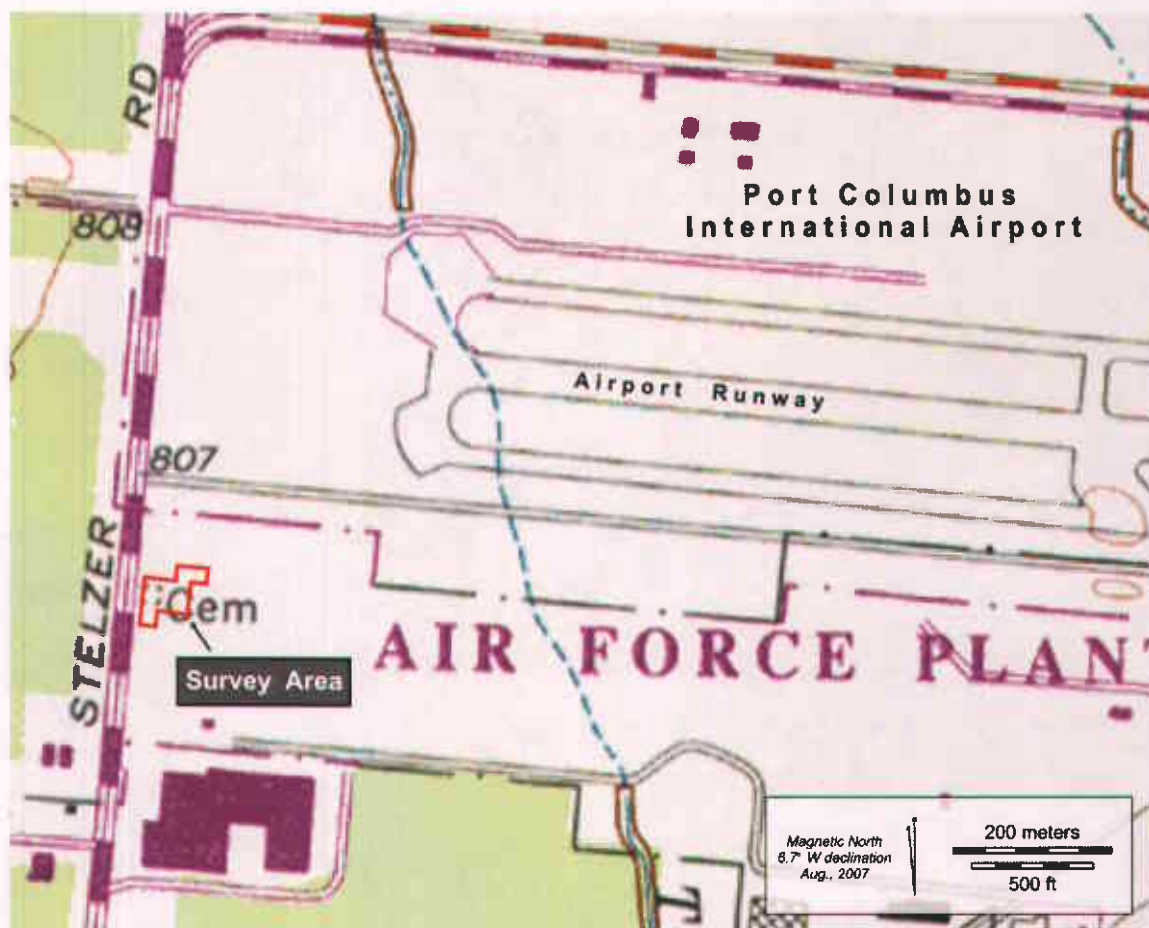


Figure A-1. Location of the survey area on a close up of the *Southeast Columbus (OH)* 1964 (revised 1994) USGS 7.5 minute topographic quadrangle map.



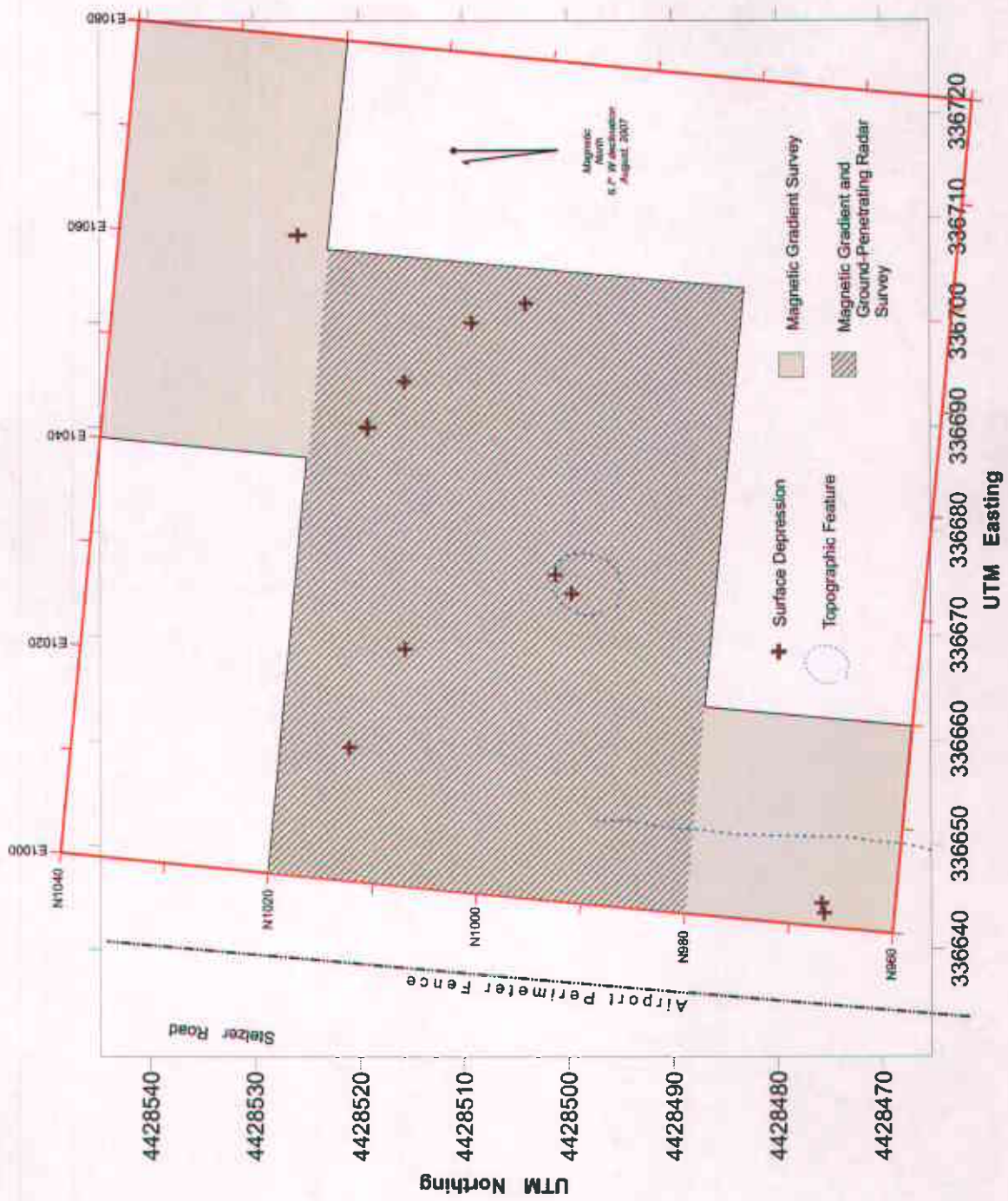


Figure A-2. Geophysical survey areas and surface features.



Figure A-3. Map of the magnetic gradient survey results.

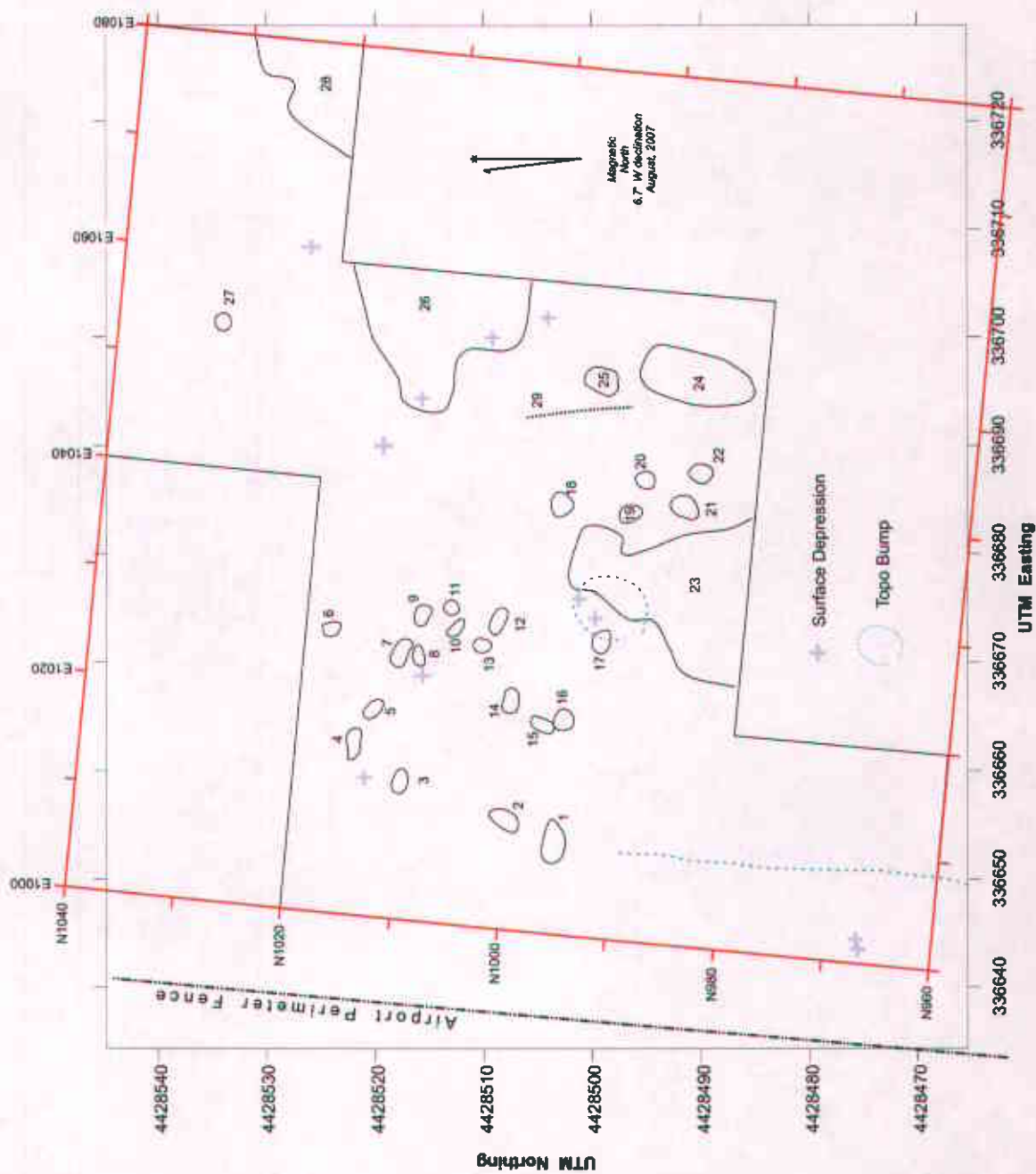


Figure A-4. Map of potentially significant features from the magnetic gradient data.



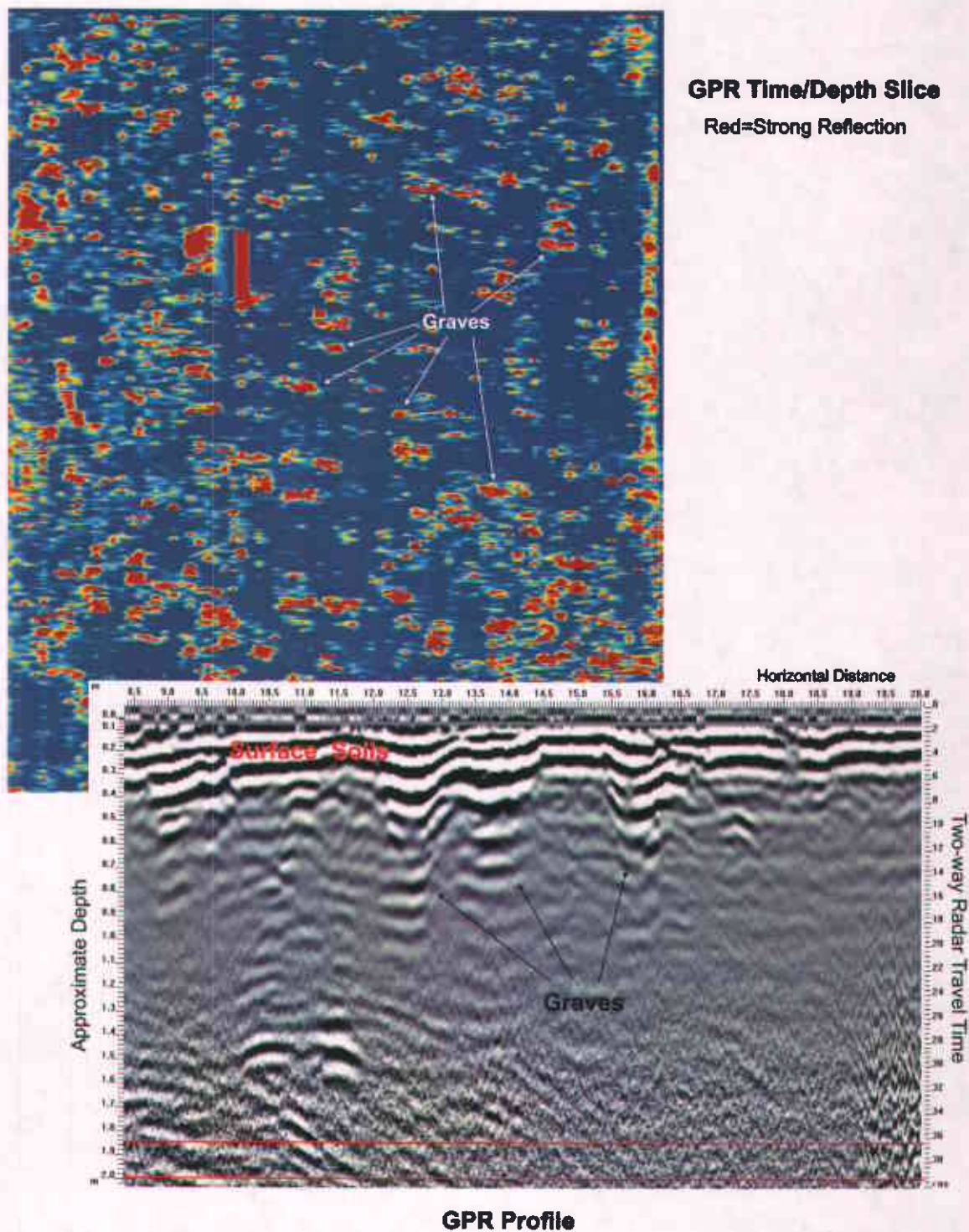
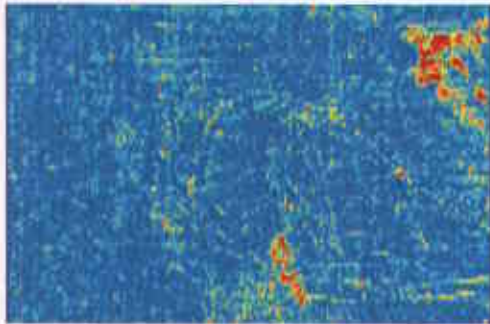


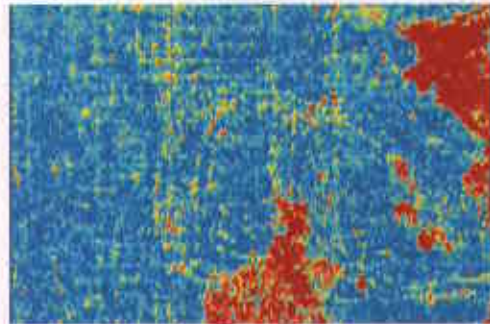
Figure A-5. Example GPR data from the Old Washington Cemetery, Washington Court House, Ohio.

## GPR Time/Depth Slices

18-20 cmbs



26-28 cmbs



38-40 cmbs



54-56 cmbs





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**APPENDIX B: ARTIFACT CATALOG**

# Historic Artifacts Analysis

Bag #	Provenience	Description	Count	Date Range	Reference	Comments
1	Trench 1, Stratum II	Glass bottle base sherd, embossed letters and numbers. Owens scar, colorless	2	1903-present	Deiss 1981	
1	Trench 1, Stratum II	Glass bottle sherd, machine-made finish, lug-thread closure, colorless	2	1906-present	Deiss 1981	
1	Trench 1, Stratum II	Glass bottle sherd, machine-made finish, screw-thread closure, standardized, colorless	1	1919-present	Deiss 1981	
1	Trench 1, Stratum II	Whiteware sherd, molded and red transfer-print decoration	1	ca. 1828-present	Magid 1984	2 mend
2	Trench 1, Feature 2, 75-85 cmbd (65-75 cmbd), Stratum IV and IVa	Flat glass	7			
3	Trench 1, Feature 1, Stratum IV	Metal disk (button?), ferrous	1			

## Lithic Analysis

Bag #	Provenience	Description	Raw Material	Cortex	Platform Surface	Platform Edge Trim	Platform Edge Grinding	Flake Termination	Heat Altered	Count	Weight (g)	Length (mm)	Width (mm)	Thickness (mm)
3	Trench 1, Feature 1, Stratum IV	Flake, whole	Columbus /Delaware	0%	Flat	Absent	Absent	Feathered	No	1	0.3	6.85	19.56	2.88

## Faunal

Bag #	Provenience	Description	Count	Comment
1	Trench 1, Stratum 2	Bone fragment, proximal end of left ulna, probably domestic cow ( <i>Bos taurus</i> )	1	2 mend

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## **Attachment 6**

Correspondence between the Columbus Regional Airport Authority and William E. Stelzer regarding the items found at the former location of the Stelzer Cemetery on airport property.

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February 15, 2008

Mr. Dave Wall  
c/o Columbus Regional Airport Authority  
4600 International Gateway  
Columbus, Ohio 43219

Dear Mr. Wall:

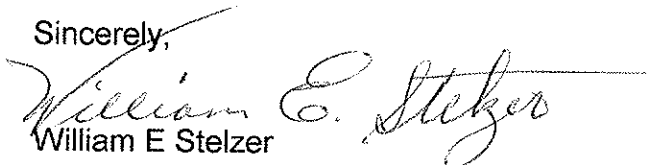
Pursuant to our recent telephone conversation concerning the grave marker currently in possession of the Airport Authority, I have enclosed a copy of a newspaper article which will give you some background information that you requested. The article contains some discrepancies, however, it is essentially correct and explains what hapened to my Great-Great-Grandparents and their daughter.

While I am somewhat disappointed that my Great-Great-Grandfather's grave marker is missing, I am pleased that you have the marker of his wife. As we discussed in our telephone conversation, you indicated that you would arrange to have the grave marker delivered to the Mifflin Township Cemetery. This action by you and the Airport Authority is very much appreciated.

Inasmuch as I am only one of numerous decendents, I cannot accept sole responsibility for the disposition of any remains currently in your possession or any additional remains that may be uncovered during the construction of the new runway over the grave site. Therefore, do not send any remains to the cemetery with the grave marker.

In the event that you desire additional information, do not hesitate to contact me. I will be most pleased to cooperate in any way appropriate.

