

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Berea Downtown Commercial and Residential Historic District

Other names/site number: Old Town

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Roughly bounded by Chestnut St (300-400), North Broadway St (100-200), Adams St (200), Parkway Ave (100), Pasco St (100), and Bond St.

City or town: Berea State: KY County: Madison

Not For Publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide ___ local

Applicable National Register Criteria:

___ A ___ B ___ C ___ D

Signature of certifying official/Title:

Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

State or Federal agency/bureau
or Tribal Government

Berea Downtown Commercial and
Residential District

Name of Property

Madison CO, KY

County and State

4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register
☐ determined eligible for the National Register
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

☒

Public – Local

☒

Public – State

☐

Public – Federal

☐

Category of Property

(Check only **one** box.)

Building(s)

☐

District

☒

Site

☐

Structure

☐

Object

☐

Berea Downtown Commercial and
Residential District

Madison CO, KY

Name of Property

County and State

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>57</u>	<u>12</u>	buildings
<u> </u>	<u>1</u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>57</u>	<u>13</u>	Total

Number of contributing resources previously listed in the National Register 2

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DOMESTIC: single dwelling

DOMESTIC: hotel

COMMERCE/TRADE: specialty store

COMMERCE/TRADE: business

COMMERCE/TRADE: general store

COMMERCE/TRADE: financial institution

GOVERNMENT: city hall

GOVERNMENT: correctional facility

GOVERNMENT: post office

RELIGION: religious facility

RECREATION AND CULTURE: theatre

TRANSPORTATION: rail-related

TRANSPORTATION: road-related (vehicular)

Current Functions

(Enter categories from instructions.)

DOMESTIC: single dwelling

COMMERCE/TRADE: business

COMMERCE/TRADE: specialty store

COMMERCE/TRADE: restaurant

GOVERNMENT: government offices

RELIGION: religious facility

RECREATION AND CULTURE: museum

7. Description

Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN: Romanesque

LATE VICTORIAN: Other/Italianate Commercial

LATE 19TH/20TH CENTURY REVIVALS: Colonial Revival

LATE 19TH/20TH CENTURY REVIVALS: Tudor Revival

LATE 19TH/20TH CENTURY AMERICAN MOVEMENTS: Bungalow/Craftsman

MODERN MOVEMENT: Moderne

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Brick, concrete block, poured concrete, cast iron, glass, limestone, stone veneer, weatherboard, terra cotta, asphalt shingles

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Berea Downtown Commercial and Residential District is a late-nineteenth to mid-twentieth century district, containing 59 contributing properties and 13 non-contributing properties. The district's growth was fueled by the establishment of Berea College in the last quarter of the nineteenth century, and subsequent transportation improvements, advanced by the College, that altered access to the town, such as the construction of a rail line through town in the 1880s and the routing of the eastern path of the Dixie Highway along Chestnut Street the latter of which became the main commercial corridor for townspeople. The district's styles vary but are mostly vernacular expressions of popular commercial and residential forms, such as the Craftsman bungalow house and/or the early twentieth-century expression of commercial Italianate.

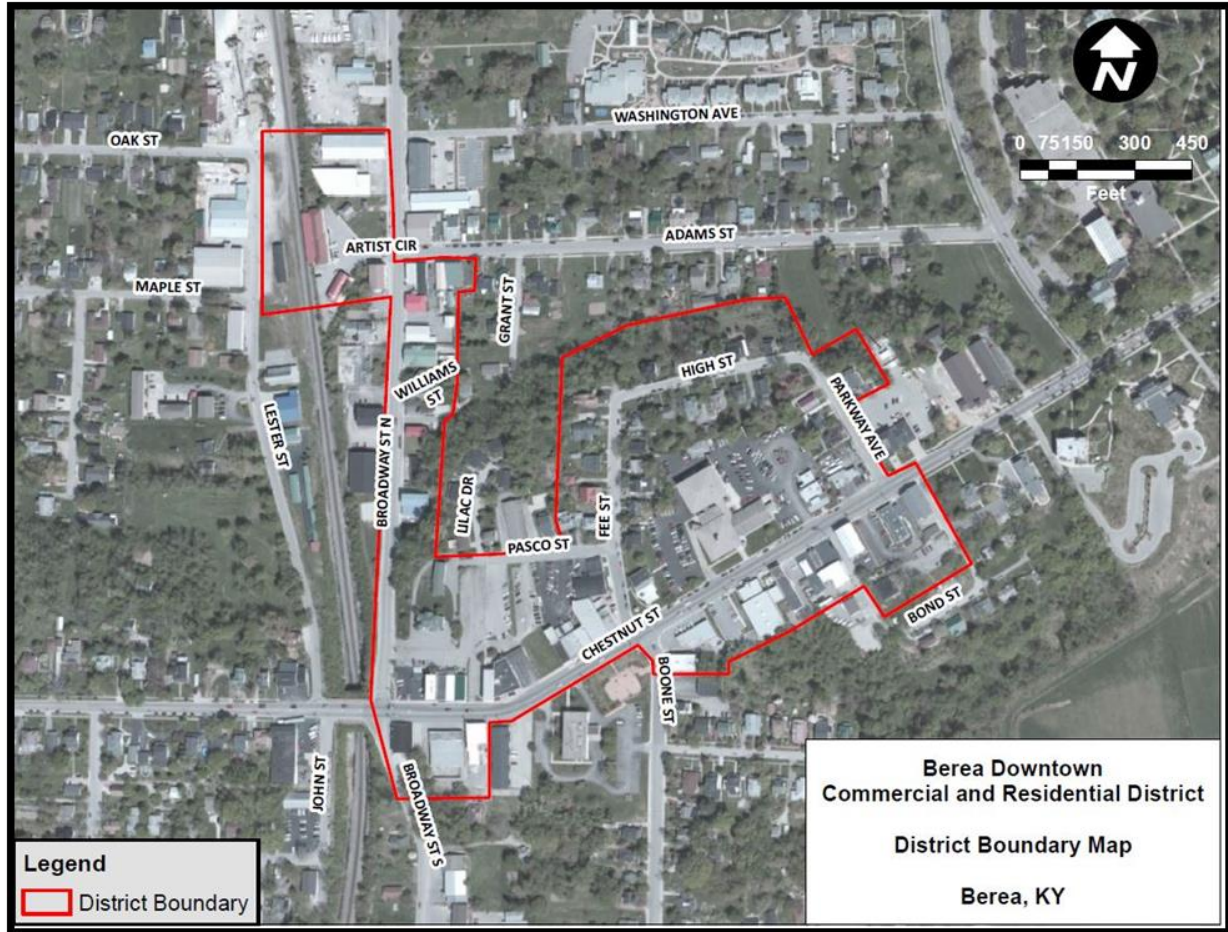


Figure 1. Berea Downtown Commercial and Residential District Boundaries.

Narrative Description

District Setting

Berea is located in southern Madison County, at the foothills of the Appalachian Mountains.¹ The town is situated in the Inner Bluegrass Cultural Landscape Region, as established the Kentucky Heritage Council/State Historic Preservation Office (KHC/SHPO). (See **Figure 2** below). Berea also shares cultural and historic characteristics of the Eastern Mountains and Coal Fields Region. Berea was named for a town in the New Testament of the Bible by abolitionist and minister John G. Fee. Fee and other like-minded individuals established Berea College as an interracial school in the mid-to-late nineteenth century; the history of which is discussed in Section 8 of this nomination. The town itself postdates establishment of the college and grew around the school, rather than the other way around.

¹ Jackie Burnside, "Berea," in Kleber, ed., *The Kentucky Encyclopedia* (Lexington: University Press of Kentucky, 1992), 71.