Sincerely,

  
William E Stelzer

encl. 1

rocky fork

## enterprise



284 Agler Road  
Gahanna, Ohio 43230  
Phone 471-1600



Published every Thursday by the Midwest Newspaper Publishing Co., to serve Mifflin, Jefferson and Plain Townships; Gahanna, New Albany and Blacklick. The ENTERPRISE has been designated as the official newspaper to carry all Public Notices for the City of Gahanna. Entered as second class matter, with postage paid at Columbus, Ohio.

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Deadline for Advertising is 5:00 p.m. Friday; News deadline is noon on Monday; Classified deadline is Noon Monday.



## Gahanna

by Walter Baker

Anyone traveling along Stelzer Rd. at the Rockwell International Corp., a field fenced in, at times would never know a small grave yard of 3 burials was there. The grave yard is surrounded by 4 white posts and a heavy chain from post to post.

The location is just north of 950 Stelzer Rd. The old number to the location where the tombstones are was 1000 Stelzer Rd. This cemetery is approximately 200 feet from the roadway fence on Stelzer Rd.

This picture was taken July 21, 1974.

The markers are of Andrew Stelzer, born 1797 - died 1868, and his wife Anna Mary, born 1840 - died 1871. Their foster infant daughter was 2½ years old when she died.

The pioneer Stelzers originally received the land from the Federal Government under the homestead claim for military service in the American Revolutionary War. They owned several hundred acres of land at one time. The Andrew Stelzer family lived in a log cabin at 1000 Stelzer Rd. The road passes over the land they once owned and which now bears their name. The road has been extended and is located between E. Broad St., north to Morse Rd.

Their son Daniel, and his wife Julia Stelzer, (both deceased) had one son, Charles Andrew. He had a new house built on the Stelzer property, directly in front of the log cabin. His parents lived there until their death.

Another son Charles, married Hattie Webster and lived at the homestead until they died.

The little grave yard

stood in the middle of the orchard. It was always well kept, with flowers, and shrubbery. It was always highly respected by the other members of the Stelzer family, and by all the neighbors.

In the year 1930, Charles Andrew Stelzer (grandson) was assisted by his cousin, Carl F. Stelzer, who now resides at 4560 Johnstown Road, Gahanna, also a dairy farmer, and neighbor, Edward Luft, who lived on James Road, (he is deceased). The three dug up the graves, and did find remains of the buried ones. They did not remove the tombstones because there were already Stelzer markers in the family plot in Mifflin Township cemetery, where the remains were buried. In this lot lies the burial of Daniel and Julia Stelzer, Hattie and Charles Andrew Stelzer, and daughter, also Andrew, and Charles Andrew Stelzer.

The reason for moving the three graves from the Stelzer farm, fifty acres of the land was sold to the Columbus Gun Club, then later years the U.S. Navy acquired the land.

When the grass is mowed in the Rockwell International field and the tombstones appear, it is a mystery to many people. The grass rises, and they disappear, until the grass is mowed again.

Carl F. and family, also their daughter Dorothy E. Stelzer have lived the greater part of their life on Stelzer Road. When the Airport in the year 1957 purchased the Stelzer land, they moved to their present home at 4560 Johnstown Road, Gahanna.



COLUMBUS REGIONAL AIRPORT AUTHORITY  
PORT COLUMBUS • RICKENBACKER • BOLTON

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November 5, 2008

Mr. William Stelzer  
6400 Darling Road  
Blacklick, Ohio 43004

Dear Mr. Stelzer:

Thank you for taking the time to speak with Connie Tracy regarding the disposition of the various items unearthed in the archaeological investigation of the Stelzer family cemetery at Port Columbus International Airport. The Airport Authority wants to assure you that we will continue to be sensitive to the nature of this activity and respectful of the memory of your relatives.

I would like to summarize for you our plans and determine if they meet with your approval.

First, we will coordinate with Mr. Calvin McKnight at Mifflin Township Cemetery regarding the relocation of Anna Mary Stelzer's original headstone to the cemetery. We will make all necessary arrangements and be responsible for any expense associated with the process. We will advise you of Mr. McKnight's requirements and contact you before any final plans are made.

Second, with your concurrence, we propose to place a bronze historic marker on the site of the Stelzer cemetery at the Airport. Because of the proximity to the new runway, the marker will need to be a surface marker. The suggested marker including dimensions and wording will be presented to you for approval before any action is taken. We will take responsibility for fabrication of the marker and all expenses.

Finally, the archaeological investigation recovered various items in the vicinity of an adult grave shaft. These items included fragments of a glass bottle, a fragment of a ceramic dish, an animal bone, a historic artifact, a flake and broken window glass. No human remains were recovered. We look to you for a final decision on the disposition of these items. Our options include turning the recovered items over to you for disposition or placing the items in the vicinity of the historic marker. Given the nature of the items, reburial at the Mifflin Cemetery would not appear to be appropriate. However, we will comply with whatever direction you provide on this matter.

I would appreciate a letter from you indicating your approval of the first two items and identifying your wishes on the last item. Please contact me at (614)239-4063, if you have any questions or would like to discuss this matter further.

Sincerely,

David E. Wall, A.A.E.  
Capital Program Manager

Cc: Bernie Meleski  
Connie Tracy

**Port Columbus International Airport**  
4600 International Gateway  
Columbus, Ohio 43219  
Phone: 614-239-4000  
Fax: 614-239-4066

**Rickenbacker International Airport**  
7161 Second Street  
Columbus, Ohio 43217  
Phone: 614-491-1401  
Fax: 614-491-0662

**Bolton Field Airport**  
2000 Norton Road  
Columbus, Ohio 43228  
Phone: 614-851-9900  
Fax: 614-851-8959

November 12, 2008

Columbus Regional Airport Authority  
Port Columbus  
4600 International Gateway  
Columbus, Ohio 43219  
Attn: Mr. David E. Wall, AAE

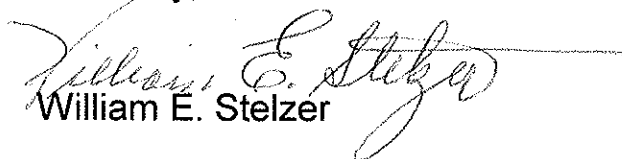
Dear Mr. Wall:

Thank you for your letter of November 5, 2008, regarding the disposition of the items found at the Stelzer family cemetery at Port Columbus.

I concur with your proposals regarding the disposition of the items in your possession. The headstone to be sent to Mifflin Township Cemetery for installation by Mr. McKnight, and the remaining items placed in the vicinity of the historic marker to be placed at the airport. If possible, at your convenience, I would like to see the items recovered at the cemetery site.

Please accept my sincere appreciation and that of the Stelzer family for the exceptional consideration that you and the Airport Authority have afforded in proposing a bronze historic marker, and for all your efforts in this matter.

Sincerely,

  
William E. Stelzer

---

## **Attachment 7**

Correspondence between the FAA and the Ohio Historic  
Preservation Office Regarding the Draft EIS and the FAA's  
Determination of Adverse Effects on Historic Resources



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July 11, 2008

Ms. Katherine S. Jones  
FAA Detroit Airports District Office  
11677 South Wayne Road, Suite 107  
Romulus, MI 48174

Re: Review of an Archaeological Report and the Stelzer Cemetery Documentation  
Draft Environmental Impact Statement for the Port Columbus International Airport  
Columbus, Franklin County, Ohio

Dear Ms. Jones,

This is in response to correspondence from your office dated May 2, 2008 (received May 5) transmitting draft EIS documentation including the archaeological report titled "Phase I Archaeological Survey of Three Areas for the Section 106 Evaluation and the Environmental Impact Statement for Improvements to Port Columbus International Airport, City of Columbus, Mifflin Township, Franklin County, Ohio" by Kevin Schwarz, April 4, 2008 (Attachment 4 to your correspondence), and information documentation titled "Report of the Stelzer Cemetery Relocation and Delineation, Pursuant to the Section 106 Evaluation and the Environmental Impact Statement for Improvements to Port Columbus International Airport, City of Columbus, Mifflin Township, Franklin County, Ohio" by Kevin Schwarz, April 4, 2008 (Attachment 5 to your correspondence). The comments of the Ohio Historic Preservation Office (OHPO) are submitted in accordance with provisions of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470 [36 CFR 800]), the Federal Aviation Administration serves as the federal agency.

The correspondence provides original copies of the documentation. The archaeological report documents an intensive archaeological survey of selected areas within the project area. These areas were selected through previous consultation. The scope of the archaeological work and the research design were previously approved by the OHPO. The survey included background review, pedestrian walk-over, and shovel testing. The results of the archaeological survey include the identification of four sites: 33-FR-2702, 33-FR-2703, 33-FR-2704, and 33-FR-2705. All four sites produced limited assemblages.

When we approved the scope of the archaeological work (in May 2007) we specifically noted that we were agreeing to limited testing in the golf course area. We agreed to limited testing because the golf course is an active recreational facility and because at this time it seems likely that airport improvements will involve limited construction work in this area. The archaeological testing in the golf course demonstrated the presence of prehistoric archaeological deposits in this area, especially in locations where the construction of the golf course involved more filling than cutting. We agree that no additional archaeological investigations are necessary in the

OHIO HISTORICAL SOCIETY

*Ohio Historic Preservation Office*

56 / East Hudson Street, Columbus, Ohio 43211-1030 ph: 614.298.2000 fx: 614.298.2037

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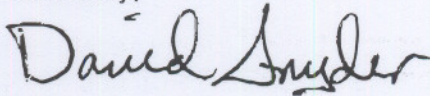
Ms. Katherine S. Jones  
July 11, 2008 (Port Columbus Archaeology)  
Page 2

two places where limited archaeological testing was conducted (archaeological sites 33-FR-2704 and 33-FR-2705). Depending on the extent and location of construction, if substantial construction is required for the airport improvement project in the golf course where contours indicate the presence of fill, then further consultation with this office is recommended.

The Stelzer Cemetery Documentation integrates archival research, interviews, geophysical testing, and archaeological investigations. The research documents the presence of a cemetery and provides a good deal of information on the cemetery (archaeological site 33-FR-2711). The location of this cemetery is of peculiar interest and adds a poignant footnote to the history of this area. We note that the Federal Aviation Administration is not presenting findings for this property at this time. The documentation recommends further consultation. We agree.

Any questions concerning this matter should be addressed to David Snyder at (614) 298-2000, between the hours of 8 am. to 5 pm. Thank you for your cooperation.

Sincerely,



David Snyder, Ph.D., RPA, Archaeology Reviews Manager  
Resource Protection and Review

DMS/ds (OHPO Serial Number 1019442, Project Number 2006-FRA-279)





July 14, 2008

Katharine Jones  
FAA Detroit ADO  
11677 South Wayne Rd., Suite 107  
Romulus, MI

Dear Ms. Jones:

RE: Review of Historic Surveys for Improvements to Port Columbus International Airport, Columbus, Franklin County, OH

This letter offers comments regarding the reports titled "Historic Property Survey of the Direct Effects APE for the Section 106 Evaluation and the EIS for Improvements to Port Columbus International Airport" and "Historic Property Survey of the Indirect Effects APE for the Section 106 Evaluation and the EIS for Improvements to Port Columbus International Airport", received May 5, 2008. We also offer limited comments regarding the "Assessment of Effects Report to Air Force Plant 85 for the Section 106 Evaluation and the EIS for Improvements to Port Columbus International Airport".

The historic context information provided in these reports was sufficient to support the eligibility evaluations for the aboveground properties studied in the project's APE. At this point, no additional information is requested in support of the majority of the properties surveyed.

The exception to that statement is the buildings included within the campus of Ohio Dominican University. We concur with the recommendations that Erskine Hall (FRA-2069-14) and Wehrle Hall (FRA-2068-14) are individually eligible for the National Register of Historic Places under Criterion C. However, the report shows that the project's APE bisects the campus. Unfortunately, no photographs or analysis was provided to support the assertion that there is no historic district associated with this campus. We request additional information that better documents the buildings located within the project APE and adjacent to it, so that we can better evaluate this broad determination. An Ohio Historic Inventory form for Sansbury Hall should be included with this additional information.

For properties surveyed within the "Indirect APE" survey, we concur with the positive eligibility determinations for 1891 Sunbury (FRA-2052-14) and Shepard School (FRA-2054-14). We request that Ohio Historic Inventory forms and more detailed eligibility evaluations should be prepared for the properties shown in photo 4, photo 5 and photo 6. We agree that no additional information need be submitted for the properties shown in photos 1-3 and photos 7-136; we agree that they do not appear to be eligible for the National Register.

For properties surveyed within the "Direct APE" survey area, we concur with the positive eligibility determination for the TAT Hangar (FRA-9675-12). We request additional photos and analysis in support of the negative eligibility determination for the Nationwide Hangar, since it

**OHIO HISTORICAL SOCIETY**

*Ohio Historic Preservation Office*

567 East Hudson Street, Columbus, Ohio 43211-1030 ph: 614.298.2000 fx: 614.298.2037

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Page 2  
Katharine Jones  
July 14, 2008

appears to date to the same early airport development period as the TAT Hangar. The supporting materials do not provide sufficient information to clearly show the diminished integrity described in the survey's analysis.

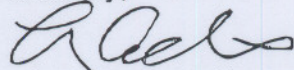
We also agree that properties associated with the former Plant 85 that date to the post World War II period may be considered as non-contributing resources to the eligible historic district identified as Plant 85, unless they have exceptional individual significance. Therefore, we agree that the properties identified in the "Direct APE" survey as AL003, AL006, AL009, AL010, AL011, AL012, AL016 and AL017 are not eligible in association with the previously identified historic district. The properties identified in the survey as AL004, AL005, AL007, AL008, AL013, AL014 and AL015 are still considered to be contributing resources to the eligible historic district.

At this time, multiple alternatives exist for the proposed project, as described in the "Assessment of Effects" report. We generally agree that the demolition of contributing properties within the eligible historic district at Plant 85 would likely be considered an adverse effect. However, the project is not sufficiently advanced for us to be able to concur with any specific effects determination for the project at this time, either direct effects at Plant 85 or indirect effects elsewhere.

We appreciate your consideration of historic properties as part of this project's development. We request that any comments provided by consulting parties or members of the public regarding historic properties or potential effects be provided to our office. We also ask that a table be prepared and submitted to OHPO that lists the previously surveyed properties found to be demolished during field surveys. This information will be added to the Ohio Historic Inventory in order to support future planning efforts in this area.

If you have any questions about this letter or the Section 106 process relative to this project, please contact me at (614)-298-2000 or [ladkins@ohiohistory.org](mailto:ladkins@ohiohistory.org).

Sincerely,



Lisa Adkins, Architecture Reviews Mgr.  
Resource Protection and Review

Serno: 1019442



From: Katherine.S.Jones@faa.gov [mailto:Katherine.S.Jones@faa.gov]  
Sent: Tuesday, August 19, 2008 4:09 PM  
To: Rob Adams  
Subject: CMH EIS/SHPO Comments

Rob:

Following are some additional comments I got from Lisa last week when we spoke about the SHPO's letter.

AL004 Building 7 is a contributing building for the Air Force Plant 85 historic district. We need to determine if the Ramp Tower that was added to Building 7 is a contributing factor to the Building and its integrity. We cannot separate out the Ramp Tower from Building 7 as we have written in the reports. The building and ramp tower are all one and the same, what we need to look at is if removing the Ramp Tower is an adverse effect to Building 7.

Another thing to look at in this evaluation is, if the Ramp Tower was not a part of the original building and Air Force Plant 85 and we are only removing the Ramp Tower, we could be potentially restoring the building to its original state. Something to look into

Lastly, she clarified comments on the effects reports. SHPO's concern is that there is no discussion on the indirect effects, we should show all the effects of the project, not just Air Force Plant 85. I believe that we have all the information in the various reports done for the project, we just need to summarize it all into a table and reference the correct report. If you have another suggestion, I'm open.

Let me know if you have any other questions.

Thanks,  
Katy



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Detroit Airports District Office  
Metro Airport Center  
11677 South Wayne Road, Ste. 107  
Romulus, MI 48174

October 3, 2008

Ms. Lisa Adkins,  
Ohio Historic Preservation Office  
567 East Hudson St.  
Columbus, OH 43211-1030

Dear Ms. Adkins:

Environmental Impact Statement/Section 106 Coordination at  
Port Columbus International Airport, Columbus, Ohio

The Federal Aviation Administration (FAA) is providing additional information to the Ohio Historic Preservation Office (OHPO) in response to your letter dated July 14, 2008. The letter was from the OHPO in response to the Draft Environmental Impact Statement (DEIS) and Section 106 coordination for the proposed airport development at the Port Columbus International Airport.

The OHPO reviewed and had comments on the following reports: "Historic Property Survey of the Direct Effects APE for the Section 106 Evaluation and the EIS for Improvements to Port Columbus International Airport"; and "Historic Property Survey of the Indirect Effects APE for the Section 106 Evaluation and the EIS for Improvements to Port Columbus International Airport". The OHPO also provided limited comments on "Assessment of Effects Report to Air Force Plant 85 for the Section 106 Evaluation and the EIS for Improvements to Port Columbus International Airport".

Below is updated information related to the project decision making process and a summary of the response to comments and references to the appropriate attachments:

Updated Project Decision Making Information: The FAA issued a DEIS on May 16, 2008. The public comment period was from May 16, 2008 through July 11, 2008. Public hearings were held on June 11 and 12, 2008. We received no comments from the public related to the historic resources or potentially National Register of Historic Places (NRHP)-eligible resources that could be impacted.

The FAA has evaluated the three alternatives that were presented in the DEIS. The three alternatives were: Alternative A – No Action; Alternative C2 – Relocate Runway 10R/28L 800 Feet to the South; and Alternative C3 - Relocate Runway 10R/28L 702 Feet to the South. Alternative C2 and C3 each have two sub-alternatives that related to the implementation of the Airport Sponsor's approved Part 150 program. C2a and C3a evaluated the runway alternatives without implementing the approved Part 150 Study;

Alternatives C2b and C3b evaluated the runway alternatives with the implementation of the approved Part 150 Study. The FAA is selecting Alternative C3b as the environmentally preferred alternative for the Final EIS because it fulfills the stated purpose and needs and results in the fewest impacts of the development alternatives.

The DEIS, Section 5.8, Historic, Architectural, Archeological, and Cultural Resources and Appendix J provide the resource analysis for the preferred alternative, C3b. This letter responds to the specific comments that the OHPO provided in a letter dated July 14, 2008 in their review of the DEIS and Section 106 evaluation.

Alternative C3b will impact two historic resources – Building 7 located in the NRHP-eligible Air Force Plant 85 and the Nationwide Hangar. The FAA is making a determination of an adverse effect on Air Force Plant 85 Building 7. Building 7 is a contributing building to the NRHP-eligible Air Force Plant 85. The entirety of Building 7 will not be impacted, however the Ramp Tower, which was added onto the building in the mid-1950s would have to be removed to comply with FAA airport design standards. Air Force Plant 85 Historic District was determined NRHP-eligible by OHPO in 1996 for its significant association with the local involvement in the military industrial expansion associated with World War II, its association with the Lustron Corporation, manufacturers of post-war prefabricated housing, and as an excellent example of the work of Albert Kahn, the premier American industrial architect of the early twentieth century.

The Ramp Tower was not a part of the original Air Force Plant 85 design and did not contribute to the significance of Air Force Plant 85 as identified by the NRHP-eligibility determination in 1996. It was presumably constructed after 1953 when the south runway was extended. The Ramp Tower post-dates World War II and has no association with the contributing factors that make Building 7 a part of the NRHP-eligible Historic District. The Ramp Tower is not associated with the military industrial activities, Lustron Corporation, or Albert Kahn's design of the historic district or Building 7 – the three elements that make Air Force Plant 85 NRHP-eligible. Removing the Ramp Tower would remove a piece of the building that does not contribute to the district's historical significance.

The removal of the Ramp Tower will not be an adverse effect to the NHHP-eligible Air Force Plant 85 Historic District or Building 7 and would align the building more closely with its original form. This alternative minimizes the impacts to Section 106 resources and also provides a positive mitigation resolution to the affected resource in that Building 7 will have a non-original element of the building removed, thus restoring Building 7 to its more original form. Additional information is found in the attachment, "Air Force Plant 85/Building 7 Ramp Tower".

The second historic resource is the Nationwide Hangar. The OHPO asked for additional information regarding FAA's analysis and determination of the Nationwide Hangar not being eligible for the NRHP. The Nationwide Hangar does not share the same level of significance as compared to the potentially NRHP-eligible TAT Hangar nor does it retain

the same level of design that was associated with the early hangars at the Airport. Additional information is found in the attachment, "Nationwide Hangar".

OHPO Comment: The section 106 reports are sufficient for those buildings included within the campus of Ohio Dominican University. The report shows that the project's APE bisects the campus. Unfortunately, no photographs or analysis was provided to support the assertion that there is no historic district associated with this campus. It is requested that additional information that better documents the buildings located within the project APE and adjacent to it. The Ohio Historic Inventory form for Sansbury Hall should be included with this additional information.

FAA Response: See the attachment, "Ohio Dominican University". The FAA is providing additional photos to support our determination that the campus of Ohio Dominican University is not eligible as a historic district. We have also included additional photographs of the buildings and completed an Ohio Historic Inventory form for Sansbury Hall.

OHPO Comment: It is requested that Ohio Historic Inventory forms and more detailed eligibility evaluations should be prepared for properties shown in photo 4, photo 5, and photo 6.

FAA Response: See the attachment, "OHI Forms/Photos 4, 5, and 6". The FAA is providing the Ohio Historic Inventory forms for Photo 4, Photo 5, and Photo 6. Attached to each Ohio Historic Inventory form is additional information regarding each subject property.

OHPO Comment: It is requested that additional photos and analysis in support of the negative eligibility determination for the Nationwide Hangar, since it appears to date to the same early airport development period as the TAT Hangar. The supporting materials do not provide sufficient information to clearly show the diminished integrity described in the survey's analysis.

FAA Response: See the attachment, "Nationwide Hangar". The FAA is providing additional information on the negative eligibility determination for the Nationwide Hangar.

OHPO Comment: The project is not sufficiently advanced for us to be able to concur with any specific effects determination for the project at this time, either direct effect at Plant 85 or indirect effects elsewhere.

FAA Comment: See additional information provided under "Updated Project Decision Making Information" and the attachment "Air Force Plant 85/Building 7 Ramp Tower".

OHPO Comment: OHPO requests that any comments provided by consulting parties or members of the public regarding historic properties or potential effects be provided to our office.

FAA Response: The FAA received no comments during the public comment period (May 16, 2008 through July 11, 2008) or during the public hearings, June 11 and 12, 2008.

OHPO Comment: We ask that a table be prepared and submitted to OHPO that lists the previously surveyed properties found to be demolished during field surveys.

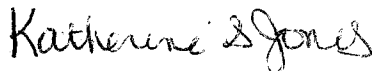
FAA Comment: The requested table is attached.

The FAA requests that the OHPO review the additional information provided and provide comments regarding the Section 106 process. We look forward to continuing to work with you on a successful resolution to the proposed project and potential impacts.

This letter also informs the ACHP that the FAA is making a finding of an adverse effect on Building 7 located in the NRHP-eligible historic district of Air Force Plant 85. However, in removing the Ramp Tower from Building 7, we are not affecting the historical significance that Building 7 contributes to the NRHP-eligible Air Force Plant 85 historic district or the individual NRHP-eligibility of Building 7. We are removing a part of the Building that was not a part of the original design and did not contribute to the historical significance of Air Force Plant 85.

If you have any additional questions, please do not hesitate to contact me at (734) 229-2958 or Katherine.S.Jones@faa.gov.

Sincerely,



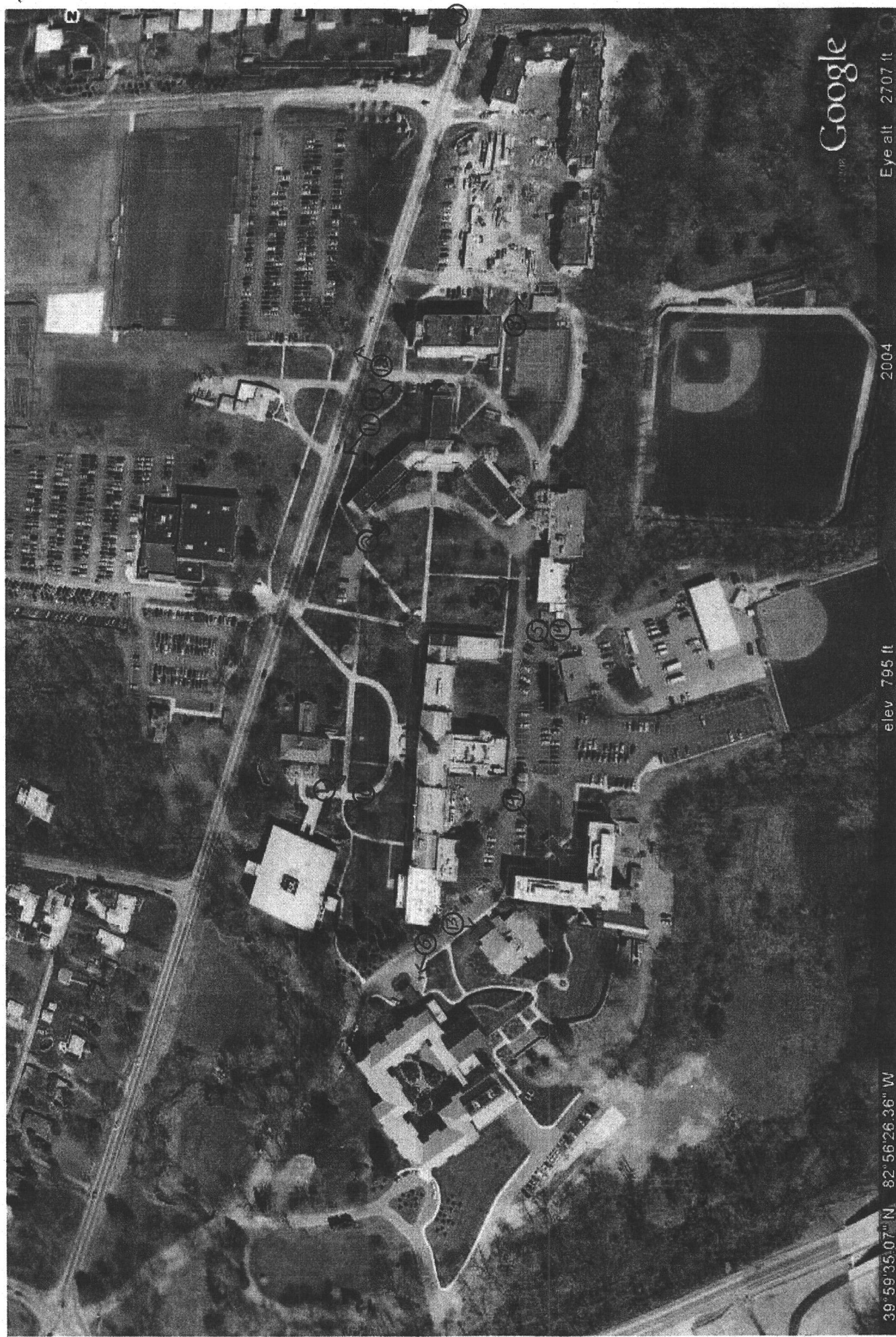
Katherine S. Jones  
Community Planner

Cc: Rob Adams, Landrum & Brown  
David Wall, CRAA  
Katy Harris, ACHP



**ATTACHMENT**

**Ohio Dominican University**



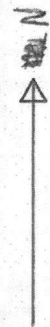
Google

Eye alt 2707 ft

2004

elev 795 ft

39°59'35.07"N 82°56'26.36"W



The Ohio Dominican University (ODU) campus is recommended as not eligible for inclusion in the National Register of Historic Places (NRHP) as a historic district due to the predominantly modern appearance of most of the campus. Wehrle Hall was completed in 1912, and Erskine and Sansbury Halls were completed in 1929 (Plates 1 and 2). The original portion of St. Albert Hall was built in 1941, but the building has been more than doubled in size with a modern addition (Plate 3). Mohun Health Center, originally a dormitory, dates to 1956–57 (Plate 4). The physical plant building may be the same as the 1924 coal house/pump house depicted on the 1961 Sanborn map of Columbus (Plate 5). In contrast the original St. Mary's of the Springs Academy building has been demolished, and the convent/Sisters House has been replaced twice (the 1868 building in 1975, and the 1970 building in 2002) [Plate 6]. A complex of dormitories, dating from the 1970s to the present, is located at the north end of the campus (Plates 7–9). A 1971 library (now Spangler Learning Center) is located at the south end of the campus (Plate 10). Lynam Hall and the Aquinas Priory (later the Neighborhood Center) have recently been demolished to make way for a new building presently under construction (Plate 11). The west side of Sunbury Road also contains a modern sports stadium and extensive parking lots (Plate 12). The campus also contains other modern buildings as well (Plates 13 and 14). The ODU campus has expanded greatly since the 1970s, both in area and in the number and size of its facilities. Although individual buildings within the campus may be eligible for the NRHP (Erskine and Wehrle Halls in particular), the campus as a whole lacks integrity of design, setting, and feeling. The campus's appearance is that of a few older buildings interspersed among modern buildings, rather than a historic campus containing modern buildings.

Burton, Katherine

1959 *Make the Way Known: the History of the Dominican Congregation of St. Mary's of the Springs, 1822 to 1957*. Farrar, Straus & Cudahy, New York.

*Columbus Citizen*

1929 "Dormitory Completed at St. Mary of the Springs." 19 October: 7.

*Columbus Dispatch*

1968 "St. Mary Building Ground is Broken." 2 May: 1A.

Mahoney, Dennis M.

2002 "Dominicans Complete Motherhouse." *Columbus Dispatch*. 25 June: 2E.

McGarey, Mary

1975 "Nuns' Prayers Go with Convent." *Columbus Dispatch*. 21 May: B13.

Samuelson, Robert E., Pasquale C. Grado, Judith L. Kitchen, and Jeffrey T. Darbee  
1976 *Architecture: Columbus*. Foundation of the Columbus Chapter of the American Institute of Architects, Columbus.

Sanborn Map Company

1961 *Insurance Maps of Columbus, Ohio*, Volume 4. Sanborn Map Company, New York.





Plate 1. Wehrle Hall (left) and Erskine Hall (right)



Plate 2. Sansbury Hall





Plate 3. St. Albert Hall, 1941 building to right, modern addition to left



Plate 4. Mohun Health Center





Plate 5. Physical Plant building



Plate 6. Sisters House





Plate 7. New dormitories at north end of campus from Sunbury Road.



Plate 8. New dormitories at north end of campus.





Plate 9. Fitzpatrick Hall.



Plate 10. Spangler Learning Center (library)





Plate 11. New building under construction on west side of Sunbury Road. Lynam Hall (FRA-2064-14) was located toward the left side of this photo, but has been demolished.



Plate 12. Modern stadium and parking lots on west side of Sunbury Road.





Plate 13. Martin de Porres Center



Plate 14. Sports fields and storage buildings on east edge of campus.





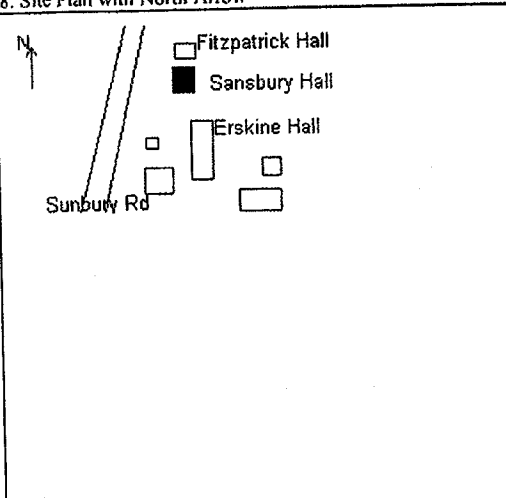
## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09786-14</b>		4. Present Name(s) <b>Sansbury Hall</b>		FRA-09786-14 2. County <b>Franklin</b> 4. Present or Historic Name(s) <b>Sansbury Hall</b>
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Sansbury Hall</b>		
6. Specific Address or Location <b>Ohio Dominican University Sunbury Road</b>		19a. Design Sources		35. Plan Shape <b>Other</b>
6a. Lot, Section or VMD Number		20. Contractor or Builder <b>Charles J. Lang &amp; Company</b>		36. Changes associated with 17/17b Dates: 17. Original/Most significant construct 17b.
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other Building Type</b>		37. Window Type(s) <b>Modern Replacements</b>
9. U.T.M. Reference Quadrangle Name: <b>Southeast Columbus</b> 17 <b>334300 4428690</b> Zone Easting Northing		22. Original Use, if apparent <b>Dormitory Church/Religious Structure</b>		38. Building Dimensions <b>325 x 210</b>
10. Classification: <b>Building</b>		23. Present Use <b>Dormitory Church/Religious Structure</b>		39. Endangered? <b>NO</b> By What?
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>		40. Chimney Placement <b>No chimney observed</b>
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Ohio Dominican University Sunbury Road</b>		41. Distance from & Frontage on Road
15. Other Designation (NR or Local)		26. Property Acreage		51. Condition of Property: <b>Good/Fair</b>
16. Thematic Associations: <b>University</b>		27. Other Surveys		52. Historic Outbuildings & Dependencies Structure Type Date Associated Activity
17. Date(s) or Period <b>1929</b>		28. No. of Stories <b>Three story</b>		53. Affiliated Inventory Numbers Historic (OHI) <b>FRA-02068-14 FRA-02069-14</b> Archaeological (OAI)
17b. Alteration Date(s)		29. Basement? <b>Yes</b>		
18. Style Class and Design <b>Second Renaissance Revival</b>		30. Foundation Material <b>Other</b>		
18a. Style of Addition or Elements(s)		31. Wall Construction <b>Unknown</b>		
19. Architect or Engineer <b>John Quincy Adams</b>		32. Roof Type <b>Flat</b> Roof Material <b>Built-up (tar paper, membrane, graveled)</b>		
		33. No. of Bays <b>Side Bays</b>		
		34. Exterior Wall Material(s) <b>Stretcher or running bond</b>		
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) Sansbury Hall is a three-story Y-shaped dormitory with brick (stretcher bond) walls and a stone veneer foundation. Most of the roof is flat, although the center portion of the building has a pitched roof covered with slate shingles. The building is designed in the Second Renaissance Revival style of architecture, although most of the building has relatively little stylistic embellishment. The center portion of the building, in the center of the arms of the Y, is the major focus of ornament on the building. The center five bays of this section, including the main entrance, project slightly forward of the rest of the section, and the roof is hipped. The first floor is clad in limestone veneer. The windows are set in arched and recessed niches. Banded and fluted columns flank the main entrance, which is topped with a broken pediment with a cartouche. The double doors are replacements. The second floor windows have triangular pediments. The third floor windows have more elaborate keystones, but otherwise are the same as the other windows of the building. Most of the building's windows are topped with flat arches with keystones. The first floor windows of continued...				
43. History and Significance (Continue on Reverse if necessary) Construction of Sansbury Hall was completed in October 1929. The building was constructed at the same time as Erskine Hall. The total cost of the building was said to be close to \$1 million. The dormitory when completed had 125 dormitory rooms, reception rooms, a social hall, and a chapel. The building was named for Mother Angela. What is now Ohio Dominican University was established in 1924 as St. Mary's of the Springs College, a four-year liberal arts college for women. Sansbury Hall was part of an early building program to provide the facilities to operate the college.				
44. Description of Environment and Outbuildings (See #52) Sansbury Hall is presently near the center of the Ohio Dominican campus, with modern dormitories extending to the north, Sunbury Road immediately to the west, St. Albert's Hall to the east, and a large open area to the south. Much of the campus now consists of modern buildings.				
45. Sources of Information Columbus Citizen, 19 October 1929, p. 7; Burton, Katherine, 1959, Make the Way Known: the History of the Dominican Congregation of St. Mary's of the Springs, Farrar, Straus & Cudahy, New York; Kiefer, Sr. Monica, 1975, Dominican Sisters, St. May of the Springs: A History, Springs Press, Columbus; Terpstra, Douglas, 2007; History/Architecture Survey of the Area of Potential Effects for Indirect Effects for the Proposed Improvements to Port Columbus International Airport, Cities of Columbus and continued...				
46. Prepared By: <b>Douglas Terpstra</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/22/2008</b>
49. PIR Reviewer:				50. PIR Review Date:

1. No. <b>FRA-09786-14</b>	4. Present Name(s) <b>Sansbury Hall</b>	RA-0978 1-14
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Sansbury Hall</b>	
8. Site Plan with North Arrow		54. Farmstead Plan :  Door Selection: <b>Single centered</b>  Door Position: <b>Flush</b>  Orientation: <b>Other</b>  Symmetry: <b>Bilateral asymmetry</b>
		

Report Associated With Project:  
 NADB #:



1. No. <b>FRA-09786-14</b>	4. Present Name(s) <b>Sansbury Hall</b>	:RA-0978 -14
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Sansbury Hall</b>	
42. <i>Further Description of Important Interior and Exterior Features (Con't)</i> the chapel wing (north ell) have round arched tops. With the exception of the stained glass chapel windows, all of the windows are vinyl replacements. French doors with transoms occupy the center four ground floor bays of the east wing; these bays have been converted to windows in the west wing. The outer ends of the east and west wings originally were two-story porches, although the openings have been sealed off and the doorways converted to windows.		
43. <i>History and Significance (Con't)</i>		
44. <i>Description of Environment and Outbuildings (Con't)</i>		
45. <i>Sources (Con't)</i> Gahanna, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati.		