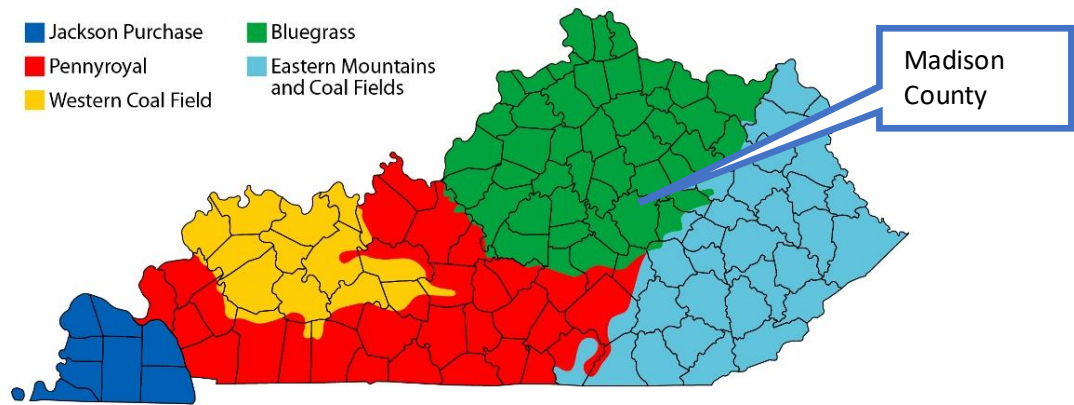


Figure 2. Kentucky's Cultural Landscape Map

The town is 14 miles southeast of the county seat of Richmond. Major thoroughfares extend through Berea, including US 25, the former Dixie Highway, and Interstate 75; both of which are important north-south routes. The 2010 population of Berea is 13,561 inhabitants.² Approximately, 1,600 students attend the college in a given year.³ The College charges no tuition, but students are expected to work in various College departments to help support the overall mission.

² City of Berea, "Community Profile," Accessed online June 2020 at: <https://bereaky.gov/for-visitors/community-profile/>

³ Berea College, "Quick Facts," Accessed online June 2020 at: <https://www.berea.edu/about/quick-facts/>

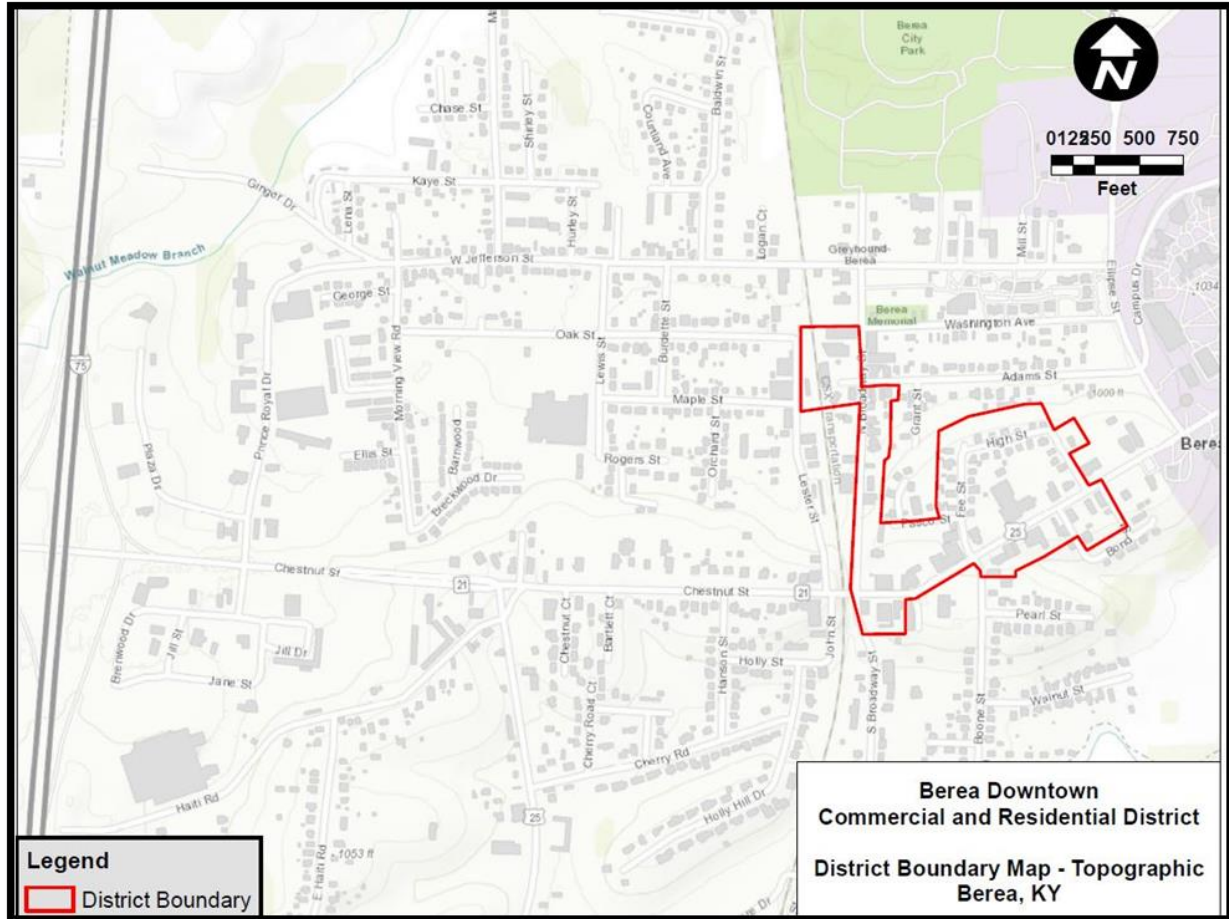


Figure 3. Topographic map showing the Berea Downtown Historic District in its urban context.

District Site Characteristics and Previous National Register Work

The Berea Downtown Historic District's landscape is characterized by a grid network of roads and a railroad line that traverse the town's center. The district lies due west of the Berea College Campus. The Berea Downtown Historic District was intended primarily for town use, as opposed to the commercial area in the center of campus, at the confluence of Main and Chestnut Streets, which was built and managed by the College. While use by the town was never prohibited in the latter, over time, the Main Street commercial area began to focus on the college's needs. Broadway Street, which was originally called Railroad Street, is a two-way street that travels north-south through the district, parallel with the rail line. Concrete sidewalks extend from Broadway's confluence with Chestnut Street, traveling down a gentle slope toward the intersection with Adams Street, which was known as Depot Street historically. A dry-laid stone wall is present on the east side of the street near Chestnut Street, in front of MAB-53, the Welch House. Modern streetlights, with a late nineteenth-century gaslight appearance, are situated along both sides of Broadway to light the sidewalks. Parallel parking is available on the street's east side in designated locations. The old passenger train depot is located on Artist Circle, also Depot Street originally, behind a large grassy area. The depot is the headquarters for Berea's thriving tourism industry. A wooden sign is positioned in this area

noting the Old Town Artist Village. This area has been branded as a tourist destination for Berea's arts and crafts since the 1980s.

Chestnut Street, the primary east-west thoroughfare linking Interstate 75 west to downtown, enters the district at an angle from the west and travels into the College campus area, just east of the district boundaries. This two-way street is situated along a ridge top, which slopes to a lower elevation on the north, reaching its lowest point in the district near the Railroad Depot (MAB-2) commercial area. No courthouse is present in the district, as Berea is not the county seat; however, there are several municipal buildings on Chestnut Street, near the intersection with Parkway Drive. The original town jail and city building (MAB-202) is located on Broadway Street and now used as an art studio. Sidewalks are available on both sides of Chestnut Street for pedestrian access to businesses along the strip. Walkability remains intact throughout the district, due to the preservation of small blocks and a pedestrian scale of building construction throughout. Even the most contemporary buildings, such as the public library or Berea Baptist Church, are positioned at limited setback from the sidewalk; however, some of the mid-century buildings do maintain a setback with parking out front. A city park is located on the corner of Boone and Chestnut Streets to commemorate the Berea Graded School demolished circa 1970. This property was not included within the district boundaries.

Older residential areas are tucked behind Chestnut Street on the north. Residential streets included in the district are Fee, High, and Parkway. These streets contain narrow concrete sidewalks with early-to-mid twentieth-century housing stock. The oldest residences are situated on Fee and High Streets. This location was owned by John G. Fee in the nineteenth century. His house was located near MAB-178, an early twentieth-century house on High Street.