**ATTACHMENT**

**OHI Forms/Photos 4, 5, & 6**



## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09787-12</b>		4. Present Name(s) <b>Stewart House</b>		FRA-09787-12 Franklin 2. County Stewart House 4. Present or Historic Name(s)
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Gildo Guzzo House</b>		
6. Specific Address or Location <b>1116 Parkview Boulevard</b>		19a. Design Sources	35. Plan Shape <b>Rectangular</b>	6. Specific Address or Location <b>1116 Parkview Boulevard</b>
6a. Lot, Section or VMD Number <b>Kensington Lot 11</b>		20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. Original/Most significant construct	
7. City or Village <b>Columbus</b>		21. Building Type or Plan <b>Other House Type</b>	17b.	
9. U.T.M. Reference Quadrangle Name: <b>Southeast Columbus</b> <b>17 334875 4428490</b> Zone Easting Northing		22. Original Use, if apparent <b>Single Dwelling</b>	37. Window Type(s) <b>Modern Replacements</b>	
10. Classification: <b>Building</b>		23. Present Use <b>Single Dwelling</b>	38. Building Dimensions <b>39 x 34</b>	
11. On National Register? <b>NO</b>		24. Ownership <b>Private</b>	39. Endangered? <b>NO</b> By What?	
13. Part of Established Hist. Dist? <b>NO</b>		25. Owner's Name & Address, if known <b>Ronald E. Stewart</b> <b>1116 Parkview Boulevard</b>	40. Chimney Placement <b>Gable end, exterior</b>	
15. Other Designation (NR or Local)		26. Property Acreage <b>.57 ac</b>	41. Distance from & Frontage on Road <b>F: 100 ft</b>	
16. Thematic Associations: <b>Residential</b>		27. Other Surveys	51. Condition of Property: <b>Good/Fair</b>	
17. Date(s) or Period <b>1929</b>		28. No. of Stories <b>Two story</b>	52. Historic Outbuildings & Dependencies Structure Type <b>Garage</b>	
17b. Alteration Date(s)		29. Basement? <b>Yes</b>	Date <b>1929</b>	
18. Style Class and Design <b>No academic style - Vernacular</b>		30. Foundation Material <b>Brick bearing</b>	Associated Activity <b>Original/Most significant construction</b>	
18a. Style of Addition or Elements(s)		31. Wall Construction <b>Balloon/western/platform frame</b>	53. Affiliated Inventory Numbers <b>Historic (OHI)</b>	
19. Architect or Engineer		32. Roof Type <b>Gable</b> Roof Material <b>Clay tile</b>	Archaeological (OAI)	
19a. Style of Addition or Elements(s)		33. No. of Bays <b>2</b> Side Bays <b>2</b>		
19b. Exterior Wall Material(s) <b>Stretcher or running bond</b>				
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) FRA-9787-12 is a two-story, side-gabled house with a large cross gable projecting forward from the south end of the farade and a smaller, shallower cross gable marking the front entrance at the north end of the farade. The house is not built in any architectural style, but is larger and has a more elaborate design than many suburban houses of the period and may have been architect-designed or been built from plans ordered from a house catalog (Sears, etc.). The walls and foundation are covered in stretcher bond brick, and the main roof is covered with rounded clay tiles. The porches and additions have asphalt shingle roofs. The windows are modern replacements; most are double hung, although some casement and picture windows are located on the first floor of the farade and on the south addition. A one-story hipped roof addition is located on the west half of the south wall. A one-story hipped roof addition lines the east (rear) wall. A small gable-roof, partially enclosed stoop on the north wall shelters a side entrance; the stoop is an addition, although the doorway appears to be original. The porch at the front entrance has a concrete block foundation, continued...				
43. History and Significance (Continue on Reverse if necessary) According to information obtained from the Franklin County Auditor's website, the house was built in 1929, and the property was owned by members of the Guzzo family from 1928 to 1971. This house and its neighbor to the north (FRA-9788-12) appear to be the first houses (or at least the earliest surviving) in the Kensington subdivision. Development of the subdivision likely ceased due to the Great Depression. Later, most of the subdivision was re-subdivided into the 1960s-70s subdivision present to the east and south. Lutheran Social Services and the Kensington Place senior citizens' housing complex occupy most of the rest of the original subdivision. The house's original address may have been 2521 Johnstown Road.				
44. Description of Environment and Outbuildings (See #52) A modern subdivision of ranches and split levels occupies the land to the east and south. I-670 is located a short distance to the west, although a tree line blocks views of the highway. The house is set well back from Parkview Boulevard/Johnstown Road and has large front and rear yards, with few trees on the property. An original flat-roof brick garage is located east of (behind) the house. A concrete block addition has been made to the garage, and a modern metal shed is located adjacent to continued...				
45. Sources of Information Terpstra, Douglas; 2007; History/Architecture Survey of the Area of Potential Effects for Indirect Effects for the Proposed Improvements to Port Columbus International Airport, Cities of Columbus and Gahanna, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati.				
46. Prepared By: <b>Douglas Terpstra</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/22/2008</b>
49. PIR Reviewer:				50. PIR Review Date:

1. No. **FRA-09787-12**

4. Present Name(s) **Stewart House**

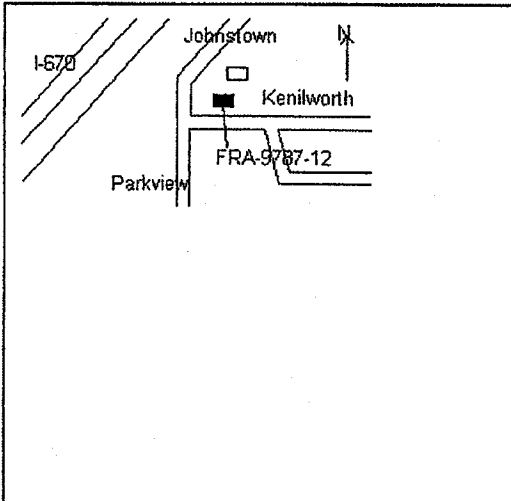
2. County **Franklin**

5. Historic or Other Name(s) **Gildo Guzzo House**

FRA-0978  
-12

8. Site Plan with North Arrow

54. Farmstead Plan :



Door Selection:  
**Single off center**

Door Position:  
**Flush**

Orientation:  
**Lateral axis**

Symmetry:  
**Other**

Report Associated With Project:

NADB #:



1. No. **FRA-09787-12**

4. Present Name(s) **Stewart House**

2. County **Franklin**

5. Historic or Other Name(s) **Gildo Guzzo House**

RA-0978  
-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

**a concrete deck, a shed roof, and metal posts and railings.**

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

**the garage.**

45. *Sources (Con't)*

FRA-9787-12, located at 1116 Parkview Boulevard, is a two-story, side-gabled house with a large cross gable projecting forward from the south end of the façade and a smaller, shallower cross gable marking the front entrance at the north end of the façade (Plate 1). The house is not built in any architectural style, but is larger and has a more elaborate design than many suburban houses of the period and may have been architect-designed or been built from plans ordered from a house catalog (Sears, etc.), although no specific Sears model matches this design. The walls and foundation are covered in stretcher bond brick, and the main roof is covered with rounded clay tiles. The porches and additions have asphalt shingle roofs. The windows are modern replacements; most are double hung, although some casement and picture windows are located on the first floor of the façade and on the south addition. A one-story hipped roof addition is located on the west half of the south wall (Plate 2). A one-story hipped roof addition lines the east (rear) wall (Plate 3). A small gable-roof, partially enclosed stoop on the north wall shelters a side entrance; the stoop is an addition, although the doorway appears to be original. The porch at the front entrance has a concrete block foundation, a concrete deck, a shed roof, and metal posts and railings. The house is set well back from Parkview Boulevard/Johnstown Road and has large front and rear yards, with few trees on the property (Plate 4). An original flat-roof brick garage is located east of (behind) the house (Plate 5). A concrete block addition has been made to the garage, and a modern metal shed is located adjacent to the garage. Lutheran Social Services and the Kensington Place senior citizens' housing complex are located to the south, and a 1960s–70s subdivision is located to the east and south (Plate 6).

According to information obtained from the Franklin County Auditor's website, the house was built in 1929, and the property was owned by members of the Guzzo family from 1928 to 1971. The house's original address may have been 2521 Johnstown Road. The house is not known to be associated with historic events or trends under Criterion A. The house appears to have been intended to be part of a planned subdivision (Kensington Subdivision) that failed due to the Great Depression. Only this house and its neighbor to the north (FRA-9788-12) appear to have been built. Most of the rest of the subdivision was replatted and developed in the 1960s and 1970s with ranch and split level houses. The house is not known to be associated with a person or people important in history under Criterion B. No information was found identifying any member of the Guzzo family as historically significant. The house is not a significant



example of a type, period, or method of construction under Criterion C. The house has some interesting design features, including the multiple gables and the clay tiles on the roof, but is not an example of an architectural style or house type. The design source for the house is undetermined. FRA-9787-12 retains integrity of location, design, materials, workmanship, and feeling. The integrity of setting and association has been lost to the later residential subdivision to the east and south. The house lacks significance and is recommended as not eligible for inclusion in the NRHP.



Plate 1. FRA-9787-12, view southeast.





Plate 2. FRA-9787-12, view northeast.



Plate 3. FRA-9787-12, view northwest.





Plate 4. FRA-9787-12 and FRA-9788-12, view northeast.



Plate 5. FRA-9787-12, garage, view northwest.





## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

RPR Number:

1. No. <b>FRA-09788-12</b>	4. Present Name(s) <b>Butler House</b>	FRA-09788-12 Franklin Butler House
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>John Guzzo House</b>	
6. Specific Address or Location <b>2541 Johnstown Road</b>	19a. Design Sources <b>Sears, Roebuck: Alhambra model</b>	35. Plan Shape <b>Square</b>
6a. Lot, Section or VMD Number <b>Kensington Lot 12</b>	20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. Original/Most significant construct 17b.
7. City or Village <b>Columbus</b>	21. Building Type or Plan <b>American foursquare</b>	37. Window Type(s) <b>Modern Replacements</b>
9. U.T.M. Reference Quadrangle Name: <b>Southeast Columbus</b> 17 <b>334885</b> <b>4428525</b> Zone Easting Northing	22. Original Use, if apparent <b>Single Dwelling</b>	38. Building Dimensions <b>29 x 29</b>
10. Classification: <b>Building</b>	23. Present Use <b>Single Dwelling</b>	39. Endangered? <b>NO</b> By What?
11. On National Register? <b>NO</b>	24. Ownership <b>Private</b>	40. Chimney Placement <b>Off center within roof surface</b>
13. Part of Established Hist. Dist? <b>NO</b>	25. Owner's Name & Address, if known <b>Jonathan S. Butler</b> <b>2541 Johnstown Road</b>	41. Distance from & Frontage on Road <b>F: 94 ft</b>
15. Other Designation (NR or Local)	26. Property Acreage <b>.38 ac</b>	51. Condition of Property: <b>Good/Fair</b>
16. Thematic Associations: <b>Residential</b>	27. Other Surveys	52. Historic Outbuildings & Dependencies Structure Type <b>Garage</b>
17. Date(s) or Period <b>1929</b>	28. No. of Stories <b>Two and a half story</b>	Date <b>1929</b>
17b. Alteration Date(s)	29. Basement? <b>Yes</b>	Associated Activity <b>Original/Most significant construction</b>
18. Style Class and Design <b>No academic style - Vernacular</b>	30. Foundation Material <b>Brick bearing</b>	53. Affiliated Inventory Numbers <b>Historic (OHI)</b>
18a. Style of Addition or Element(s)	31. Wall Construction <b>Balloon/western/platform frame</b>	Archaeological (OAI)
19. Architect or Engineer	32. Roof Type <b>Hip</b>	
	Roof Material <b>Clay tile</b>	
	33. No. of Bays <b>3</b> Side Bays <b>2</b>	
	34. Exterior Wall Material(s) <b>Stretcher or running bond</b>	
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) FRA-9788-12 is a two-and-one-half-story house and may have been built from plans ordered from a Sears, Roebuck house catalog. The house's basic form is an American Foursquare. The walls and foundation are covered in stretcher bond brick, and the pyramidal main roof is covered with rounded clay tiles. The front porch and side stoop also have clay tile roofs. A covered porch shelters the front entrance at the south end of the farade and continues north across most of the rest of the farade as an open, raised patio. The covered porch has concrete steps and brick posts. The front door is original. A gable roof, partially enclosed stoop shelters a side entrance in the north wall. The stoop has stone quoins and keystones. The windows are modern replacements; picture windows have been inserted in several locations of the first floor. A basement entrance is located in the east (rear) wall.		
43. History and Significance (Continue on Reverse if necessary) According to information obtained from the Franklin County Auditor's website, the house was built in 1929, and the property was owned by members of the Guzzo family from 1928 to 1950. This house and its neighbor to the south (FRA-9787-12) appear to be the first houses (or at least the earliest surviving) in the Kensington subdivision. Development of the subdivision likely ceased due to the Great Depression. Later, most of the subdivision was re-subdivided into the 1960s-70s subdivision present to the east and south. Lutheran Social Services and the Kensington Place senior citizens' housing complex occupy most of the rest of the original subdivision. The house design is adapted from the Alhambra model found in Sears, Roebuck house catalogs off and on from 1918 to 1929. The house is not continued...		
44. Description of Environment and Outbuildings (See #52) A modern subdivision of ranches and split levels occupies the land to the east and south. I-670 is located a short distance to the west, although a tree line blocks views of the highway. The house is set well back from Parkview Boulevard/Johnstown Road and has large front and rear yards, with few trees on the property. An original flat-roof brick garage is located at the northeast corner of the house. A second garage, constructed of concrete block, is located directly behind the original continued...		
45. Sources of Information Sevenson, Katherine and H. Ward Jandl, 1986, Houses by Mail: A Guide to Houss from Sears, Roebuck and Company, John Wiley & Sons, New York; Terpstra, Douglas; 2007; History/Architecture Survey of the Area of Potential Effects for Indirect Effects for the Proposed Improvements to Port Columbus International Airport, Cities of Columbus and Gahanna, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati.		
46. Prepared By: <b>Douglas Terpstra</b>	47. Organization: <b>ASC Group, Inc.</b>	48. Date Recorded: <b>08/22/2008</b>
49. PIR Reviewer:		50. PIR Review Date:

1. No. **FRA-09788-12**

4. Present Name(s) **Butler House**

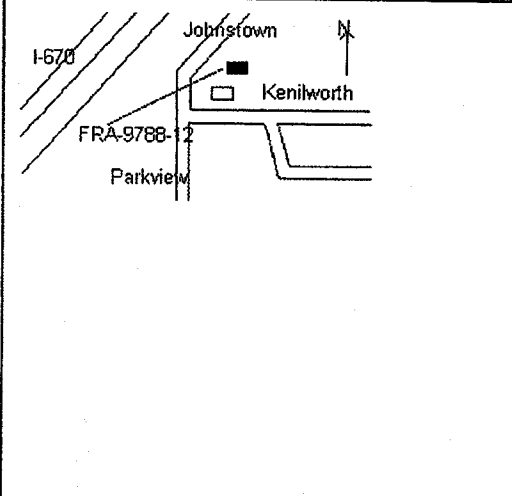
2. County **Franklin**

5. Historic or Other Name(s) **John Guzzo House**

RA-0978  
I-12

8. Site Plan with North Arrow

54. Farmstead Plan :



Door Selection:  
**Single off center**

Door Position:  
**Flush**

Orientation:  
**Other**

Symmetry:  
**Bilateral asymmetry**

Report Associated With Project:

NADB #:





1. No. <b>FRA-09788-12</b>	4. Present Name(s) <b>Butler House</b>	FRA-0978 1-12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>John Guzzo House</b>	
42. Further Description of Important Interior and Exterior Features (Con't)		
43. History and Significance (Con't) an exact match and dispenses with most of the Mission/Spanish Colonial features depicted in the catalogs, with the exception of the roof tiles. Other small deviations from the Alhambra design are also present.		
44. Description of Environment and Outbuildings (Con't) garage.		
45. Sources (Con't)		





Plate 6. View east along Kenilworth Road from Parkview Boulevard.

FRA-9788-12 is a two-and-one-half-story house located at 2541 Johnstown Road (Plates 7 and 8). The house's basic form is an American Foursquare. The walls and foundation are covered in stretcher bond brick, and the pyramidal main roof is covered with rounded clay tiles. The front porch and side stoop also have clay tile roofs. A covered porch shelters the front entrance at the south end of the façade and continues north across most of the rest of the façade as an open, raised patio. The covered porch has concrete steps and brick posts. The front door is original. A gabled roof, partially enclosed stoop shelters a side entrance in the north wall. The stoop has stone quoins and keystones. The windows are modern replacements; picture windows have been inserted in several locations on the first floor. A basement entrance is located in the east (rear) wall (Plate 9). An original flat-roof brick garage is located at the northeast corner of the house (Plate 10). A second garage, constructed of concrete block, is located directly behind the original garage.

According to information obtained from the Franklin County Auditor's website, the house was built in 1929, and the property was owned by members of the Guzzo family from 1928 to 1950. The house's design has been adapted from the Alhambra model found in Sears, Roebuck house catalogs off and on between 1918 and 1929, although the owner or builder deviated greatly from the model as shown in the catalog (Plate 11). The Alhambra model is a



Mission/Spanish Colonial design, with a stucco exterior and multicurved mission parapets in place of standard gables at various locations. FRA-9788-12 retains the basic form and fenestration as the Alhambra, but dispenses with all of the Mission/Spanish Colonial design features, with the exception of the clay tile roof. Other minor deviations from the Alhambra also are present, including the front steps leading to the porch, instead of the patio, and the projecting entry enclosure at the doorway leading into the projecting side stair hall.

The house is not known to be associated with historic events or trends under Criterion A. The house appears to have been intended to be part of a planned subdivision (Kensington Subdivision) that failed due to the Great Depression. Only this house and its neighbor to the south (FRA-9787-12) appear to have been built. Most of the rest of the subdivision was replatted and developed in the 1960s and 1970s with ranch and split level houses. The house is not known to be associated with a person or people important in history under Criterion B. No information was found identifying any member of the Guzzo family as historically significant. The house is not a significant example of a type, period, or method of construction under Criterion C. Although derived from a catalog house design, the owner and/or builder took great liberties with the model design, and FRA-9788-12 does not have any of the stylistic features that provide visual associations with the model's Spanish name and is not good example of this model of Sears catalog house. On its own merits, the house is not a strong example of an architectural style or house type. FRA-9788-12 retains integrity of location, design, materials, workmanship, and feeling. The integrity of setting and association has been lost to the later residential subdivision to the east and south. The house lacks significance and is recommended as not eligible for inclusion in the NRHP.

Stevenson, Katherine and H. Ward Jandl

1986 *Houses by Mail: A Guide to Houses from Sears, Roebuck and Company*. John Wiley & Sons, New York.





Plate 7. FRA-9788-12, view southeast.



Plate 8. FRA-9788-12, view northeast.





Plate 9. FRA-9788-12, view northwest.



Plate 10. FRA-9788-12, garages, view north.





## Ohio Historic Preservation Office

567 E. Hudson St.  
Columbus, OH 43211  
614/298-2000

## OHIO HISTORIC INVENTORY

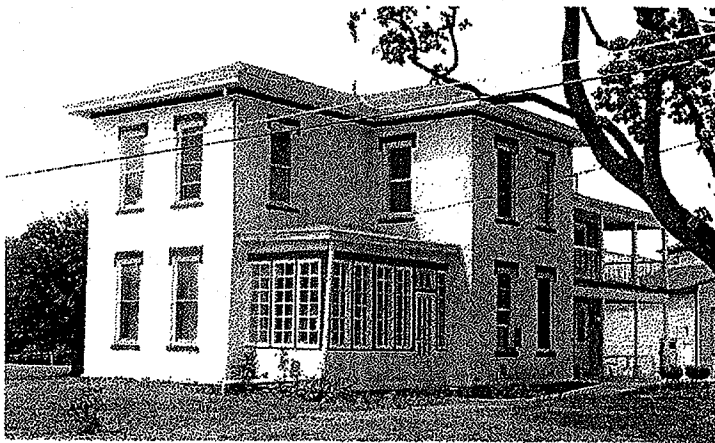
RPR Number:

1. No. <b>FRA-09789-12</b>		4. Present Name(s) <b>Treonze-Giammarco House</b>		9-12 FRA-0978
2. County <b>Franklin</b>		5. Historic or Other Name(s) <b>Dorsey House</b>		
6. Specific Address or Location <b>2568 Johnstown Road</b>		19a. Design Sources	35. Plan Shape <b>T-shaped</b>	2. County <b>Franklin</b>
		20. Contractor or Builder	36. Changes associated with 17/17b Dates: 17. Original/Most significant construct	
6a. Lot, Section or VMD Number		21. Building Type or Plan <b>Other House Type</b>	17b.	4. Present or Historic Name(s) <b>Treonze-Giammarco House</b>
7. City or Village <b>Mifflin (Township of)</b>		22. Original Use, if apparent <b>Single Dwelling</b>	37. Window Type(s) <b>Modern Replacements</b>	
9. U.T.M. Reference Quadrangle Name: <b>Southeast Columbus</b> <b>17 334975 4428680</b> Zone Easting Northing		23. Present Use <b>Single Dwelling</b>	38. Building Dimensions <b>57 x 33</b>	6. Specific Address or Location <b>2568 Johnstown Road</b>
10. Classification: <b>Building</b>		24. Ownership <b>Private</b>	39. Endangered? <b>NO</b> By What?	
11. On National Register? <b>NO</b>		25. Owner's Name & Address, if known <b>Sandro Treonze and Pasquale Giammarco</b> <b>2849 Switzer Ave</b> <b>Columbus</b>	40. Chimney Placement <b>No chimney observed</b>	
13. Part of Established Hist. Dist? <b>NO</b>		26. Property Acreage <b>1.441</b>	41. Distance from & Frontage on Road <b>F: 215 ft</b>	
15. Other Designation (NR or Local)		27. Other Surveys	51. Condition of Property: <b>Good/Fair</b>	
16. Thematic Associations: <b>AGRICULTURE</b>		28. No. of Stories <b>Two story</b>	52. Historic Outbuildings & Dependencies Structure Type	
17. Date(s) or Period <b>1860</b>		29. Basement?	Date	
17b. Alteration Date(s)		30. Foundation Material <b>Unknown</b>	Associated Activity	
18. Style Class and Design <b>Italianate</b>		31. Wall Construction <b>Brick bearing</b>		
18a. Style of Addition or Element(s)		32. Roof Type <b>Hip</b> Roof Material <b>Asphalt shingle</b>		
19. Architect or Engineer		33. No. of Bays <b>2</b> Side Bays <b>3</b>	53. Affiliated Inventory Numbers Historic (OHI)	
		34. Exterior Wall Material(s) <b>Common or American bond</b>	Archaeological (OAI)	
42. Further Description of Important Interior and Exterior Features (Continued on Reverse if Necessary) FRA-9789-12 is a T-plan Italianate-style house. The house is not a high-style example of the Italianate; the shallow hipped roof and the window lintels are the primary features of the style present on this house. The walls are brick, mostly in 7/1 American bond. The roof is covered in asphalt shingles. The windows are mostly modern replacements. The house has a two-story, hipped roof rear addition. This addition is wood-framed and clad in vinyl siding. A two-story porch lines the north side of this addition. A concrete ramp leads to a concrete pad deck at the ground level of this porch. The porch posts have been clad in aluminum. There is a door on the first floor within the porch and double French doors on the second floor of the porch. Small one-story additions line the south side of the addition. A side door with a concrete patio also is located on the south side of the addition. An older enclosed porch is located in the northeast corner of the house's ells.				
43. History and Significance (Continue on Reverse if necessary) The construction date was obtained from the Franklin County Auditor's website. Elizabeth Dorsey is labeled as the property owner on Marble's 1883 county map and Modie & Kilmer's 1910 county atlas. The house is depicted on the 1900 East Columbus quadrangle (USGS 15' topographic map). The 1872 county atlas does not depict a building or label a property owner on this piece of land. The Dorsey family continued to own the property into the 1960s. Elizabeth Dorsey owned 38 acres of land at this location, so the property likely was once a small farm, although no old outbuildings survive with the property today.				
44. Description of Environment and Outbuildings (See #52) A large modern garage/warehouse building is located behind the house. I-670 runs along the west edge of this property, but is out of sight due to a tree line at the edge of the property. The houses to either side of FRA-9789-12 are modern ranch houses, and the buildings to the north, near the intersection of Johnstown Road and Cassady Avenue, are commercial in character.				
45. Sources of Information Caldwell et al.; 1872; Caldwell's Atlas of Franklin County and the City of Columbus, Ohio; J. A. Caldwell and H. T. Gould, Columbus. Marble, R.R.; 1883; Map of Franklin County, Ohio; G.J. Brand, Columbus. Modie & Kilmer; 1910; Modie & Kilmer's Folio Atlas of Franklin County, Ohio; Modie & Kilmer, Columbus. Terpstra, Douglas; 2007; History/Architecture Survey of the Area of Potential Effects for Indirect Effects for the Proposed Improvements to Port Columbus International Airport, Cities of continued...				
46. Prepared By: <b>Douglas Terpstra</b>		47. Organization: <b>ASC Group, Inc.</b>		48. Date Recorded: <b>08/22/2008</b>
49. PIR Reviewer:				50. PIR Review Date:

1. No. <b>FRA-09789-12</b>	4. Present Name(s) <b>Treonze-Giammarco House</b>	FRA-0978 I-12
2. County <b>Franklin</b>	5. Historic or Other Name(s) <b>Dorsey House</b>	

8. Site Plan with North Arrow	54. Farmstead Plan :	Door Selection: <b>Unknown</b>  Door Position: <b>Unknown</b>  Orientation: <b>Other</b>  Symmetry: <b>Bilateral asymmetry</b>
-------------------------------	----------------------	--

Report Associated With Project:  
 NADB #:



1. No. **FRA-09789-12**

4. Present Name(s) **Treonze-Giammarco House**

2. County **Franklin**

5. Historic or Other Name(s) **Dorsey House**

RA-0978  
1-12

42. *Further Description of Important Interior and Exterior Features (Con't)*

43. *History and Significance (Con't)*

44. *Description of Environment and Outbuildings (Con't)*

45. *Sources (Con't)*

Columbus and Gahanna, Franklin County, Ohio; ASC Group, Inc., Columbus; Submitted to Landrum & Brown, Cincinnati.

## *The* ALHAMBRA INTERIORS



Plate 11. Alhambra model from Sears, Roebuck & Co., "Honor Bilt" Modern Homes, 1926.

FRA-9789-12 is a T-plan Italianate-style house located at 2568 Johnstown Road (Plates 12 and 13). The house is not a high-style example of the Italianate; the shallow hipped roof and the window lintels are the primary features of the style present on this house. The walls are brick, mostly in 7/1 American bond. The roof is covered in asphalt shingles. The windows are mostly modern replacements. The house has a two-story, hipped roof rear addition. This addition is wood-framed and clad in vinyl siding. A two-story porch lines the north side of this addition. A concrete ramp leads to a concrete pad deck at the ground level of this porch. The porch posts have been clad in aluminum. There is a door on the first floor within the porch and double French doors on the second floor of the porch. Small one-story additions line the south side of the addition. A side door with a concrete patio also is located on the south side of the addition. An older enclosed porch is located in the northeast corner of the house's ell. A large modern garage/warehouse building is located behind the house (Plate 14). I-670 runs along the west edge of this property, but is out of sight due to a tree line at the edge of the property. The houses to either side of FRA-9789-12 are modern ranch houses, and the buildings to the north,

near the intersection of Johnstown Road and Cassady Avenue, are commercial in character (Plate 15).

The construction date of 1860 was obtained from the Franklin County Auditor's website. Elizabeth Dorsey is labeled as the property owner on Marble's 1883 county map and Modie & Kilmer's 1910 county atlas. The house is depicted on the 1900 East Columbus quadrangle (USGS 15' topographic map). The 1872 county atlas does not depict a building or label a property owner on this piece of land. The Dorsey family continued to own the property into the 1960s. Elizabeth Dorsey owned 38 acres of land at this location on the historic atlas maps, so the property likely was once a small farm, although no old outbuildings survive with the property today.

The house has no significant associations with historic events or trends under Criterion A. Although likely once a farmhouse, the property retains no agricultural land or old outbuildings. The house has no associations with a person or people important in history under Criterion B. No information was found identifying any member of the Dorsey family as historically significant. The house is not a significant example of a type, period, or method of construction under Criterion C. The house has the barest minimum of design elements to give the appearance of the Italianate style and is not a significant example of the style. The house's original appearance also has been altered with a large wood-framed addition. The house retains integrity of location, materials, and feeling. The large addition and the enclosed front porch have removed the integrity of design. The loss of farmland and outbuildings and the introduction of modern houses and I-670 have removed the integrity of setting. The additions and window replacements have removed the integrity of workmanship. The loss of farmland and outbuildings has removed any associations with agricultural history. FRA-9789-12 lacks significance and integrity and is recommended as not eligible for inclusion in the NRHP.





Plate 12. FRA-9789-12, view north.



Plate 13. FRA-9789-12, view southwest.





Plate 14. FRA-9789-12, house and modern garage, view north.



Plate 15. View northeast along Johnstown Road from south of FRA-9789-12.



**ATTACHMENT**

**Nationwide Hangar**

The Nationwide Hangar (FRA-9676-12), in contrast to the TAT Hangar (FRA-9675-12), has been recommended as not eligible for inclusion in the NRHP for two reasons: 1) the Nationwide Hangar does not share the same level of historic significance as the TAT Hangar and 2) the Nationwide Hangar has a lower level of integrity than the TAT Hangar. Even before the site for Port Columbus had been chosen, the city of Columbus had been chosen as the eastern terminus for the air travel portion of Transcontinental Air Transport's (TAT) combined rail-air transcontinental travel service. Unlike most of the early airlines, which focused mostly on airmail transport, TAT intended to develop passenger air travel in competition with railroad service. When opened, Port Columbus had the only combined air and rail passenger station in the world. TAT later became Trans World Airlines (TWA) with transcontinental flight-only service from Columbus. The dedication of Port Columbus Airport on July 8, 1929, featured the inaugural flight of TAT service from the airport. The Nationwide Hangar had not yet been constructed at this time. When constructed, the Nationwide Hangar was leased by the Curtiss Flying Service, which operated a flight school, charter service for short flights or sightseeing, and sales agency for airplane sales. The TAT Hangar is significant for its associations with the establishment of Port Columbus Airport and for the introduction of passenger air travel in the U.S. The Nationwide Hangar, while an early hangar at Port Columbus, does not have the same significant historic associations as the TAT Hangar.

The early buildings at Port Columbus had restrictions as to size, form, and ornament. All of the buildings were to be of concrete and brick construction, using buff colored bricks with black bricks forming striping (Plates 1 and 2). This design pattern is still evident on the NRHP-listed Old Port Columbus Airport Control Tower, although it appears to have been painted over on the TAT Hangar. Also prominent in old images is the common design motif on the corner piers of the hangars: three small windows at the top with an arched opening below containing windows on both exposed sides and a doorway on one side. The Nationwide Hangar once shared this design motif with the TAT Hangar and a no longer extant Municipal Hangar (Plates 3 and 4). Today, the corner piers of the Nationwide Hangar have been refaced with concrete, covering over the arches and all of the fenestration, except the south side doorway (Plates 5-7). The alterations to the Nationwide Hangar are not severe, but do remove a significant component of the common design of the early terminal and hangars at Port Columbus. This fact, in combination with the much lower level of significance of the Nationwide Hangar in comparison

to the TAT Hangar, has led to the recommendation that the Nationwide Hangar (FRA-9676-12) is not eligible for the NRHP.

Burton, Walter E.

1929 The Air-Rail Station at Port Columbus. *Aviation*. 2 November: 889–891.

Columbus Metropolitan Library

n.d. Vertical Files: Port Columbus scrapbook. Columbus Metropolitan Library, central library.

Highway Topics

1929 Columbus – A Great Air Harbor. November: 23.

Hopkins, George E.

1975 Transcontinental Air Transport, Inc. *American Heritage*. 27(1).

Stebbins, Clair

1979 Port Columbus In Forefront of Aviation's Development. *Columbus Dispatch*. 5 July: B14.

Waldron, Bob

1958 In the Days of the Tin Goose. *Columbus Dispatch Magazine*. 21 September: 6–10.



Plate 1. TAT Hangar in 1929.



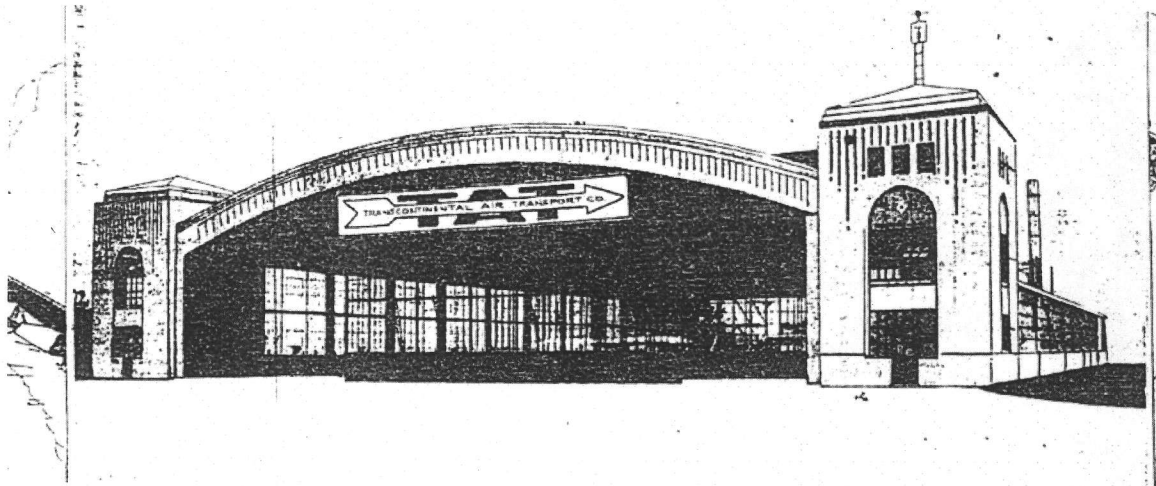


Plate 2. TAT Hangar in 1929.

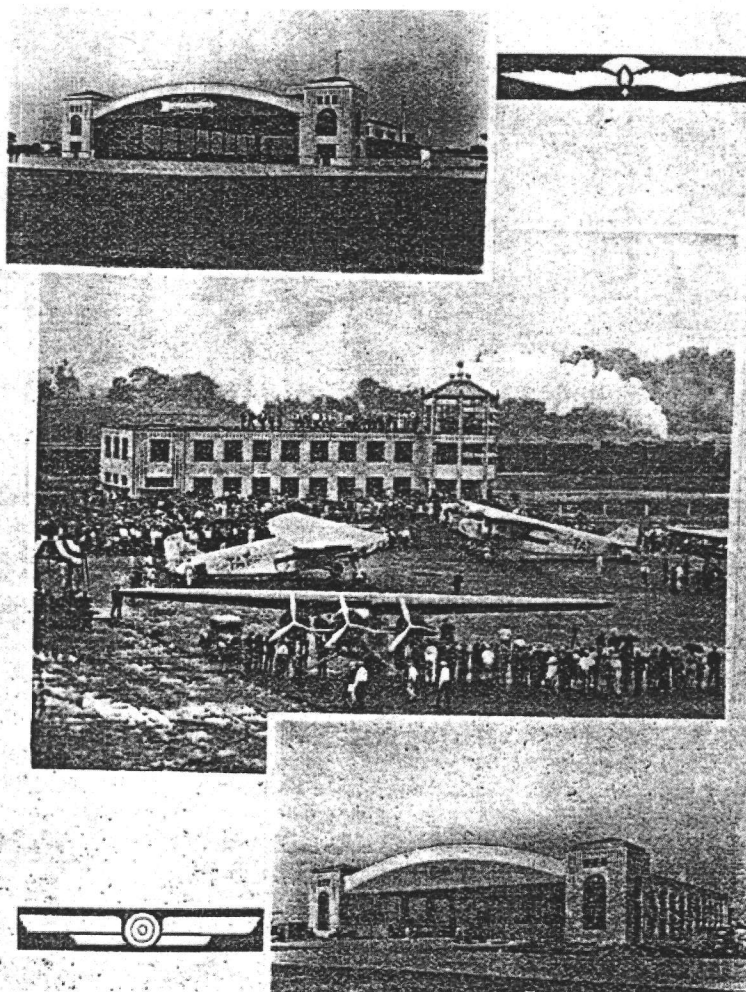


Plate 3. The TAT Hangar is at the top, and the Nationwide Hangar is at the bottom. The two differ in that the doorway is on the front on the TAT Hangar piers and on the side on the Nationwide Hangar piers. From a 1929 publication.

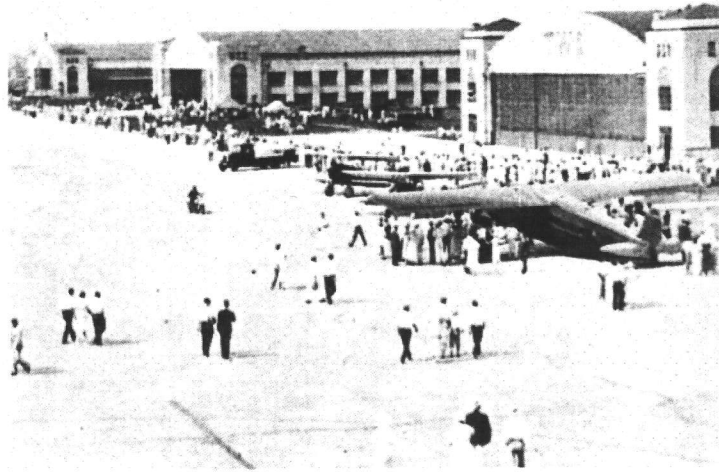


Plate 4. The TAT Hangar (right), Nationwide Hangar (center), and Municipal Hangar (left), date unknown but probably 1930s.



Plate 5. Nationwide Hangar, view southeast.



Plate 6. Nationwide Hangar, view east.



Plate 7. Nationwide Hangar, view northeast.

**ATTACHMENT**

**Air Force Plant 85/Building 7 Ramp Tower**

The original Building 7 at Air Force Plant 85 was constructed in 1943 and originally was approximately two-thirds of the width of the manufacturing building located to the south (Building 6). The building was divided into two spaces: a hangar and a manufacturing and testing facility. The Ramp Control Tower (Building 1) was constructed at the northeast corner of Building 7 in 1953. Building 7 was extended to the east with additional hangar space in 1954 (Building 7A) making it the same width as Building 6. The Lustron Corporation operated out of Buildings 6 and 7 from 1948 to 1951 (EarthTech and CCRG 1996). Port Columbus Airport occupied only the southeast corner of what is now the airport until 1952, when the present south runway was almost doubled in length to the west, extending it past Air Force Plant 85. Construction of a new airport control tower also began in 1953, and a new central terminal was dedicated in 1958 (Chanchani and Terpstra 2007).

Building 7 is a contributing building of the National Register of Historic Places (NRHP)-eligible Air Force Plant 85 Historic District. Air Force Plant 85, particularly those buildings constructed between 1940 and 1944, are significant for their association with the local involvement in the military industrial expansion associated with World War II, their association with the Lustron Corporation, manufacturers of post-war prefabricated housing, and as an excellent example of the work of Albert Kahn, the premier American industrial architect of the early twentieth century.

The Ramp Tower (Building 1) presumably was constructed to assist aircraft manufactured at Air Force Plant 85 with transition from plant property to the main Port Columbus taxiways of the south runway as extended in the 1950s. There was no need for a control tower prior to 1953 because the Port Columbus runway did not extend far enough to the west for aircraft to access it directly from Building 7. Once on Port Columbus property, the main Port Columbus control tower presumably then had authority over military aircraft using the south runway. The Ramp Tower post-dates World War II and has no association with Building 7's military industrial activities during the war or with Albert Kahn's design for the facility as a whole or Building 7 specifically. The Ramp Tower also post-dates the Lustron Corporation's association with Building 7. The Ramp Tower did not perform a significant role in the production of aircraft at the facility during the Cold War. Therefore, the Ramp Tower does not contribute to the significance of Building 7 as part of Air Force Plant 85 and is not an important component of the building's integrity. As a non-contributing alteration to Building 7, the



removal of the ramp tower would not be an adverse effect to the Air Force Plant 85 Historic District or to Building 7.

EarthTech and Commonwealth Cultural Resources Group

1996 *Historic Building Inventory and Evaluation, Air Force Plant 85, Columbus, Ohio*. Earth Tech, Colton, California, and CCRG, Jackson, Michigan. Submitted to U.S. Department of the Army, Fort Worth District, Corps of Engineers, Fort Worth, Texas, and U.S. Department of the Air Force, Aeronautical Systems Center, Office of Environmental Management, Wright-Patterson Air Force Base, Ohio. Copies on file at Wright-Patterson Air Force Base, Dayton, Ohio.

Chanchani, Samiran, and Douglas Terpstra

2007 *Historic Property Survey of the Direct Effects APE for the Port Columbus International Airport Environmental Impact Statement, City of Columbus, Franklin County, Ohio*. ASC Group, Columbus, Ohio. Submitted to Landrum & Brown, Cincinnati, Ohio. Copies on file at the Ohio Historic Preservation Office, Columbus, Ohio.