There are two previous National Register of Historic Places (NRHP) listings within this district's boundaries. The Berea L&N Passenger Depot was listed in the NRHP in August 1975 (NRIS 75000797) for its importance as a type of building: a circa 1920 passenger train depot. According to the nomination, "In design, materials, and functional adaptation to purpose, it represents the best in small-town railroad architecture, as supplied by the Office of the Chief Engineer of the line."⁴ The depot was the third such building on the site, as previous iterations proved unable to handle the growing traffic spurred by Berea College's sky-rocketing enrollment numbers, as will be further discussed in Section 8. The nomination also notes the irony of the circa 1920 date of construction of the depot, which coincides with the beginnings of the automobile and highway era of transit. The second nomination's significance is directly related to the automobile era: The Blue Grass Hotel, also known as the Tate Building (NRIS 06000814). Merely twelve years after the construction of the train depot, the Tate Hotel was built to accommodate increasing motor vehicle traffic along the burgeoning Dixie Highway (Chestnut Street). Whereas previous hotels in the region, such as the nearby Boone Tavern (NRIS 95001527) or the Lincoln Hotel (MAB-1) focused on the needs of travelers by rail, the Tate Hotel was designed to cater to the particular needs of motorists, such as ample parking,

⁴ Frances E. Moore, "L&N Passenger Depot," *Nomination to the National Register of Historic Places*, Listed August 20, 1975.

location along an evenly paved inter-state road, and adjacency to service garages. Both of these themes, i.e. train and automobile transit, feature prominently in the significance of this district, albeit at different times, as will be demonstrated in Section 8 of this nomination.



Figure 4. Berea Downtown Historic District, looking southwest along Adams Street toward MAB-203, MAB-236, MAB-3, MAB-4, and MAB-1. The train depot can be seen in the background at the end of Adams Street, which used to be called Depot Street. The street is now known as Artist Circle. (Photo 001).



Figure 5. Berea Downtown Historic District, looking southeast at MAB-3 and MAB-4 on the corner of Adams and Broadway and at the east side of Broadway. Photo 002.



Figure 6. Berea Downtown Historic District, looking northeast along the east side of Broadway toward the Old Jail/City Building (MAB-202). MAB-232, a commercial garage is in the foreground. In a fitting tribute to its location near US 25, this area along Chestnut and Broadway contained multiple auto garages and auto dealerships. (Photo 003).



Figure 7. Berea Downtown Historic District, looking northeast toward the L&N Passenger Depot (MAB-2), the Freight Depot (MAB-58), and the railroad tracks (MAB-250). (Photo 004).



Figure 8. Berea Downtown Historic District, looking northeast along Chestnut Street toward MAB-121, MAB-212 MAB– 214, and MAB-54. (Photo 005).



Figure 9. South side of Chestnut Street, looking southeast toward MAB-240-MAB-241. (Photo 006).



Figure 10. Berea Downtown Commercial and Residential District, looking northwest along Chestnut Street toward MAB-190, MAB-208 – MAB-211. (Photo 007).



Figure 11. Berea Downtown Commercial and Residential District, looking southwest along Fee Street toward Chestnut Street. MAB-222 and MAB-223 are in the background. (Photo 008).



Figure 12. Berea Downtown Historic District, looking northwest along Chestnut Street from near MAB-50, the former Berea Movie Theatre. Note the Berea Methodist Church (MAB-52) in the background. (Photo 009).

Berea Downtown Historic District Evolution

The proposed historic district is located in the downtown area along and accessible from Chestnut and Broadway Streets, which are important community thoroughfares. The district is bound roughly by Broadway Street and the railroad tracks on its west side; High Street on its north side; Chestnut Street on its south boundary; and the east side of Parkway and Bond Streets on its east boundary. The railroad depots and associated rail tracks and Chestnut Street characterize the basic two eras of Berea's historic development. The earliest buildings are clustered around the depot and railroad line to the west, reflecting the importance of this mode of transportation in the late nineteenth and very early twentieth century. By the 1920s, Chestnut Street transitioned from a sparsely populated residential street, with some clusters of commercial and ecclesiastical buildings, to a major commercial thoroughfare with the establishment of the main route of the eastern Dixie Highway/U.S. 25 through town. The primacy of automobile transit along this highway, along with the increasing dependence on car travel for local trips, shifted the focus of commerce from the railroad depot area to Chestnut Street. Commercial buildings began to fill in where there were open spaces, and residential properties were sold for commercial purposes, creating an auto-oriented commercial strip, especially on the north side of the street. Early-to-mid twentieth-century residential buildings continued to be focused on the downtown area; however, they shifted off the main highway

(Chestnut Street) into areas directly adjacent, i.e. within walking distance but not directly on Chestnut Street. This pattern of town development continued until the construction of interchange access on Chestnut Street on Berea's outskirts in the late 1960s/early 1970s. At this time, residential and commercial development spread from the city center into surrounding farmland, especially surrounding the new interchange. Development within the district can be seen in the map view by examining **Figure 13 - Figure 22**.



Figure 13. The 1876 Beers Map of Madison County included the early village of Berea. This map shows very little development outside of the College in the very early town. Chestnut, Boone, and Broadway Streets had, however, been laid out to accommodate future growth.⁵

⁵ D.G.Beers, "Map of Madison Co., Kentucky," 1876. Accessed online June 2020 at: <https://www.loc.gov/resource/g3953m.la000237/?r=-0.032,-0.037,0.751,0.46,0>

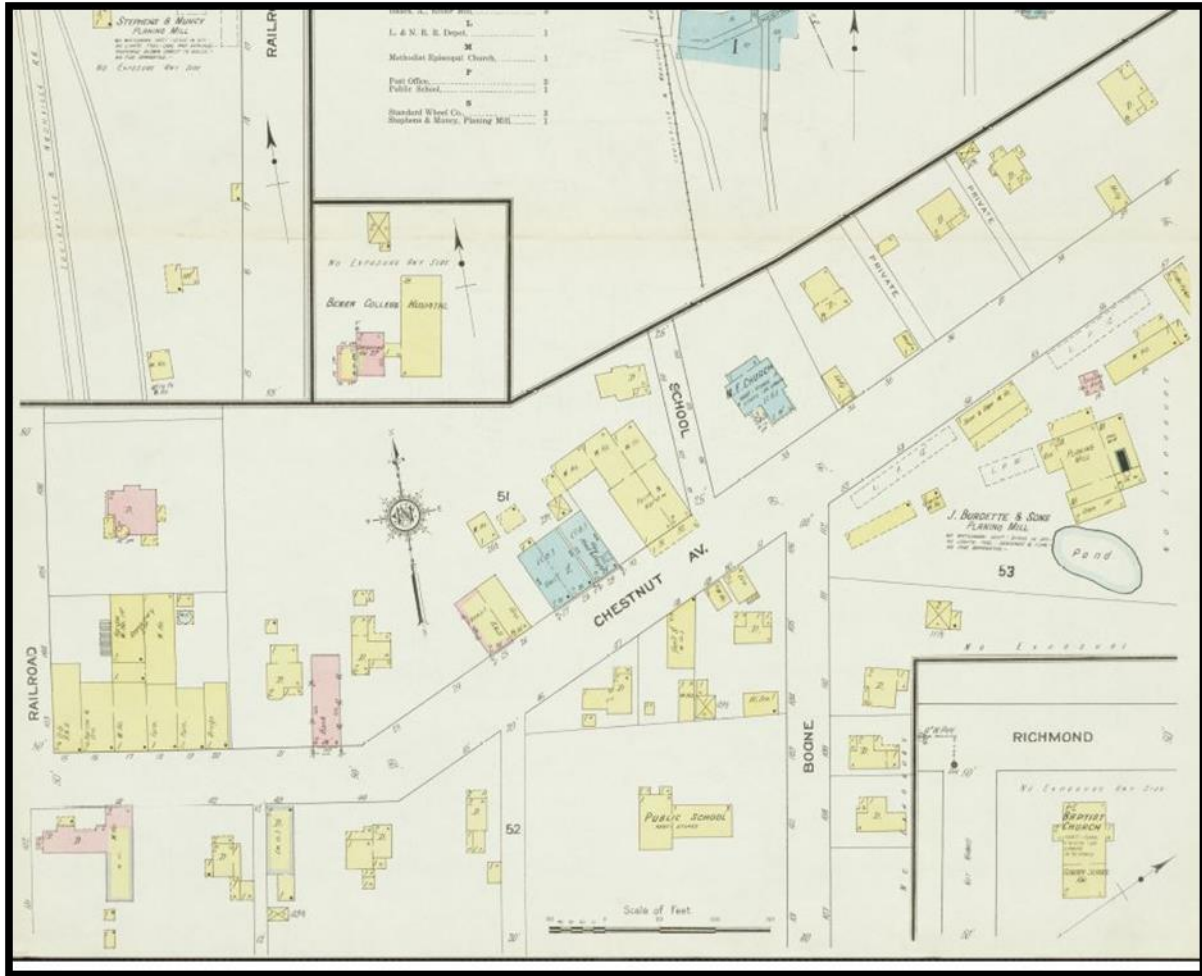


Figure 14. 1912 Sanborn Map, showing a portion of Chestnut Street, from near Ellipse Street to Broadway (Railroad Street). Note a large number of frame buildings with a few interspersed concrete block buildings. The Welch Commercial Block, shown here in map view at the northwest corner of Broadway and Chestnut Street, burned in 1924.