## **ATTACHMENT**

**Table 1 – Previously inventoried properties found to be demolished  
during survey work**

Table 1. Previously inventoried properties found to be demolished during survey work

Inventory No.	Address/Location/Name	Description
FRA-764-6	South side of Claycraft Road	Vernacular brick house
FRA-765-6	North side of Claycraft Road	Two vernacular frame houses
FRA-2051-14	1773 Joyce Avenue	Brick school
FRA-2323-6	South side of Claycraft Road, second house west of Taylor Station Road	House
FRA-2064-14	1173 Sunbury Road	Lynam Hall at Ohio Dominican University
FRA-4310-12	2500 DeMonye Drive	Vernacular house
FRA-8375-12	4300 E. Fifth Ave at Air Force Plant 85	Thermodynamics Laboratory
FRA-8376-12	4300 E. Fifth Ave at Air Force Plant 85	Wind Tunnel
FRA-8386-12	4300 E. Fifth Ave at Air Force Plant 85	Guardhouse
FRA-8387-12	4300 E. Fifth Ave at Air Force Plant 85	Guardhouse

## **ATTACHMENT**

### **Table 2 – Summary of Impacts**



**Port Columbus International Airport  
Environmental Impact Statement/Section 106 Evaluation  
Table 2 – Summary of Impacts**

Map No.	OHI/Site No.	Name/Address of Property	APE	Impact	FAA Determination	Additional Information
<b>Listed on the National Register of Historic Places (NRHP)</b>						
1	n/a	Valley Dale Ballroom, 1590 Sunbury Road	Indirect	No		
2	FRA-1793-12	Old Port Columbus Airport Control Tower, 4920 E Fifth Ave., west of Hamilton	Direct	No		
3	FRA-2605-12	Elam-Drake Residence, 2738 Ole Country Lane	Indirect	No		
4	FRA-2606-12	Elam-Drake Residence (barn) 2738 Ole Country Lane	Indirect	No		
<b>Eligible for Listing on the National Register of Historic Places</b>						
5	FRA-8366-12	Air Force Plant 85, 4300 E. Fifth Ave. (multiple structures)	Direct	Yes	Adverse effect	See notes
6	FRA-2063-14	House at 1388 Sunbury Road – Ohio Dominican University	Indirect	No		
<b>Possibly Eligible for Listing on the National Register of Historic Places</b>						
7	FRA-2052-14	1891 Sunbury Road	Indirect	No		
8	FRA-2068-14	Wehrle Hall – Ohio Dominican University, Sunbury Road	Indirect	No		
9	FRA-2069-14	Erskine Hall – Ohio Dominican University, Sunbury Road	Indirect	No		

Map No.	OHI/Site No.	Name/Address of Property	APE	Impact	FAA Determination	Additional Information
10	n/a	Evergreen Cemetery, 1401 Woodland Ave	Indirect	No		
11	FRA-2054-14	873 Walcutt Ave, Shepard School	Indirect	No		
12	n/a	Hangar 1 (Transcontinental Air Transport Hangar), 575 N. Hamilton Road north of Fifth Avenue at southeast corner of Airport)	Direct	No		
<i>Not Eligible for Listing on the National Register of Historic Places</i>						
13	n/a	Eastlawn Cemetery, 1340 Woodlawn Ave	Indirect	No		
14	n/a	Dominican Sisters Cemetery, Ohio Dominican University	Indirect	No		
15	n/a	Stelzer Cemetery	Direct	Yes	No historic properties effected	See notes
16	n/a	Brown Pet Cemetery, between Big Walnut Creek and Port Columbus International Airport	Direct	No		
17	FRA-1800-12	1955 Sunbury Road	Indirect	No		
18	FRA-2051-14	1773 Joyce Road	Indirect	No		
19	FRA-2057-14	887 Taylor Avenue	Indirect	No		
20	FRA-2058-14	2660 East Fifth Avenue	Indirect	No		
21	FRA-2059-14	800 Nelson Road	Indirect	No		
22	FRA-2062-14	1458 Sunbury Road	Indirect	No		
23	FRA-2063-14	1386 Sunbury Road	Indirect	No		
24	FRA-3091-14	2209-2211 East Fifth Avenue	Indirect	No		

Map No.	OHI/Site No.	Name/Address of Property	APE	Impact	FAA Determination	Additional Information
25	FRA-2323-6	Second House on south side of Claycraft Road, west of Taylor Station Road, Gahanna	Indirect	No		
26	FRA-2534-14	1705 Sunbury Road	Indirect	No		
27	FRA-4829-14	1942 Stelzer Road	Indirect	No		
28	FRA-4830-14	1968 Stelzer Road	Indirect	No		
29	FRA-4831-14	1990 Stelzer Road	Indirect	No		
30	FRA-4832-14	2010 Stelzer Road	Indirect	No		
31	FRA-4833-14	2020 Stelzer Road	Indirect	No		
32	FRA-8424-14	2451 Airport Drive	Indirect	No		
33	FRA-8425-14	2445 Airport Drive	Indirect	No		
34	FRA-8390-12	2090 Sunbury Road	Indirect	No		
35	FRA-8392-12	Vicinity of 2090 Sunbury Road	Indirect	No		
36	FRA-8391-12	Vicinity of 2090 Sunbury Road, Mifflin Township	Indirect	No		
37	n/a	Hangar 3 (Nationwide Hangar), 645 N. Hamilton Road north of Fifth Avenue at southeast corner of Airport	Direct	Yes		See notes
38	n/a	Sansbury Hall, Sunbury Road, Ohio Dominican University	Indirect	No		
39	n/a	Kingry Cemetery, vicinity of 2142 Mock Road	Indirect	No		

Notes:

Map No. 5: The FAA is making a determination of an adverse effect on Air Force Plant 85. The preferred alternative will remove a non-functioning Ramp Tower from Building 7. However, the Ramp Tower is not associated with the historical context of Air Force Plant 85. Additional analysis on the Ramp Tower can be found in the attachment, "Air Force Plant 85" and the report "Assessment of Effects Report for Effects to Air Force Plant 85 due to Improvements to Port Columbus International Airport, Columbus, Franklin County, Ohio".

Additionally, Building 30, FRA8378-12 (AL007) is an open storage shed constructed during World War II, it is not individually eligible, but is eligible as part of the Air Force Plant 85 complex. This storage shed is not considered to be a contributing structure to the historical integrity of Air Force Plant 85.

Map No. 15: The Stelzer Cemetery was evaluated in the report, "Report of the Stelzer Cemetery Relocation and Delineation, Pursuant to the Port Columbus International Airport Expansion Section 106 Consultation and Environmental Impact Statement, City of Columbus, Mifflin Township, Franklin County, Ohio". The FAA makes a finding of no historic properties effected. However, the Columbus Regional Airport Authority is working with the Stelzer family on making arrangements for the final disposition of the Stelzer cemetery to the Mifflin Township Cemetery in 1930.

Map No. 37: The Nationwide Hangar will be required to be demolished to meet airport design standards for the proposed runway. The FAA is making a recommendation that the Nationwide Hangar is not eligible for the NRHP.

**RECEIVED**

DEC 24 2008

FAA, DETROIT ADO

December 19, 2008

Katherine S. Delaney, Planner  
FAA- Detroit Airports District Office  
11677 South Wayne Road, Suite 107  
Romulus, MI 48174

RE: EIS/Section 106 Coordination  
Port Columbus International Airport, Columbus, OH

This is in response to additional information provided regarding the proposed airport development at the Port Columbus International Airport, received October 6, 2008. The review of this project is being coordinated with NEPA with combined documentation, using the procedures described at 36 CFR Section 800.8.

With the additional information that has been provided regarding properties surveyed within the "Direct" and Indirect" Areas of Potential Effects, we can now concur with the majority of the outstanding eligibility findings.

We agree that the Ohio Dominican College campus does not appear to have a sufficient concentration of resources to constitute an historic district. The additional property documented at the college, Sansbury Hall does not appear to be within the APE, so the individual eligibility of the property has not been evaluated. If the property is within the "Indirect" APE, then additional evaluation and effects analysis will be necessary.

Additional information and Ohio Historic Inventory forms were prepared for the properties previously shown in Photo 4, 5 and 6 in the photo log. We concur that these three properties, now identified as FRA-9787-12, FRA- 9788-12 and FRA-9789-12 do not appear to be eligible for the National Register of Historic Places. No further work is recommended for these properties.

We also reviewed the more detailed analysis and photos that were provided regarding the Nationwide Hangar. We agree with the determination that this property does not appear to be individually eligible for the National Register of Historic Places. When the Ohio Historic Inventory form is finalized for this property, we request that the additional information provided should be appended to the original OHI.

**OHIO HISTORICAL SOCIETY***Ohio Historic Preservation Office*

567 East Hudson Street, Columbus, Ohio 43211-1030 ph: 614.298.2000 fx: 614.298.2037  
[www.ohiohistory.org](http://www.ohiohistory.org)



Page 2

Kathryn S. Delaney

December 19, 2008

We do not agree with the treatment that is proposed for the Stelzer Cemetery at this time. We request additional information regarding the views of the Stelzer family regarding the significance of this resource, along with the proposed relocation of this family cemetery. In addition, we request that additional information be provided regarding any alternatives that might be considered to the proposed relocation. Could the cemetery remain in place without substantive changes to proposed construction activities, with controlled access?

Finally, we agree with the FAA's determination that the removal of the tower at Building 7 of Air Force Plant 85 should be considered an adverse effect. It is our recommendation the FAA consider mitigation terms that clearly set the criteria which will govern the removal of the tower and the reconstruction activities that will be completed to enclose the exposed areas. Your discussion of the original design of the building suggests that an appropriate mitigation would be to work towards a new design that closely resembles the building's original appearance. We would be happy to work with FAA and the airport sponsor on developing a Memorandum of Agreement that reflects this goal of returning the building to an appearance that is closer to its original design.

We appreciate your continued consideration of historic properties during the planning and design for this project. If you have any questions about this letter or the Section 106 process, you can contact Lisa Adkins or Dave Snyder at 614-298-2000.

Sincerely,



Mark J. Epstein, Department Head  
Resource Protection and Review

MJE/LAA:la

Serno: 1021826



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Detroit Airports District Office  
Metro Airport Center  
11677 South Wayne Road, Ste. 107  
Romulus, MI 48174

January 21, 2009

Mr. Mark J. Epstein, Department Head  
Resource Protection and Review  
Ohio Historic Preservation Office  
567 East Hudson St.  
Columbus, OH 43211-1030

Dear Mr. Epstein:

Environmental Impact Statement/Section 106 Coordination at  
Port Columbus International Airport, Columbus, Ohio

The Federal Aviation Administration (FAA) is responding to your letter dated December 19, 2008. The letter was from the Ohio Historic Preservation Office (OHPO) in response to additional information requested for the proposed development at the Port Columbus International Airport. This letter is continuing coordination for the Environmental Impact Statement (EIS) and Section 106.

Sansbury Hall. The consultant has provided additional documentation on Sansbury Hall. It is provided as an attachment to this letter. The FAA makes a determination of no historic properties affected based on the evaluation of the property.

Nationwide Hangar. Comment noted. The consultant will work with the OHPO to ensure that all the forms are completed in the proper format with all the additional information.

Stelzer Cemetery. The Columbus Regional Airport Authority (CRAA), after completing additional project planning and consulting with the Stelzer family, has determined that the Stelzer Cemetery site will not have ground disturbing impacts as a result of the replacement runway project. At most, a small amount of fill will be placed on top of the site to provide proper grading. As a result of this decision, the CRAA has worked with the Stelzer family to develop the following plan for the site.

The original headstone for Anna Mary Stelzer will be relocated to the Mifflin Township Cemetery. The CRAA will be responsible for coordinating the relocation with the Mifflin Township Cemetery and be responsible for all the associated expenses.

The archaeological investigation recovered various items in the vicinity of the adult grave shaft. These items included fragments of a glass bottle, a fragment of a ceramic dish, an animal bone, a historic artifact, a flake, and broken window glass. The archaeological investigation also found one human rib bone fragment. The human rib bone fragment



was not removed from the grave shaft. The CRAA provided the Stelzer family with two options: return the items to the Stelzer family or place the items back in the grave shafts. The Stelzer family decided that they would like to see the items uncovered and then have them placed back in the grave shafts.

The CRAA is proposing to place a bronze historical marker on the site of the Stelzer Cemetery at the Airport. The marker will be a surface marker and the CRAA will coordinate with the Stelzer family on the size and wording prior to the creation and installation of the marker. CRAA will be responsible for the fabrication of the marker and all the expenses associated with it.

As it is now, the Stelzer Cemetery will be located within a secure area of the Airport. Therefore public access to the cemetery is not allowed. However, the CRAA has offered to provide limited access to the Stelzer family on an as needed basis.

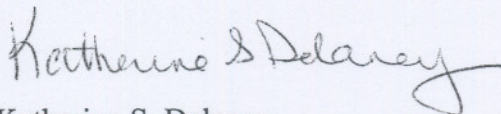
The FAA concurs with the resolution of the Stelzer Cemetery that the CRAA and the Stelzer family have agreed upon. A copy of the correspondence between the CRAA and the Stelzer family is attached to this letter.

Air Force Plant 85/Building 7 Ramp Tower. The FAA and CRAA have prepared a Draft Memorandum of Agreement (MOA) to cover the terms of removing the Ramp Tower. The Draft MOA is attached for your review and comment.

The FAA is working diligently to publish the Final EIS by March 1, 2009, therefore, it is very important that we continue to work together to finalize the Section 106 coordination.

If you have any additional questions, please do not hesitate to contact me at (734) 229-2958 or Katherine.S.Delaney@faa.gov.

Sincerely,



Katherine S. Delaney  
Community Planner

Cc: Rob Adams, Landrum & Brown  
David Wall, CRAA  
Katty Harris, ACHP

Enclosures:  
Sansbury Hall Letter  
Stelzer Family Correspondence  
Air Force Plant 85/Building 7 Draft Memorandum of Agreement





## **Sansbury Hall**





CULTURAL AND ENVIRONMENTAL CONSULTANTS

January 20, 2009

Rob Adams  
Landrum & Brown  
11279 Cornell Park Drive  
Cincinnati, OH 45242

Re: Evaluation of Sansbury Hall, Ohio Dominican University

Dear Mr. Adams:

Sansbury Hall is a three-story, Y-shaped dormitory with brick (stretcher bond) walls and a stone veneer foundation. Most of the roof is flat, although the center portion of the building has a pitched roof covered with slate shingles. The building is designed in the Second Renaissance Revival style of architecture, although most of the building has relatively little stylistic embellishment. The center portion of the building, in the center of the arms of the Y, is the major focus of ornament on the building. The center five bays of this section, including the main entrance, project slightly forward of the rest of the section, and the roof is hipped. The first floor is clad in limestone veneer. The windows are set in arched and recessed niches. Banded and fluted columns flank the main entrance, which is topped with a broken pediment with a cartouche. The double doors are replacements. The second floor windows have triangular pediments. The third floor windows have more elaborate keystones, but otherwise are the same as the other windows of the building. Most of the building's other windows are topped with flat arches with keystones. The first floor windows of the chapel wing (north ell) have round arched tops. With the exception of the stained glass chapel windows, all of the windows are vinyl replacements. French doors with transoms occupy the center four ground floor bays of the east wing; these bays have been converted to windows in the west wing. The outer ends of the east and west wings originally were two story porches, although the openings have been sealed off and the doorways converted to windows.

Construction of Sansbury Hall was completed in October 1929. The dormitory when completed had 125 dormitory rooms, reception rooms, a social hall, and a chapel. A Dominican convent and academy was established at the present site of Ohio Dominican University in the mid-nineteenth century. The collegiate program began in 1924 with the establishment of St. Mary's of the Springs College, a four year liberal arts college for women. Sansbury Hall was part of an early building program to provide the facilities to operate the college.

Under Criterion A, Sansbury Hall individually has no significant associations with historic events or trends. Sansbury Hall was not the first building constructed for the college, nor the oldest surviving building at the university, nor was it a classroom building that served the educational function of the school. Under Criterion B, Sansbury Hall individually has no

NATIONAL HEADQUARTERS 800 Freeway Drive N, Suite 101 • Columbus, OH 43229 • 614.268.2514 phone • 614.268.7881 fax

REGIONAL OFFICES: Cleveland, OH • Florence, KY • Harrisburg, PA • Pittsburgh, PA • Indianapolis, IN • Huntington, WV

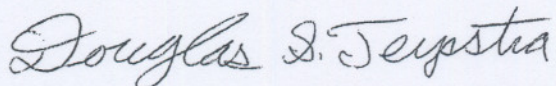
ASCGROUP.NET



significant associations with a historically important person. Under Criterion C, Sansbury Hall is not a significant example of a type, period, or method of construction. Renaissance Revival-style buildings generally were intended to mimic Italian Renaissance palazzo, which were usually square or rectangular in plan. Although the building's design uses Renaissance Revival ornament, its Y-shaped plan is inconsistent with the style. In addition, the ornament is used minimally and often is expressed in brick, rather than stone or terra cotta, as was common in high style examples of Renaissance Revival. The building retains a fair level of integrity, including its integrity of location, design, materials, workmanship, feeling, and association. Its integrity of setting has been diminished through the large number of buildings that have been added to the university campus in the decades subsequent to Sansbury Hall's construction. Sansbury Hall is recommended as not eligible for the National Register of Historic Places due to a lack of significance. In addition, Ohio Dominican University as a whole lacks integrity as a historic district due to the loss of older buildings and the expansion of its campus since the 1970s, both in area and in the number and size of its facilities. Therefore, Sansbury Hall also is not a contributing building to a historic district.

Please do not hesitate to contact me at 614.268.2514 x3556 if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Douglas S. Terpstra". The ink is dark and the signature is fluid.

Douglas Terpstra  
History/architecture principal investigator  
ASC Group, Inc.





## **Stelzer Cemetery Coordination**



February 15, 2008

Mr. Dave Wall  
c/o Columbus Regional Airport Authority  
4600 International Gateway  
Columbus, Ohio 43219

Dear Mr. Wall:

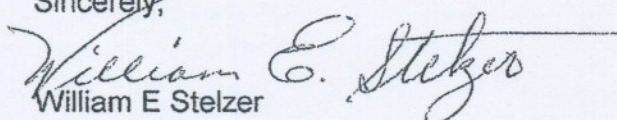
Pursuant to our recent telephone conversation concerning the grave marker currently in possession of the Airport Authority, I have enclosed a copy of a newspaper article which will give you some background information that you requested. The article contains some discrepancies, however, it is essentially correct and explains what hapened to my Great-Great-Grandparents and their daughter.

While I am somewhat disappointed that my Great-Great-Grandfather's grave marker is missing, I am pleased that you have the marker of his wife. As we discussed in our telephone conversation, you indicated that you would arrange to have the grave marker delivered to the Mifflin Township Cemetery. This action by you and the Airport Authority is very much appreciated.

Inasmuch as I am only one of numerous decendents, I cannot accept sole responsibility for the disposition of any remains currently in your possession or any additional remains that may be uncovered during the construction of the new runway over the grave site. Therefore, do not send any remains to the cemetery with the grave marker.

In the event that you desire additional information, do not hesitate to contact me. I will be most pleased to cooperate in any way appropriate.

Sincerely,

  
William E Stelzer

encl. 1



rocky fork  
enterprise



284 Agler Road  
Gahanna, Ohio 43230  
Phone 471-1600



Published every Thursday by the Midwest Newspaper Publishing Co., to serve Millin, Jefferson and Plain Townships; Gahanna, New Albany and Blacklick. The ENTERPRISE has been designated as the official newspaper to carry all Public Notices for the City of Gahanna. Entered as second class matter, with postage paid at Columbus, Ohio.

JACK TRAVIS - MANAGER  
MOLLY KAUBLE - CLASSIFIED  
BARBARA GALLOWAY - STAFF

Deadline for Advertising is 5:00 p.m. Friday; News deadline is noon on Monday; Classified deadline is Noon Monday.



## Gahanna

by Walter Baker

Anyone traveling along Stelzer Rd. at the Rockwell International Corp., a field fenced in, at times would never know a small grave yard of 3 burials was there. The grave yard is surrounded by 4 white posts and a heavy chain from post to post.

The location is just north of 950 Stelzer Rd. The old number to the location where the tombstones are was 1000 Stelzer Rd. This cemetery is approximately 200 feet from the roadway fence on Stelzer Rd.

This picture was taken July 21, 1974.

The markers are of Andrew Stelzer, born 1797 - died 1868, and his wife Anna Mary, born 1840 - died 1871. Their foster infant daughter was 2½ years old when she died.

The pioneer Stelzers originally received the land from the Federal Government under the homestead claim for military service in the American Revolutionary War. They owned several hundred acres of land at one time. The Andrew Stelzer family lived in a log cabin at 100 Stelzer Rd. The road passes over the land they once owned and which now bears their name. The road has been extended and is located between E. Broad St., north to Morse Rd.

Their son Daniel, and his wife Julia Stelzer, (both deceased) had one son, Charles Andrew. He had a new house built on the Stelzer property, directly in front of the log cabin. His parents lived there until their death.

Another son Charles, married Hattie Webster and lived at the homesite until they died.

The little grave yard

stood in the middle of the orchard. It was always well kept, with flowers, and shrubbery. It was always highly respected by the other members of the Stelzer family, and by all the neighbors.

In the year 1930, Charles Andrew Stelzer (grandson) was assisted by his cousin, Carl F. Stelzer, who now resides at 4560 Johnstown Road, Gahanna, also a dairy farmer, and neighbor, Edward Luft, who lived on James Road, (he is deceased). The three dug up the graves, and did find remains of the buried ones. They did not remove the tombstones because there were already Stelzer markers in the family plot in Millin Township cemetery, where the remains were buried. In this lot lies the burial of Daniel and Julia Stelzer, Hattie and Charles Andrew Stelzer, and daughter, also Andrew, and Charles Andrew Stelzer.

The reason for moving the three graves from the Stelzer farm, fifty acres of the land was sold to the Columbus Gun Club, then later years the U.S. Navy acquired the land.

When the grass is mowed in the Rockwell International field and the tombstones appear, it is a mystery to many people. The grass rises, and they disappear, until the grass is mowed again.

Carl F. and family, also their daughter Dorothy E. Stelzer have lived the greater part of their life on Stelzer Road. When the Airport in the year 1957 purchased the Stelzer land, they moved to their present home at 4560 Johnstown Road, Gahanna.





COLUMBUS REGIONAL AIRPORT AUTHORITY  
PORT COLUMBUS • RICKENBACKER • BOLTON

November 5, 2008

Mr. William Stelzer  
6400 Darling Road  
Blacklick, Ohio 43004

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Elaine Roberts, A.A.E.  
President & CEO

Dear Mr. Stelzer:

Thank you for taking the time to speak with Connie Tracy regarding the disposition of the various items unearthed in the archaeological investigation of the Stelzer family cemetery at Port Columbus International Airport. The Airport Authority wants to assure you that we will continue to be sensitive to the nature of this activity and respectful of the memory of your relatives.

I would like to summarize for you our plans and determine if they meet with your approval.

First, we will coordinate with Mr. Calvin McKnight at Mifflin Township Cemetery regarding the relocation of Anna Mary Stelzer's original headstone to the cemetery. We will make all necessary arrangements and be responsible for any expense associated with the process. We will advise you of Mr. McKnight's requirements and contact you before any final plans are made.

Second, with your concurrence, we propose to place a bronze historic marker on the site of the Stelzer cemetery at the Airport. Because of the proximity to the new runway, the marker will need to be a surface marker. The suggested marker including dimensions and wording will be presented to you for approval before any action is taken. We will take responsibility for fabrication of the marker and all expenses.

Finally, the archaeological investigation recovered various items in the vicinity of an adult grave shaft. These items included fragments of a glass bottle, a fragment of a ceramic dish, an animal bone, a historic artifact, a flake and broken window glass. No human remains were recovered. We look to you for a final decision on the disposition of these items. Our options include turning the recovered items over to you for disposition or placing the items in the vicinity of the historic marker. Given the nature of the items, reburial at the Mifflin Cemetery would not appear to be appropriate. However, we will comply with whatever direction you provide on this matter.

I would appreciate a letter from you indicating your approval of the first two items and identifying your wishes on the last item. Please contact me at (614)239-4063, if you have any questions or would like to discuss this matter further.

Sincerely,

David E. Wall, A.A.E.  
Capital Program Manager

Cc: Bernie Meleski  
Connie Tracy

Port Columbus International Airport  
4600 International Gateway  
Columbus, Ohio 43219  
Phone: 614-239-4000  
Fax: 614-239-4066

Rickenbacker International Airport  
7161 Second Street  
Columbus, Ohio 43217  
Phone: 614-491-1401  
Fax: 614-491-0662

Bolton Field Airport  
2000 Norton Road  
Columbus, Ohio 43228  
Phone: 614-851-9900  
Fax: 614-851-8959



November 12, 2008

Columbus Regional Airport Authority  
Port Columbus  
4600 International Gateway  
Columbus, Ohio 43219  
Attn: Mr. David E. Wall, AAE

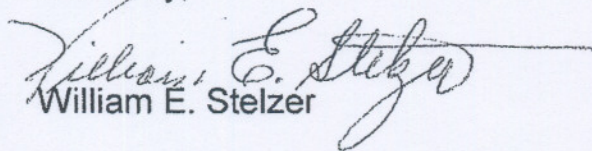
Dear Mr. Wall:

Thank you for your letter of November 5, 2008, regarding the disposition of the items found at the Stelzer family cemetery at Port Columbus.

I concur with your proposals regarding the disposition of the items in your possession. The headstone to be sent to Mifflin Township Cemetery for installation by Mr. McKnight, and the remaining items placed in the vicinity of the historic marker to be placed at the airport. If possible, at your convenience, I would like to see the items recovered at the cemetery site.

Please accept my sincere appreciation and that of the Stelzer family for the exceptional consideration that you and the Airport Authority have afforded in proposing a bronze historic marker, and for all your efforts in this matter.

Sincerely,

  
William E. Stelzer





**Air Force Plant 85/Building 7  
Draft Memorandum of Agreement**



MEMORANDUM OF AGREEMENT  
BETWEEN THE COLUMBUS REGIONAL AIRPORT AUTHORITY,  
THE FEDERAL AVIATION ADMINISTRATION,  
AND THE OHIO HISTORIC PRESERVATION OFFICE  
REGARDING THE CONSTRUCTION OF A REPLACEMENT RUNWAY  
COLUMBUS, OHIO

WHEREAS, the Columbus Regional Airport Authority (CRAA) proposes construction of a replacement runway 10,113 feet long, located approximately 702 feet south of the existing Runway 10R/28L; and

WHEREAS, the first undertaking consists of the demolition of the ramp tower on the top of Building 7 of the former Air Force Plant (AFP) 85 (First Undertaking); and

WHEREAS, the second undertaking is disposition of the Stelzer Cemetery (Second Undertaking); in which the CRAA has consulted with the Stelzer Family on the findings and recommendations of the Stelzer Cemetery; (collectively herein the first and second undertakings are referred to as the Undertakings); and

WHEREAS, CRAA and the Federal Aviation Administration (FAA) have consulted with the Ohio Historic Preservation Office (OHPO) pursuant to the provisions of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470(f)) and implementing regulations at 36 C.F.R. Part 800; and

WHEREAS, FAA, the Advisory Council on Historic Preservation (ACHP) and OHPO agreed to a combined review of this project pursuant to 36 C.F.R. § 800.8, and copies of all environmental documents and findings were made available for public review; and

WHEREAS, the FAA, in consultation with the OHPO has defined the Undertakings' Area of Potential Effect (APE) as described in Attachment 1 that show maps of the respective facilities; and

WHEREAS, the FAA and the OHPO have determined that the former AFP 85 is eligible for listing on the National Register of Historic Places (NRHP) for its association with the local involvement in the military industrial expansion associated with World War II; the association with the Lustron Corporation, manufacturers of post-war prefabricated housing; and as an excellent example of the work of Albert Kahn; and

WHEREAS, Building 7 of the AFP 85 has undergone a number of improvements and additions since its original construction, one of which was the ramp tower that will be demolished as part of the First Undertaking, and the FAA, in consultation with the OHPO, has determined that this could constitute an adverse effect on historic properties pursuant to 36 C.F.R. § 800.9; and

**NOW, THEREFORE,** CRAA, FAA and the OHPO agree that the Undertakings shall be implemented in accordance with the following stipulations in order to take into account the effect of the Undertakings on historic properties.

#### **STIPULATIONS**

FAA shall ensure that the following stipulations are implemented:

##### **I. CRAA RESPONSIBILITIES**

- A. Regarding the First Undertaking, CRAA shall ensure that the impacts to Building 7 will be limited to the ramp tower. If any unanticipated effects to the remaining structure result from the demolition, CRAA will consult with the OHPO to ensure that the impacts would be properly mitigated by CRAA.
- B. CRAA will enclose any exposed areas that would result from the First Undertaking. These enclosures will be designed in a manner so that the finished product would resemble the building in design, materials and appearance.
- C. CRAA will provide the OHPO with draft plans for the proposed work at Building 7 for review and comment before any such work is authorized to proceed.
  - i. OHPO's comments regarding the proposed work will be based on the Secretary of the Interior's Standards for Rehabilitation and shall be provided within 30 days of receipt of the draft plans for the proposed work.
  - ii. CRAA will take any comments from OHPO into account and may elect to resubmit revised plans to OHPO for additional review in the event of disagreement regarding the proposed treatment.
- D. Regarding the Second Undertaking, CRAA shall be responsible for the coordination, relocation, and associated expenses of the original headstone for Anna Mary Stelzer to the Mifflin Township Cemetery; the placement of the artifacts uncovered to be placed back in the grave shafts; the placement of a bronze historical marker on the site of the Stelzer Cemetery which the CRAA will coordinate with the Stelzer family on size and wording prior to creation and installation; and the CRAA will provide limited access to the Stelzer family on an as needed basis to the Stelzer cemetery.

**II. AMENDMENTS:** This Memorandum of Agreement (MOA) may be amended when such an amendment is agreed to in writing by all signatories (36 C.F.R. § 800.6(c)(7)). The amendment will be effective on the date a copy signed by all the signatories is signed.

**III. DURATION:** This MOA will be null and void if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, the CRAA may consult with the other signatories to reconsider the terms of the MOA and amend or extend it if the Undertakings have not been implemented. In such event, the CRAA will notify the signatories to this MOA and if the CRAA chooses to continue with the

proposed demolitions, the CRAA shall resume consultation about the demolition, in accordance with 36 C.F.R. Part 800.

IV. **POST-REVIEW DISCOVERIES:** If items which may contain historical significance, including documents, which are being stored within the ramp tower are discovered, or if additional historic properties or unanticipated effects on the historic property are discovered (36 C.F.R. § 800.6(c)(6)), the CRAA shall notify the OHPO of the discovery and consult with the OHPO pursuant to 36 C.F.R. Part 800.

V. **TERMINATION:** If, any signatory to this MOA determines that its terms will not or cannot be carried out, that signatory shall immediately consult with the other signatories to attempt to develop an amendment as defined above. If within thirty (30) days (or another time period agreed to in writing by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once this MOA is terminated, and prior to work continuing on either of the Undertakings, the CRAA must execute an MOA pursuant to 36 C.F.R. § 800.6.

Execution of this MOA by the CRAA, the FAA, and the OHPO and completion of the above stipulations by the CRAA, evidences that the CRAA has taken into account the effects of the Undertakings on historic properties and satisfied any and all Federal or State mitigation requirements of any nature for the proposed project in the ROD.

Columbus Regional Airport Authority

By: \_\_\_\_\_  
Elaine Roberts, AAE  
President & CEO  
Columbus Regional Airport Authority

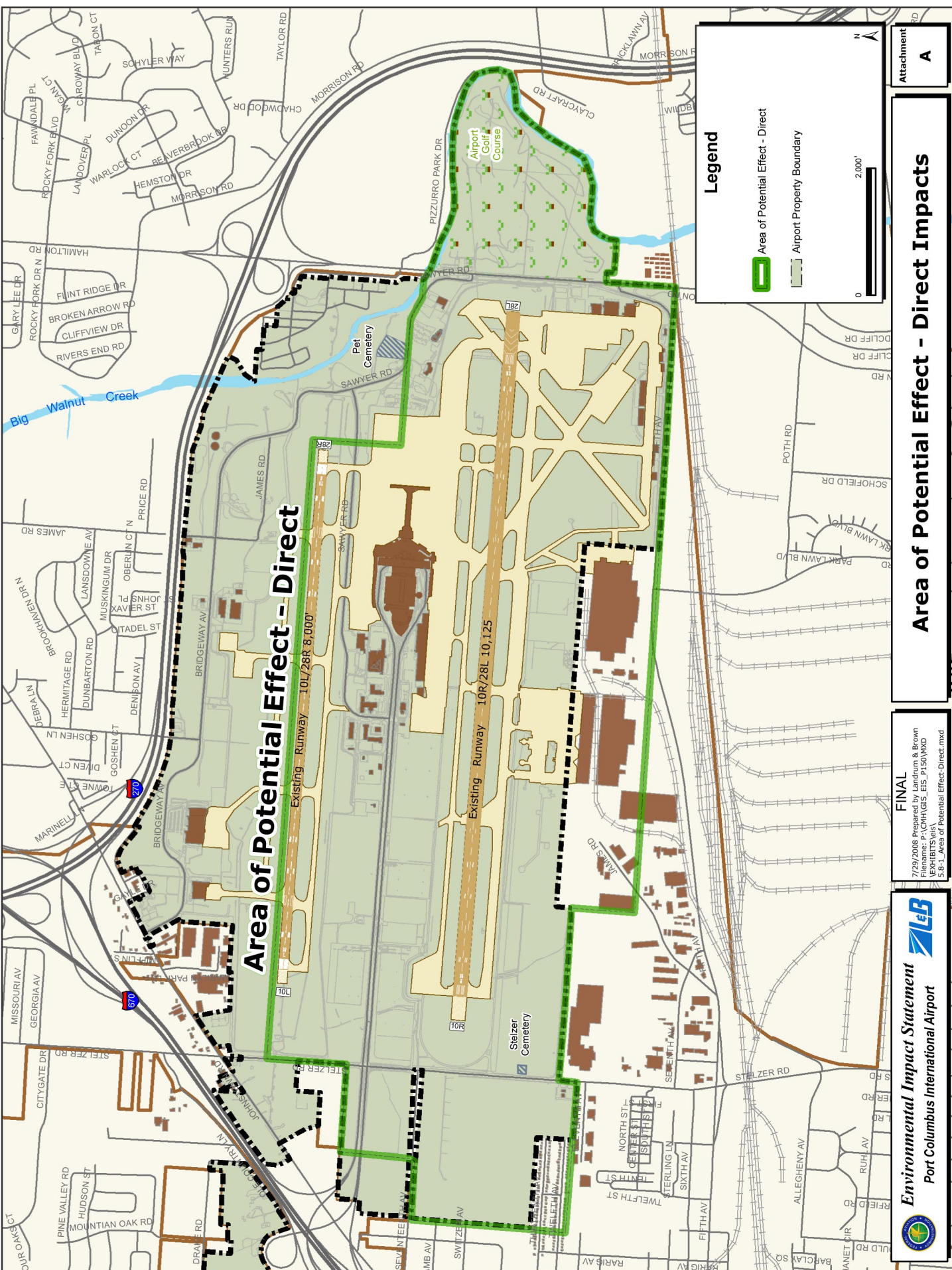
Federal Aviation Administration

By: \_\_\_\_\_  
Matthew J. Thys  
Manager, Detroit Airport's District Office  
Federal Aviation Administration

The Ohio Historic Preservation Office



By: \_\_\_\_\_  
Mark J. Epstein, Department Head  
Resource Protection and Review  
Ohio Historic Preservation Office

Concur: \_\_\_\_\_  
Representative of the Stelzer Family



**Area of Potential Effect - Direct**

**Legend**

-  Area of Potential Effect - Direct
-  Airport Property Boundary



**Area of Potential Effect - Direct Impacts**





RECEIVED

FEB 23 2009

FAA, DETROIT ADO

February 19, 2009

Katherine Delaney  
FAA- Detroit ADO  
11677 South Wayne Rd., Suite 107  
Romulus, MI

Dear Ms. Delaney:

RE: Port Columbus International Airport Runway Expansion, Franklin County, OH

This letter is in response to additional information that was received on January 22, 2009. We also discussed a draft Memorandum of Agreement for this project on February 19 and provided you with a modified draft MOA by email. This project is being reviewed pursuant to 36 CFR 800.8, in full coordination with the National Environmental Policy Act.

We have reviewed the additional information provided to clarify the status of Sansbury Hall. At this time, we have no additional concerns regarding effects to buildings located at Ohio Dominican University resulting from this project.

The information provided regarding consultation about the Stelzer Cemetery between a family representative and the Columbus Regional Airport Authority is appreciated. It is our understanding that the remaining historic grave marker will be relocated to the family plot at Mifflin Township Cemetery, a bronze marker will be placed at the original site, and artifacts recovered during surveys will be returned to the vicinity of the new marker. We also recommend that CRAA establish procedures to provide access to family members, when so requested. These additional considerations should be added to the Memorandum of Agreement so that they can be part of the Record of Decision for the project. We also suggest that you add language to the MOA so that the family may concur in signing the MOA, if they wish to do so.

With the modifications that we provided by email and the additional stipulations regarding Stelzer Cemetery, we agree in principle that the MOA may be finalized. FAA should provide formal notification to the Advisory Council on Historic Preservation regarding this final draft MOA pursuant to 36 CFR 800.6(a)(1). OHPO does not believe that the Criteria for Involvement found in Appendix A to 36 CFR Part 800 have been met for this project. We also recommend that FAA should contact Blythe Semmer at ACHP directly to confirm that they have received sufficient documentation to meet the requirements found at 36 CFR 800.

If you have any questions about this letter or our continuing review of this project, please call me at (614) 298-2000. Thank you for your cooperation.

Sincerely,

Lisa Adkins, Architecture Review Mgr.  
Resource Protection and Review

Serial No. 1023454

OHIO HISTORICAL SOCIETY

Ohio Historic Preservation Office

567 East Hudson Street, Columbus, Ohio 43211-1030 ph: 614.298.2000 fx: 614.298.2037

[www.ohiohistory.org](http://www.ohiohistory.org)





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Detroit Airports District Office  
Metro Airport Center  
11677 South Wayne Road, Ste. 107  
Romulus, MI 48174

February 24, 2009

Ms. Blythe Semmer, Program Analyst  
Advisory Council on Historic Preservation  
1100 Pennsylvania Ave., NW  
Room 803  
Washington D.C. 20004-2501

Dear Ms. Semmer:

Environmental Impact Statement (EIS)/Section 106 Coordination at  
Port Columbus International Airport, Columbus, Ohio

This letter is notification that the Federal Aviation Administration (FAA) is making a finding of an adverse effect determination on a structure that is eligible for inclusion on the National Register of Historic Places (NRHP). Included in this package is the final draft Memorandum of Agreement (MOA) that the FAA, Columbus Regional Airport Authority (CRAA), and the Ohio Historic Preservation Office (OHPO) have coordinated and agreed upon.

The finding of an adverse effect determination does not involve an undertaking that would adversely affect a National Historic Landmark or involve the FAA preparing a Programmatic Agreement.

The FAA previously coordinated with the ACHP on December 11, 2007 informing the ACHP that the FAA would be completing the Section 106 consultation through the National Environmental Policy Act (NEPA) process.

Project Decision Making Information: The FAA issued a Draft EIS (DEIS) on May 16, 2008. The public comment period was from May 16, 2008 through July 11, 2008. Public hearings were held on June 11 and 12, 2008. We received no comments from the public related to the historic resources or potentially NRHP-eligible resources that could be impacted.