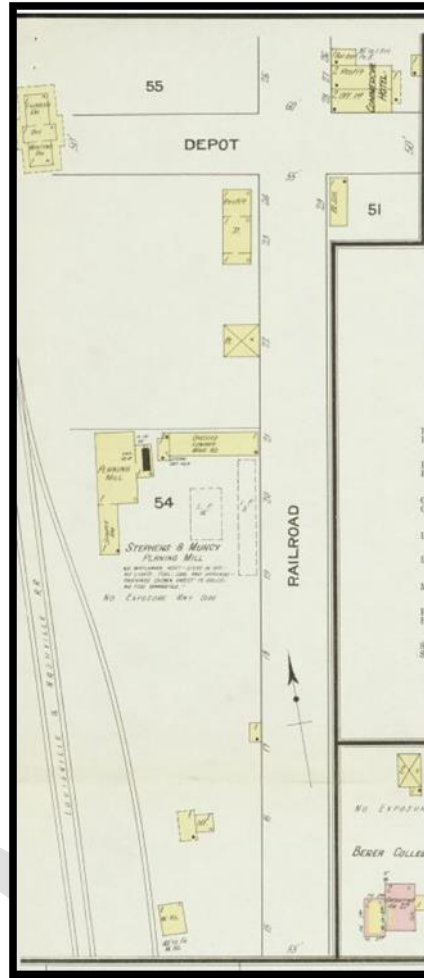


Figure 15. 1912 Sanborn Map. Besides the Railroad Depot and Stephens and Muncy planning mill, there was some development along Broadway (Railroad) Street or Adams (Depot) Street in the early twentieth century, especially clustered at the corner of Adams and Broadway Streets.

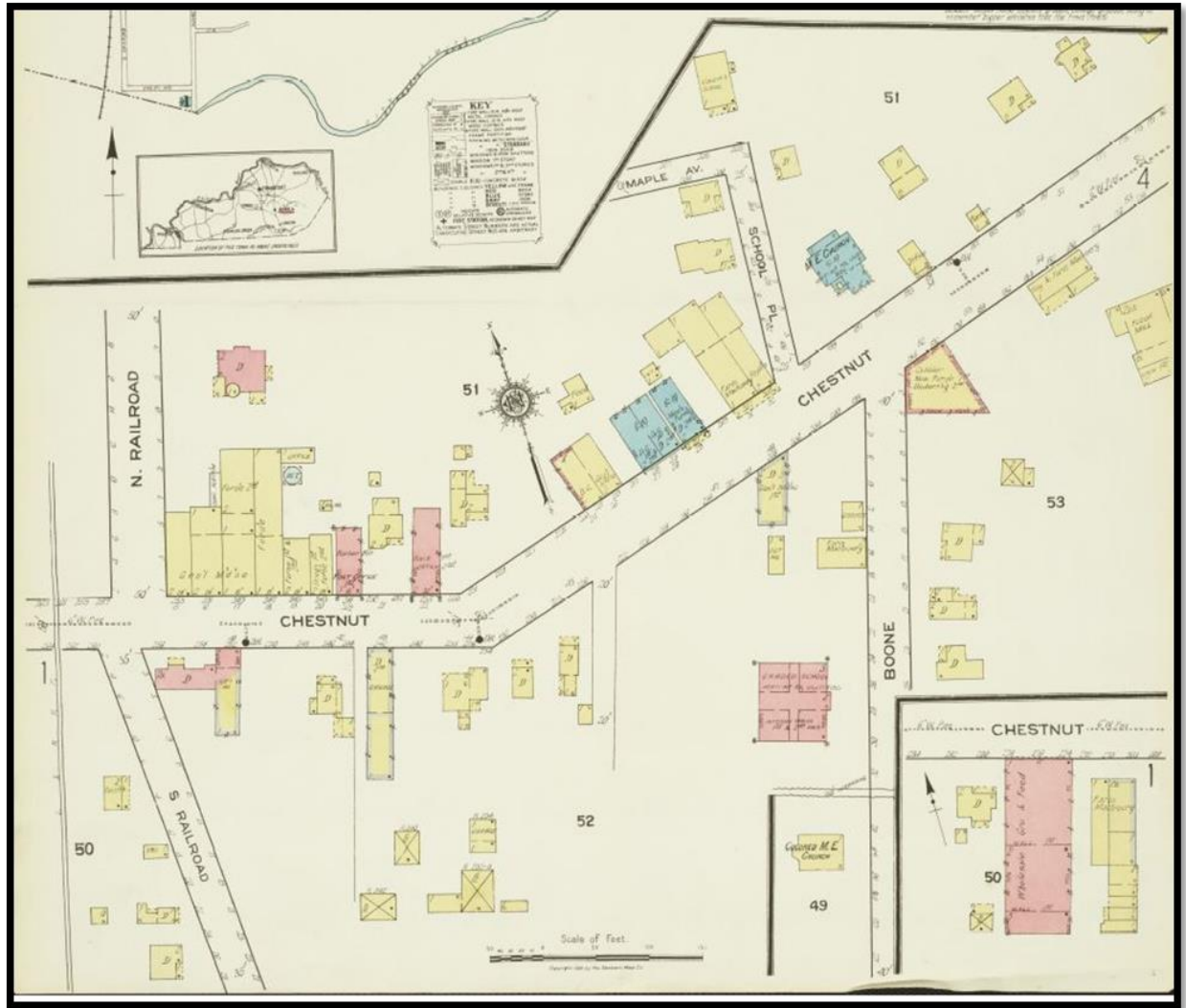


Figure 16. 1922 Sanborn Map, showing Chestnut Street from just east of Boone Street west to Broadway Street. Note that Pasco Street was known as Maple Avenue, and Fee Street was known as School Place, as it was the location of the “Fee Street Colored School,” before consolidation with the Middletown School.

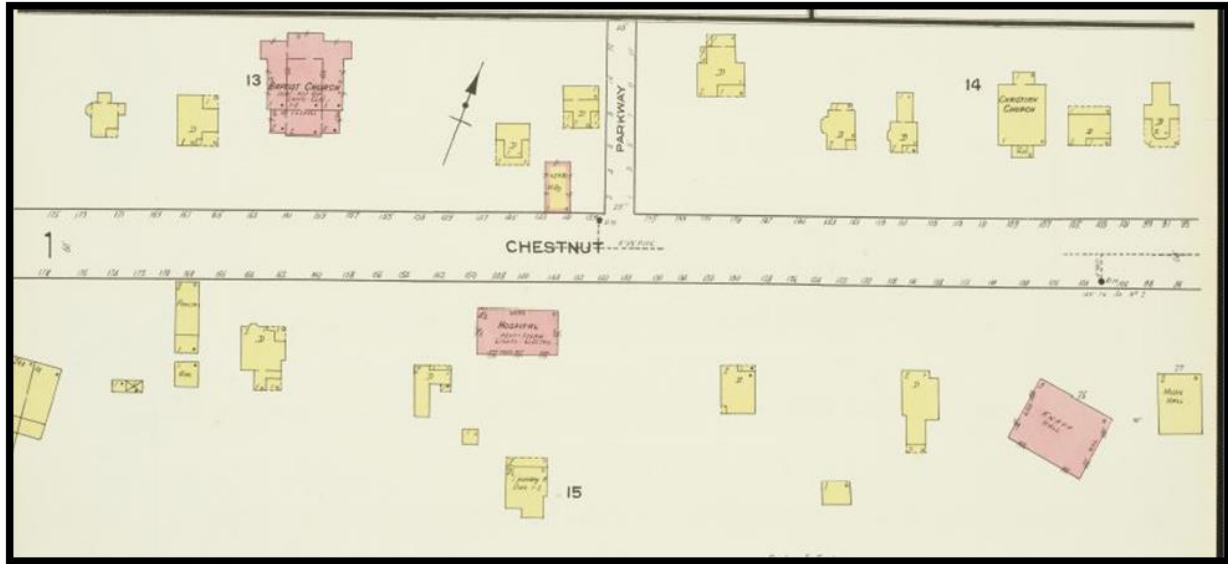


Figure 17. 1922 Sanborn Map showing Chestnut Street near Parkway Street.