The FAA has evaluated the three alternatives that were presented in the DEIS. The three alternatives were: Alternative A – No Action; Alternative C2 – Relocate Runway 10R/28L 800 Feet to the South; and Alternative C3 - Relocate Runway 10R/28L 702 Feet to the South. Alternative C2 and C3 each have two sub-alternatives that related to the implementation of the Airport Sponsor's approved Part 150 program. C2a and C3a evaluated the runway alternatives without implementing the approved Part 150 Study; Alternatives C2b and C3b evaluated the runway alternatives with the implementation of

the approved Part 150 Study. The FAA is selecting Alternative C3b as the environmentally preferred alternative for the Final EIS because it fulfills the stated purpose and needs and results in the fewest impacts of the development alternatives.

The DEIS, Section 5.8, Historic, Architectural, Archeological, and Cultural Resources and Appendix J provide the resource analysis for the preferred alternative, C3b. The Area of Potential Effect is graphically depicted in Exhibit 5.8-1 (Area of Potential Effects – Direct Impacts) and Exhibit 5.8-2 (Area of Potential Effects – Indirect Impacts).

Alternative C3b will impact two historic resources – Building 7 located in the NRHP-eligible Air Force Plant 85 and the Nationwide Hangar. The FAA is making a determination of an adverse effect on Air Force Plant 85 Building 7. Building 7 is a contributing building to the NRHP-eligible Air Force Plant 85. The entirety of Building 7 will not be impacted, however the Ramp Tower, which was added onto the building in the mid-1950s would have to be removed to comply with FAA airport design standards. Air Force Plant 85 Historic District was determined NRHP-eligible by OHPO in 1996 for its significant association with the local involvement in the military industrial expansion associated with World War II, its association with the Lustron Corporation, manufacturers of post-war prefabricated housing, and as an excellent example of the work of Albert Kahn, the premier American industrial architect of the early twentieth century.

The Ramp Tower was not a part of the original Air Force Plant 85 design and did not contribute to the significance of Air Force Plant 85 as identified by the NRHP-eligibility determination in 1996. It was presumably constructed after 1953 when the south runway was extended. The Ramp Tower post-dates World War II and has no association with the contributing factors that make Building 7 a part of the NRHP-eligible Historic District. The Ramp Tower is not associated with the military industrial activities, Lustron Corporation, or Albert Kahn's design of the historic district or Building 7 – the three elements that make Air Force Plant 85 NRHP-eligible. Removing the Ramp Tower would remove a piece of the building that does not contribute to the district's historical significance.

The removal of the Ramp Tower will not be an adverse effect to the NHHP-eligible Air Force Plant 85 Historic District or Building 7 and would align the building more closely with its original form. This alternative minimizes the impacts to Section 106 resources and also provides a positive mitigation resolution to the affected resource in that Building 7 will have a non-original element of the building removed, thus restoring Building 7 to its more original form. Additional information is found in the October 3, 2008 letter and attachment, "Air Force Plant 85/Building 7 Ramp Tower".

The second historic resource is the Nationwide Hangar. The FAA made a finding of the Nationwide Hangar not being eligible for the NRHP. The Nationwide Hangar does not share the same level of significance as compared to the potentially NRHP-eligible TAT Hangar nor does it retain the same level of design that was associated with the early hangars at the Airport. Additional information is found in the letters to the Ohio SHPO



dated October 3, 2008 and January 21, 2009 and the December 19, 2008 letter from the Ohio SHPO to the FAA.

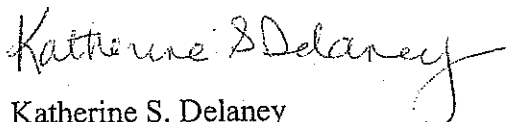
Based on the extensive coordination the FAA has undertaken with the OHPO and the public, we believe that we have met the requirements of completing Section 106 consultation in coordination with NEPA pursuant to 36 C.F.R. § 800.8.

Included in this package are the following documents which support the FAA's finding, required consultation, and the draft Memorandum of Agreement.

- February 16, 2007 – Letter from the FAA to the Ohio SHPO notifying the SHPO that the FAA intends to initiate Section 106 consultation through NEPA as stipulated in 36 C.F.R. § 800.8.
- December 12, 2007 – Letter from the FAA to the ACHP notifying the ACHP that the FAA intends to initiate Section 106 consultation through NEPA as stipulated in 36 C.F.R. § 800.8
- January 29, 2008 – Letter from the FAA to the Ohio SHPO providing an update on information on the cultural resources for NEPA and Section 106 consultation and review.
- May 2008 – CD of the Draft Environmental Impact Statement
- July 11, 2008 – Letter from Ohio SHPO to the FAA providing comments on the DEIS (Archaeological comments).
- July 14, 2008 – Letter from Ohio SHPO to the FAA providing comments on the DEIS (Review of Historic Properties comments).
- October 3, 2008 – Letter from the FAA to the Ohio SHPO providing additional information on the NEPA/Section 106 consultation and review.
- December 19, 2008 – Letter for the Ohio SHPO to the FAA providing comments on the October 3, 2008 letter.
- January 21, 2009 – Letter from the FAA to the Ohio SHPO providing additional information on the NEPA/Section 106 consultation and review.
- February 19, 2009 – Letter from the Ohio SHPO to the FAA providing comments on the finalization of the Section 106 review in consultation with NEPA pursuant to 36 C.F.R. 800.8.

We appreciate your efforts in helping us to complete the Section 106 process. Once the ACHP has completed their review, all the signatories identified in the MOA are prepared to sign. If you have any additional questions, please do not hesitate to contact me at (734) 229-2958 or Katherine.S.Delaney@faa.gov.

Sincerely,



Katherine S. Delaney  
Community Planner



Cc: Lisa Adkins, Ohio SHPO  
David Wall, CRAA (w/o enclosures)  
Rob Adams, Landrum & Brown (w/o enclosures)

Enclosures



*Preserving America's Heritage*

March 3, 2009

Katherine Delaney  
Community Planner  
Federal Aviation Administration  
Detroit Airports District Office  
11677 South Wayne Road, Suite 107  
Romulus, MI 48174

Ref: *Improvements to the Port Columbus International Airport  
Columbus, Ohio*

Dear Mrs. Delaney:

The Advisory Council on Historic Preservation (ACHP) has received your notification regarding the adverse effects of the referenced undertaking. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Ohio SHPO and other consulting parties, and related documentation at the conclusion of the consultation process. The filing of the MOA with the ACHP and fulfillment of its stipulations are required to complete your compliance responsibilities under Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require further assistance, please contact Blythe Semmer at 202-606-8552 or [bsemmer@achp.gov](mailto:bsemmer@achp.gov).

Sincerely,

LaShavio Johnson  
Historic Preservation Technician  
Federal Permitting, Licensing and Assistance Section  
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004  
Phone: 202-606-8503 • Fax: 202-606-8647 • [achp@achp.gov](mailto:achp@achp.gov) • [www.achp.gov](http://www.achp.gov)



## **Executed Memorandum of Agreement**

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MEMORANDUM OF AGREEMENT  
BETWEEN THE COLUMBUS REGIONAL AIRPORT AUTHORITY,  
THE FEDERAL AVIATION ADMINISTRATION,  
AND THE OHIO HISTORIC PRESERVATION OFFICE  
REGARDING THE CONSTRUCTION OF A REPLACEMENT RUNWAY  
COLUMBUS, OHIO

WHEREAS, the Columbus Regional Airport Authority (CRAA) proposes construction of a replacement runway 10,113 feet long, located approximately 702 feet south of the existing Runway 10R/28L at Port Columbus International Airport; and

WHEREAS, the undertaking involves the demolition of the ramp tower on the top of Building 7 of the former Air Force Plant (AFP) 85 ; and

WHEREAS, the undertaking will affect access to the Stelzer Cemetery; and the CRAA has consulted with the Stelzer Family on the findings and recommendations of the Stelzer Cemetery; and

WHEREAS, CRAA and the Federal Aviation Administration (FAA) have consulted with the Ohio Historic Preservation Office (OHPO) pursuant to the provisions of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470(f)) and implementing regulations at 36 C.F.R. Part 800; and

WHEREAS, FAA, the Advisory Council on Historic Preservation (ACHP) and OHPO agreed to a combined review of this project pursuant to 36 C.F.R. § 800.8, and copies of all environmental documents and findings were made available for public review; and

WHEREAS, the FAA, in consultation with the OHPO has defined the Undertakings' Area of Potential Effect (APE) as described in Attachment 1 that show maps of the respective facilities; and

WHEREAS, the FAA and the OHPO have determined that the former AFP 85 is eligible for listing on the National Register of Historic Places (NRHP) for its association with the local involvement in the military industrial expansion associated with World War II; the association with the Lustron Corporation, manufacturers of post-war prefabricated housing; and as an excellent example of the work of Albert Kahn; and

WHEREAS, Building 7 of the AFP 85 has undergone a number of improvements and additions since its original construction, one of which was the ramp tower that will be demolished as part of the undertaking, and the FAA, in consultation with the OHPO, has determined that this could constitute an adverse effect on historic properties pursuant to 36 C.F.R. § 800.9; and



Replaced with new front  
MSE page  
3/5/09

MEMORANDUM OF AGREEMENT  
BETWEEN THE COLUMBUS REGIONAL AIRPORT AUTHORITY,  
THE FEDERAL AVIATION ADMINISTRATION,  
AND THE OHIO HISTORIC PRESERVATION OFFICE  
REGARDING THE CONSTRUCTION OF A REPLACEMENT RUNWAY  
COLUMBUS, OHIO

**WHEREAS**, the Columbus Regional Airport Authority (CRAA) proposes construction of a replacement runway 10,113 feet long, located approximately 702 feet south of the existing Runway 10R/28L; and

**WHEREAS**, the first undertaking consists of the demolition of the ramp tower on the top of Building 7 of the former Air Force Plant (AFP) 85 (First Undertaking); and

**WHEREAS**, the second undertaking is disposition of the Stelzer Cemetery (Second Undertaking); in which the CRAA has consulted with the Stelzer Family on the findings and recommendations of the Stelzer Cemetery; (collectively herein the first and second undertakings are referred to as the Undertakings); and

**WHEREAS**, CRAA and the Federal Aviation Administration (FAA) have consulted with the Ohio Historic Preservation Office (OHPO) pursuant to the provisions of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470(f)) and implementing regulations at 36 C.F.R. Part 800; and

**WHEREAS**, FAA, the Advisory Council on Historic Preservation (ACHP) and OHPO agreed to a combined review of this project pursuant to 36 C.F.R. § 800.8, and copies of all environmental documents and findings were made available for public review; and

**WHEREAS**, the FAA, in consultation with the OHPO has defined the Undertakings' Area of Potential Effect (APE) as described in Attachment I that show maps of the respective facilities; and

**WHEREAS**, the FAA and the OHPO have determined that the former AFP 85 is eligible for listing on the National Register of Historic Places (NRHP) for its association with the local involvement in the military industrial expansion associated with World War II; the association with the Lustron Corporation, manufacturers of post-war prefabricated housing; and as an excellent example of the work of Albert Kahn; and

**WHEREAS**, Building 7 of the AFP 85 has undergone a number of improvements and additions since its original construction, one of which was the ramp tower that will be demolished as part of the First Undertaking, and the FAA, in consultation with the OHPO, has determined that this could constitute an adverse effect on historic properties pursuant to 36 C.F.R. § 800.9; and



NOW THEREFORE, CRAA, FAA and the OHPO agree that the Undertakings shall be implemented in accordance with the following stipulations in order to take into account the effect of the Undertakings on historic properties.

### STIPULATIONS

FAA shall ensure that the following stipulations are implemented:

#### I. CRAA RESPONSIBILITIES:

- 2/15 3/11/09*
- A. ~~Regarding the First Undertaking~~, CRAA shall ensure that the impacts to Building 7 will be limited to the ramp tower. If any unanticipated effects to the remaining structure result from the demolition, CRAA will consult with the OHPO to ensure that the impacts would be properly mitigated by CRAA.
- B. CRAA will enclose any exposed areas that would result from the First Undertaking. These enclosures will be designed in a manner so that the finished product would resemble the building in design, materials and appearance.
- C. CRAA will provide the OHPO with draft plans for the proposed work at Building 7 for review and comment before any such work is authorized to proceed.
- i. OHPO's comments regarding the proposed work will be based on the Secretary of the Interior's Standards for Rehabilitation and shall be provided within 30 days of receipt of the draft plans for the proposed work.
  - ii. CRAA will take any comments from OHPO into account and may elect to resubmit revised plans to OHPO for additional review in the event of disagreement regarding the proposed treatment.
- 2/15 3/11/09*
- D. ~~Regarding the Second Undertaking~~, CRAA shall be responsible for the coordination, relocation, and associated expenses of the original headstone for Anna Mary Stelzer to the Mifflin Township Cemetery; the placement of the artifacts uncovered to be placed back in the grave shafts; the placement of a bronze historical marker on the site of the Stelzer Cemetery which the CRAA will coordinate with the Stelzer family on size and wording prior to creation and installation; and the CRAA will provide limited access to the Stelzer family on an as needed basis to the Stelzer cemetery.

II. **AMENDMENTS:** This Memorandum of Agreement (MOA) may be amended when such an amendment is agreed to in writing by all signatories (36 C.F.R. § 800.6(c)(7)). The amendment will be effective on the date a copy signed by all the signatories is signed.

III. **DURATION:** This MOA will be null and void if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, the CRAA may



consult with the other signatories to reconsider the terms of the MOA and amend or extend it if the Undertakings have not been implemented. In such event, the CRAA will notify the signatories to this MOA and if the CRAA chooses to continue with the proposed demolitions, the CRAA shall resume consultation about the demolition, in accordance with 36 C.F.R. Part 800.

- IV. **POST-REVIEW DISCOVERIES:** If items which may contain historical significance, including documents, which are being stored within the ramp tower are discovered, or if additional historic properties or unanticipated effects on the historic property are discovered (36 C.F.R. § 800.6(c)(6)), the CRAA shall notify the OHPO of the discovery and consult with the OHPO pursuant to 36 C.F.R. Part 800.
- V. **TERMINATION:** If, any signatory to this MOA determines that its terms will not or cannot be carried out, that signatory shall immediately consult with the other signatories to attempt to develop an amendment as defined above. If within thirty (30) days (or another time period agreed to in writing by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once this MOA is terminated, and prior to work continuing on either of the Undertakings, the CRAA must execute an MOA pursuant to 36 C.F.R. § 800.6.

Execution of this MOA by the CRAA, the FAA, and the OHPO and completion of the above stipulations by the CRAA, evidences that the CRAA has taken into account the effects of the Undertakings on historic properties and satisfied any and all Federal or State mitigation requirements of any nature for the proposed project in the ROD.

Columbus Regional Airport Authority

By: Elaine Roberts 3/5/09  
Elaine Roberts, AAE  
President & CEO  
Columbus Regional Airport Authority

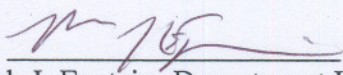


Federal Aviation Administration

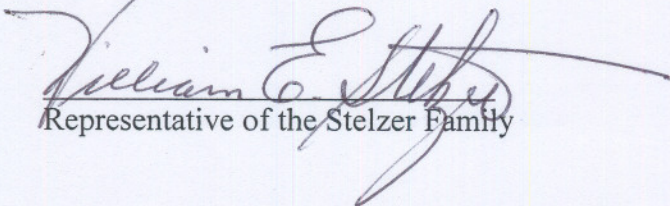
By: Matthew J. Thys 3/4/09  
Matthew J. Thys  
Manager, Detroit Airports District Office  
Federal Aviation Administration



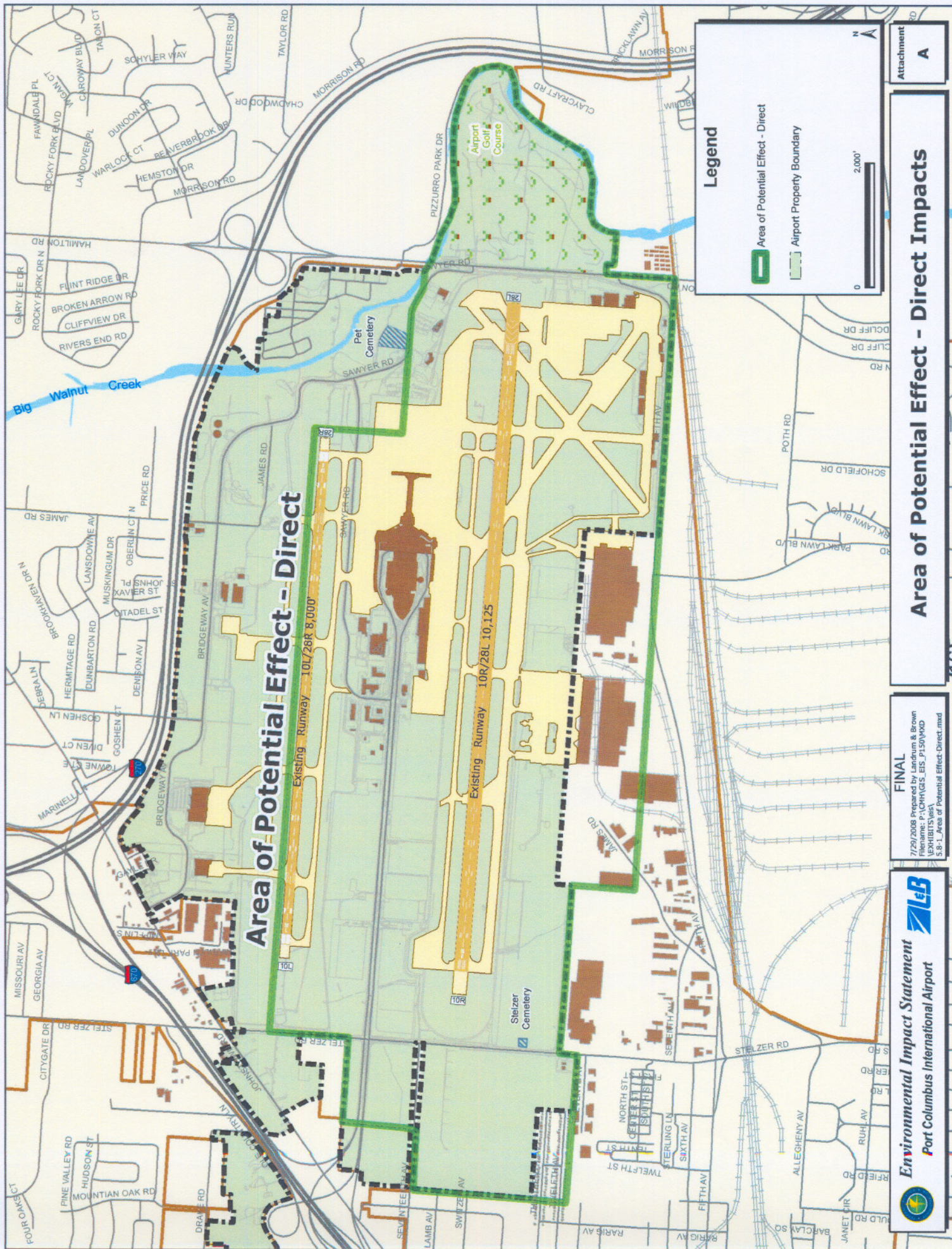
The Ohio Historic Preservation Office

By:   
Mark J. Epstein, Department Head  
Resource Protection and Review  
Ohio Historic Preservation Office

Concurring Party:

  
Representative of the Stelzer Family





## Area of Potential Effect - Direct

**FINAL**  
 7/29/2008 Prepared by Landrum & Brown  
 Filename: P:\CHANGES\_EIS\_P150\A00  
 EXHIBITS\A00  
 5.8-1\_Area of Potential Effect-Direct.mxd



**Environmental Impact Statement**  
 Port Columbus International Airport