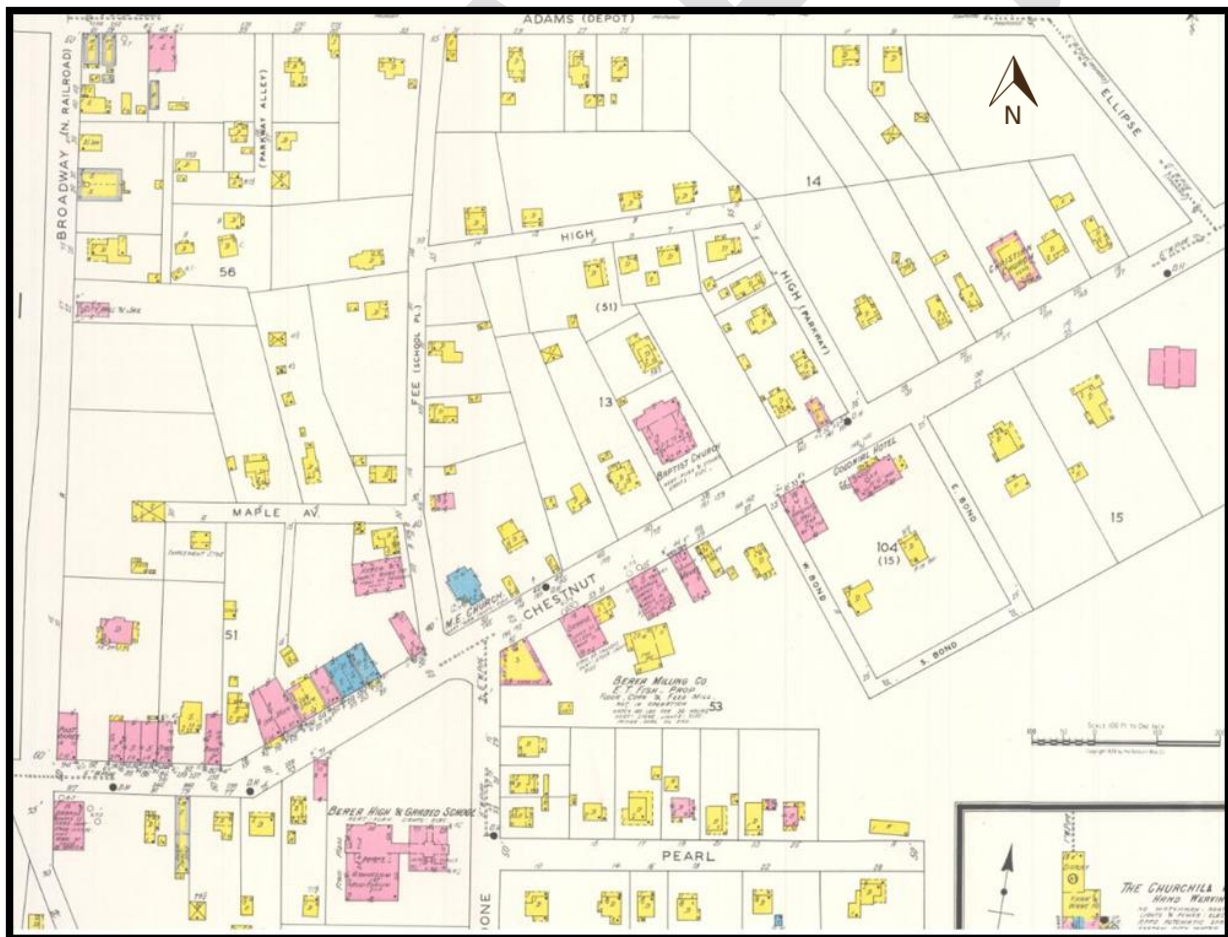


Figure 18. 1929 Sanborn Map, showing the district very close to its current conditions. Chestnut Street contained many commercial properties, and the area north of Chestnut (Fee, High, and Parkway) was

beginning to develop as a fashionable residential area. The area where the Welch commercial block burned in 1924, near the northwest corner of Broadway and Chestnut Streets, was quickly rebuilt with brick commercial buildings by 1929.

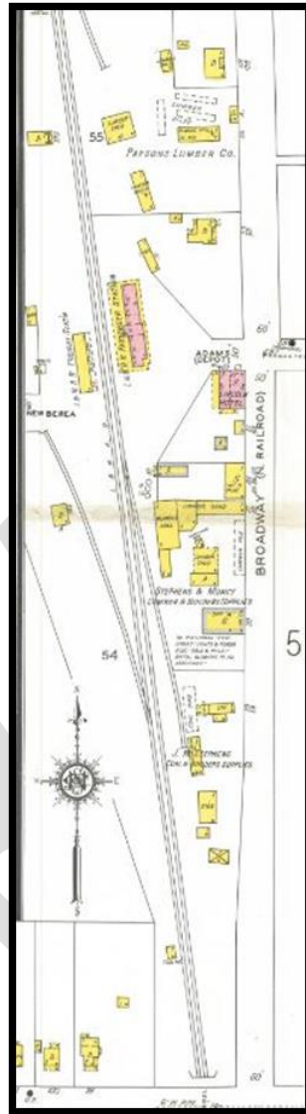


Figure 19. 1929 Sanborn Map, showing the west side of Broadway Street, along the rail line.



Figure 20. 1929 Sanborn Map, revised to 1952, showing Chestnut Street, west of Fee and Boone Streets.



Figure 21. 1929 Sanborn Map, updated to 1952, showing Chestnut Street east of Boone and Fee Streets.



Figure 22. 1929 Sanborn Map, updated to 1952, looking at Broadway Street. The left image is the west side of Broadway. The right image is the east side of the street.



Figure 23. 1950 Aerial View, Berea Downtown Historic District. The Chestnut Street commercial strip began to take on a more familiar appearance. The commercial area along Broadway had not yet developed with commercial buildings, outside of the cluster around Adams and Broadway Streets. The 1952 Sanborn map revisions, above as **Figure 22**, show that several buildings were constructed in this area between this aerial image in 1950 and that date. The residential area along Fee, High, and Parkway featured very few empty lots on which to build.



Figure 24. This 1965 aerial view of downtown Berea shows the district very near its present appearance. The Chestnut Street commercial area extended down Broadway, north of the Welch House (MAB-53) to the intersection with Adams Street. Vacant lots were also developed in the residential area north of Chestnut Street by this time.

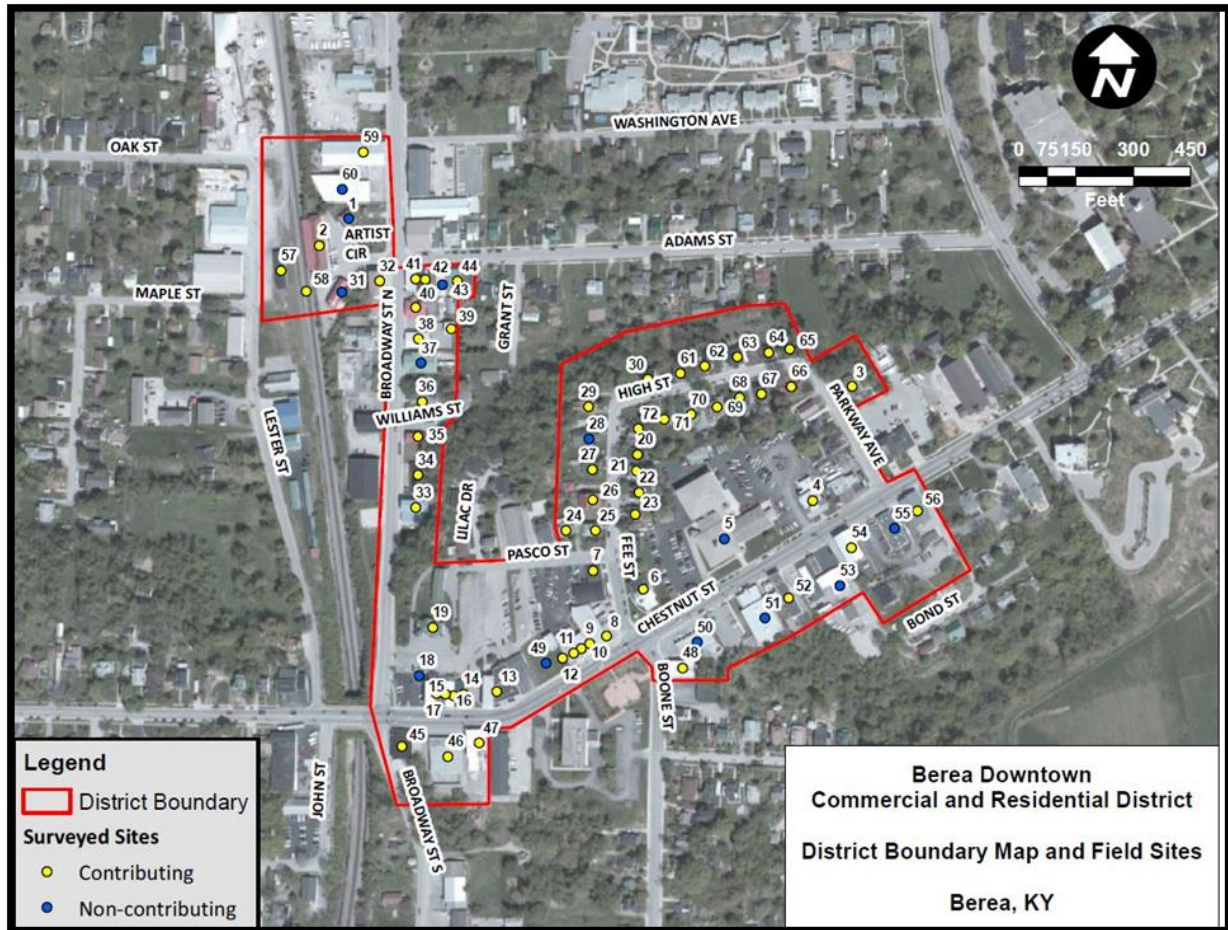




Figure 25. Berea Downtown Commercial and Residential District Boundary with Field Sites. Contributing Status is marked as yellow dots, and Noncontributing is marked blue dots.

Table 1. Individual Building Descriptions - Berea Square Commercial Historic District

Field Site No./KHC	Photo	Description
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Number		
FS 1/ MAB-135	 <p data-bbox="345 667 1000 699">3 Artist Circle, Log house, looking northwest. Photo 010.</p>  <p data-bbox="345 1150 1000 1182">3 Artist Circle, Agricultural outbuilding, looking north.</p>	<p data-bbox="1047 233 1442 1182">This one-story log house was dismantled and moved to Adams Street circa 1980 by an heir of the Shiflett family. The dwelling was constructed by the Shifletts circa 1802 in an area of Madison County called Bear Wallow. The house is a single pen log dwelling with dovetail joints. The house is characterized by a single-story modern front porch that wraps its north and west elevation. Its roof is clad in wood shingles, and its windows are 6/6 wood sash. A log outbuilding (B) is located east of the house. The outbuilding is a meat or smokehouse, owned by Isaac Davis, and moved to the present site in 2004 from a prior relocation on the College grounds. The building sits on stone piers and has a wood shingle roof. Its history is unknown. The house was donated to the city in 2003. It was moved again approximately 200 ft. to this present location.</p> <p data-bbox="1047 1182 1442 1213">Noncontributing.</p>
FS 2/ MAB-2	 <p data-bbox="345 1713 1000 1745">3 Artist Circle, Façade, looking northwest. Photo 011.</p>	<p data-bbox="1047 1230 1442 1892">The L&N Passenger Depot was individually listed in the National Register in 1975. This building is the third passenger depot constructed on this site; the others being deemed too small to handle the increased rail traffic. The first passenger depot was built circa 1881 and was replaced by a larger building in 1905. In 1917, increased enrollment at the College and a growing population spurred the need for an even larger building. The current passenger depot is a brick one-story building with a distinctive terra cotta roof. The building is further described in the 1975 nomination, and</p>

	 <p data-bbox="344 646 878 678">3 Artist Circle, Depot platform, looking north.</p>	<p data-bbox="1045 195 1445 835">accompanying KHC survey forms. The depot was closed when passenger train service was discontinued by the L&N railroad in 1959. A community-wide effort was made to preserve the building by nominating it to the National Register in 1975. A full rehabilitation was undertaken in the 1980s and the building began a new life as the headquarters for Berea's tourism office. Another rehabilitation was accomplished in 2011 for just under a million dollars. The building continues to serve as the tourism office for the growing industry. Contributing.</p>
<p data-bbox="196 842 308 905">FS 3/ MAB-180</p>	 <p data-bbox="456 1230 904 1262">110 Parkway Drive, looking northeast.</p>	<p data-bbox="1045 842 1445 1472">This one-story brick veneer house was constructed circa 1960 in the residential area north of Chestnut Street. It is currently owned by the city and used as a food pantry. This ranch style house has remained relatively unchanged on its exterior. The dwelling has 6/6 wood windows with aluminum storms and is supported on a concrete foundation wall. A small one-bay entry porch rests on two replacement fluted fiberglass columns. There is vinyl siding at the front gable. An attached one-car garage is situated on the house's south elevation.</p> <p data-bbox="1045 1476 1206 1507">Contributing.</p>

FS 4 /
MAB-78



304 Chestnut Street, looking north. Photo 012.



304 Chestnut Street, Mural, looking northeast.

This one-story brick building is the old post office, constructed in the Colonial Revival style, circa 1937 on Chestnut St. This solid five-bay symmetrical masonry building is typical of a late 1930s post office, constructed by the U.S. Secretary of the Treasury under Supervising Architect Louis A. Simon. The side gable building has 9/9 wood windows with aluminum storms. Colonial Revival details include a dentiled cornice, fanlight windows, and a brick water table. Foundation walls are brick and poured concrete. The interior is distinguished by a painted fresco mural of Berea College Commencement Day by artist Frank Long in the late 1930s. The post office moved from this location to the suburbs circa 2000. The city has used this building for offices and meeting space since that time.

Contributing.

FS 5/
MAB-204



310 Chestnut Street, looking northwest. Photo 013.

The Berea Baptist Church was constructed in stages from circa 1980 to the late 1990s. The congregation was organized in 1895, and a brick church (MAB-49) was constructed on this property in 1915-16, moved from its original location on the Old Richmond Pike. The old church and associated additions were demolished circa 1980 for the present building. This church is clad in concrete panels and has an asphalt shingle roof.

Noncontributing.

FS 6/
MAB-52



312 Chestnut Street, looking northwest. Photo 014.




101 Fee Street, looking west.




202 Fee Street, Parsonage, looking east.


The Berea Methodist Church is a concrete block building constructed in 1909-11 on Chestnut Street. The church was chartered in 1907 by four Berea citizens who became the first trustees.⁶ They raised sufficient funds by 1909 to begin constructing the building at the corner of Fee and Chestnut Streets. The church is characterized by a three-story bell tower, wrapped in ribbed metal siding, directly behind its front entrance. A recessed front door, situated within a projecting single-story front gable, provides access on the façade to the building's interior. A set of three stained glass windows are located directly east (right) of the entry and are covered in storm windows for protection. The church rests on a poured concrete foundation wall, and its roof is covered in metal panel roofing. A two-story classroom/community room addition was appended to the rear of this building in 1948. The addition has a flat roof and metal windows. The building was clad in Bedford Stone veneer circa 1960. These changes occurred within the period of significance and are important for understanding the growth of the community. There are two buildings associated with this church property. A parish house (B) is located west across Fee Street from the church. This building was a commercial business, previously utilized as a warehouse, that was purchased


⁶ Betty Weber, "The Story of Berea's Churches: Religion Plays Major Role in Berea's Community Life," *The [Berea] Citizen*, June 30, 1949, Section II.



		<p>by the church circa 1960. The building's façade is clad in Bedford Stone veneer. The façade is characterized by a stepped parapet wall, recessed entry, and two modern metal fixed pane display windows. Side elevations include original metal pivot windows. The barrel vault roof is covered in metal sheeting. A circa 1925 brick veneer bungalow (C), formerly the church parsonage, is located north of the church on Fee Street. This Craftsman-style house is characterized by a full-length front porch, supported on battered wood posts, which rest on brick piers. The two-bay façade features a wood front door and a picture window, likely added in the 1960s renovations. Windows are 1/1 vinyl sash. It rests on a concrete foundation wall. A small one-room frame addition is situated on the house's north elevation. This building is now used as a Wesley House. Contributing.</p>
FS 7/ MAB-206	 <p>103 Fee Street, looking west.</p>	<p>This one-story Colonial Revival style frame house was constructed circa 1922 and now serves as an office. The dwelling is characterized by two projecting front gables that flank an entry porch, supported on paired Tuscan style wood columns, incorporated into the main body of the house. This porch accesses front entry doors on the north (left) and south (right) sides of the house. Windows are primarily 1/1 vinyl sash; the sash on the prominent front gables are topped by a dentiled lintel. The house is clad in vinyl siding. The dwelling rests on a poured concrete foundation</p>

		wall and the roof is covered in asphalt shingles. Contributing.
FS 8/ MAB-190	 <p>400-404 Chestnut Street, looking northwest.</p>  <p>400-404 Chestnut Street, looking southeast.</p>	<p>This two-story brick and concrete block commercial building was constructed on the north side of Chestnut Street in various building campaigns between 1925 and the mid-1940s. The original portion of the building is situated on the corner of Fee and Chestnut Streets and was constructed circa 1925. This portion of the building is brushed brick masonry. Upper story windows are circa 1945 metal-pivot sash with concrete lintels and sills. The storefront appears to have been altered when the addition was constructed circa 1945. At this time, the building was used as a grocery store. The storefront features glass display windows, encased in metal, and a recessed entry with a glazed metal door. The bulkheads appear to be modern painted plywood, under which is brick veneer. A stepped parapet wall is visible on the Fee Street (east) elevation of the building, and matches that on the west elevation. Entry to the upper floor of this portion of the building is provided through a recessed stair hall, located to the west of the storefront on the older part of the building. The wood stair is situated several feet from the entryway; the floor is covered in a speckled brown and white terrazzo. A wood transom remains in situ above the glazed wood door. A pent roof, covered in asphalt shingles, shelters a portion of the sidewalk in front of the storefront, and continues west to shelter the addition as well. The 1929</p>

		<p>Sanborn map indicates that such a shelter was in situ by that time. The circa 1945 addition was constructed of concrete block and clad in brick veneer. Upper story windows are metal casements. The storefront features a recessed square entry; the entry floor is a decorative terrazzo design. The glass curtain wall display windows and modern plywood bulkheads match the materials and details on the older portion of the building. The rear (north) elevation of the addition extends in a modified triangular shape and features metal pivot windows and a two-door glazed metal entryway from the parking area. A stepped metal parapet wall, clad in terra cotta coping, can be seen on the circa 1845 portion of the building's west rear elevation. Contributing.</p>
FS 9/ MAB-208	 <p>406 Chestnut Street, looking northwest.</p>	<p>This two-story concrete block commercial building was constructed circa 1910. This building and the two directly west are among the oldest on this block. The building originally had a drug store on the first floor and an apartment on the second floor. The building's façade features rusticated concrete block, which is keyed into the smooth-faced block at the junction of the sidewalls, creating a decorative quoin-like effect. The storefront area remains intact in terms of design but its materials have been altered. A recessed storefront entry is accessible near the center of the façade, flanked by glass display windows. The windows and doors are modern metal fixtures with tinted glass.</p>

		<p>The original metal canopy, which hangs on four metal rods, remains in situ to shelter pedestrian entry. Transom windows, which have been covered with metal, are intact above the canopy. A flush-set entry door is situated to the east of the storefront and provides access to the upper floor. This door is also a modern metal replacement; a transom is intact above the door but covered with metal. The second-floor window openings are intact, but the window sash has been replaced by a 1/1 vinyl sash. The windows have concrete lintels and sills. Windows at the rear (north) elevation are 9/9 vinyl sash.</p> <p>Contributing.</p>
FS 10/ MAB-209	 <p>408 Chestnut Street, looking northwest.</p>	<p>This brick veneer commercial building was constructed circa 1910 on Chestnut Street. The 1912 Sanborn maps document a general store on the first floor, and living space on the second floor. This building was originally connected to FS 11/MAB-210 but had not been associated for some time. The ground floor storefront features a recessed square entry, flanked by glass display windows, supported by thin metal mullions. The door is a circa 1910 glazed wood door, surrounded by a plain wood surround. Storefront bulkheads are circa 1930 vitrolite panels. The storefront cornice has been covered with a ribbed metal material; the older cornice treatment appears to be intact underneath this material. A flush-set modern entry door is situated to the right (east) of the storefront and leads to the upper floor. The upper story has a four-</p>

		<p>bay façade arrangement: W-W-W-W. Second story windows are 2/2 wood sash with aluminum storms. Window sills are brick headers; a continuous lintel of decorative soldier bricks tops the windows. The rear elevation features rusticated concrete block, which is the main structural material. Windows on the rear second floor are 2/2 horizontally configured wood sash. A circa 1945 one-story concrete block addition is situated on the ground floor, likely to provide additional commercial storage and office space. Contributing.</p>
FS 11/ MAB-210	 <p>412 Chestnut Street, looking northwest.</p>	<p>This brick veneer commercial building was constructed circa 1910 and was originally connected to FS 10/MAB-209. The building was used as a general store, and upper story residential on the 1912 Sanborn Map. The building's storefront was renovated circa 1960 and remains intact to that era. The storefront display windows, which are situated within a metal frame, is flush with the glazed metal entry door. These windows feature concrete sills and a brick apron at their base. A metal transom is located above this door, and the adjacent (east) second floor glazed metal entry door. The entire façade is recessed behind a sheltered entry, supported on wood posts, which is located within the main body of the building. The upper story has a three-bay window arrangement. Windows are 2/2 horizontally configured wood sash with concrete sills. The façade's parapet wall has concrete coping. The rear</p>


		<p>elevation features a circa 1945 one-story brick veneer entry into the commercial portion of the building. The upper story rear elevation displays the original rusticated concrete block wall treatment. Windows on this elevation are primarily 6/6 wood sash with aluminum storms.</p> <p>Contributing.</p>
FS 12/ MAB-211	 <p>414 Chestnut Street, looking northwest.</p>  <p>414 Chestnut Street, looking northeast at west elevation.</p>	<p>This one-story brick commercial building was constructed circa 1925 on Chestnut Street. A two-story brick camelback type addition was appended to the rear (north) of the building circa 1940. The building's storefront features a recessed canted entry design, flanked by glass display windows with a glazed wood entry door. The storefront bulkheads are covered in stucco. An older signboard is covered in sheet metal; this sign likely covers transom windows. A wood replacement storefront cornice is positioned above the signboard. The façade's parapet wall features a wood cornice with wood brackets and a recessed wood panel design. The two-story camelback addition appears to have been an effort to increase commercial space on the ground floor while adding second-floor living space. The façade of the camelback is clad in stucco. Windows are 6/6 vinyl sash on the addition.</p> <p>Contributing.</p>



FS 13/
MAB-54






424 Chestnut Street, looking north. Photo 015.

This two-story brick commercial building was constructed circa 1906. A brick veneer addition was appended to the building's east elevation circa 1960. Historic Sanborn maps indicate this building was originally used as a bank. The older portion of the building has a wood storefront with entry recessed into the main body of the building. Modern replacement doors are situated within the entry space. The door to the east (right) appears to access the ground floor and is topped by a keystone, while the modern door to the left (west) accesses the upper level. The recessed entry space is characterized by wood picture moldings, which are echoed below the storefront cornice. Colonial Revival style pilasters frame the storefront display windows and entryway. The storefront features a dentiled cornice. A second cornice divides the first and second floors and features a wood picture mold between ornate Victorian-style brackets. The façade is framed by decorative brick pilasters with raised brick quoins. The quoins extend to the building's second-floor wall treatment. The second floor appears to have been re-worked with a Roman brick circa 1960, perhaps when the addition was constructed. Three fixed wood windows light the second-floor space on the façade. The fenestration openings appear to be intact. The building's cornice features block modillions and wood brackets. A wood picture molding is situated between the end brackets, echoing the



		<p>treatment below. The brick veneer addition to this building features two entries on the façade, sheltered under one-story front gable porticos. Windows are 1/1 wood-clad sash topped with brick keystone arches and concrete sills. A dentiled cornice accentuates the façade between the first floor and second floors and at the building's parapet wall. A drive-through banking area was added to the rear of this building circa 1980. Contributing.</p>
FS 14/ MAB-212	 <p>436 Chestnut Street, looking northeast.</p>	<p>This one-story brick commercial building was constructed circa 1925 in the aftermath of the fire that destroyed the Welch commercial block. The building first appears on the 1929 Sanborn map, which documents a drug store in this building. The building's façade is characterized by a recessed canted central glazed metal entry door, flanked by glass display windows. The display windows retain their original design and are set into an aluminum support system. Under the display windows, the bulkheads are covered with vertical board. The building retains a simple Colonial Revival style storefront cornice and has decorative brick corbeling. Contributing.</p>

<p>FS 15/ MAB-213</p>	 <p>438 Chestnut Street, looking northeast.</p>	<p>This one-story brick commercial building was constructed circa 1925 in the aftermath of the fire that destroyed the Welch commercial block. The 1929 Sanborn Map documents a store in this building. The building's original storefront has been removed and a modern brick office storefront has been constructed in its place. This storefront has a recessed square side entry design. The door is on the east side of the recessed area. Windows are modern fixed pane metal sash. The parapet has remained intact above the simple Colonial Revival style wood storefront cornice. Above this cornice is a row of bricks set in a soldier pattern. Decorative brick panels characterize the upper façade and a row of header bricks are located at the parapet. This building is considered contributing at the district level, despite the storefront changes. These changes could easily be reversed and its design could return to its original glazed storefront, by using its neighbor FS 14/MAB-212, as a guide. Contributing.</p>
<p>FS 16/ MAB-214</p>	 <p>440 Chestnut Street, looking northeast.</p>	<p>This one-story brick commercial building was constructed circa 1925 in the aftermath of the fire that destroyed the Welch commercial block. The 1929 Sanborn Map documents a store in this building. This building features a storefront with a canted recessed central entry. The entry door is an original glazed wood panel door. Display windows flank the entry door and are set into a metal curtain wall. The bulkheads feature modern ceramic tile. A fabric</p>



		<p>awning shades the glazed storefront. Brick pilasters with a concrete base frame the storefront on its east and west sides. The storefront cornice remains intact and is covered with sheet metal. A decorative brick basketwork panel is located near the center of the upper story façade. Contributing.</p>
<p>FS 17/ MAB-121</p>	 <p>444 Chestnut Street, looking northeast. Photo 016.</p>	<p>The Tate building was constructed circa 1929 to serve as a hotel and store in the aftermath of the fire that destroyed the Welch commercial block. It was individually listed in the National Register in 2006 for its importance to hotel design along the Dixie Highway/US 25. The building's recessed square storefront design remains intact but the materials have been altered. At present, a modern aluminum storefront is in place and features tinted glass display windows and a modern metal door. The bulkheads have been covered with modern ceramic tile but the recessed entry floor retains its original hexagonal ceramic tile. Entry to the second floor can be accessed through a modern metal entry door on the façade's west corner. A brick storefront cornice, set in a soldier pattern, can be found above the fixed modern transom windows. The storefront area was renovated circa 2010. The second floor features a four-bay window arrangement. Windows are 3/1 vinyl sash with aluminum storms. A continual brick header sill is situated below the windows. A pent roof, covered in standing seam copper roofing, is located between the second and third floor on the façade. The</p>

		<p>building was raised to three floors in 1930. The third floor features two divided metal windows topped by a brick arch. The name of the building, "Tate" is spelled out in yellow brick at the top of the façade's parapet. Side elevations feature a stepped wall and 3/1 vinyl windows.</p> <p>Contributing.</p>
FS 18/ MAB-215	 <p>446 Chestnut Street, looking northwest.</p>	<p>This circa 1995 modern manufactured building serves as an office for the surrounding automobile sales lot. After the fire that destroyed the Welch commercial block, a drug store was built on the corner of this lot near Broadway. This building was demolished circa 1990 and a car lot took its place. This building is clad in vinyl siding and has vinyl windows. The Tate Hotel provided parking on the location of this building.</p> <p>Noncontributing.</p>
FS 19/ MAB-53	 <p>110 N Broadway Street, Façade, looking northeast. Photo 017.</p>	<p>This circa 1897 brick masonry late Victorian house was constructed by Sam and Martha Welch. Sam Welch was a local businessman and developer of the Welch commercial block, a late nineteenth-century shopping district that stretched along the north side of Chestnut Street from the corner of Broadway to near the old bank building (MAB-54). Welch was also a founder of the Berea National Bank.⁷ This house is a two-and-a-half story dwelling with Romanesque Revival stylistic details, such as a three-story tower, a hipped roof with cross gables, and rusticated stone arches, sills, and lintels surrounding the windows. A</p>

⁷ Lavinia H. Kubiak, *Madison County Rediscovered: Selected Historic Architecture*, Book produced for the Kentucky Heritage Council and the Madison County Historical Society, 1988, 141.

	 <p data-bbox="345 646 971 709">110 North Broadway Street, North elevation, looking southeast.</p>	<p data-bbox="1045 195 1442 898">single bay front entry porch, supported on stone columns, provides entry into the building through a pair of glazed wood doors topped by a transom window. The tower has been covered in ribbed sheet metal. The original fish scale shingle may be intact under this recent treatment. Windows are mostly 1/1 vinyl sash, but there are a few original wood sash windows as well. The roof is covered in asphalt shingles and the foundation wall is stone. The property was converted into a funeral home in 1945. The business was operated by the Rominger family. It is now known as the Reppert Funeral Home.</p> <p data-bbox="1045 903 1206 936">Contributing.</p>
<p data-bbox="196 945 308 1008">FS 20/ MAB-216</p>	 <p data-bbox="483 1396 881 1430">210 Fee Street, looking northeast.</p>	<p data-bbox="1045 945 1442 1644">This one-story bungalow was constructed circa 1930 in the growing residential area north of Chestnut Street. It first appears on the 1929 Sanborn Map, revised to 1952. This three-bay frame house is clad in aluminum siding and has 1/1 vinyl windows. The dwelling's ground floor façade is characterized by a full-length clipped gable front porch, supported on three wood Tuscan style columns, clad in metal, which rest on brick piers. The front entry door is a wood Craftsman-style door. The house rests on a poured concrete foundation wall and the clipped gable roof is covered in asphalt shingles.</p> <p data-bbox="1157 1623 1318 1656">Contributing.</p>

<p>FS 21/ MAB-217</p>	 <p>208 Fee Street, looking east.</p>	<p>This one-story frame house was constructed circa 1935 in the growing residential area north of Chestnut Street. The house was built by the Abney family, whose daughter, Betty Burnwell, lives there presently. The dwelling is clad in vinyl siding and has 6/6 wood windows with vinyl storms. The central tripartite picture window was replaced with a vinyl sash in 2008. A front gable one-bay porch shelters entry into the dwelling. The entry door is a replacement door with wood sidelights. The house rests on a poured concrete foundation wall, and the roof is covered in asphalt shingles. A one-car frame garage is located down a paved driveway southeast of the house. Contributing.</p>
<p>FS 22/ MAB-218</p>	 <p>206 Fee Street, looking southeast.</p>	<p>This one-and-a-half story Tudor Revival style house was constructed circa 1930 in the growing residential area north of Chestnut Street. It first appears on the 1929 Sanborn Map, revised to 1952. This brick veneer dwelling features a prominent sloped front gable entry. The arched wood door is topped by a keystone arch. A circa 1950 metal awning shelters the entryway. Windows are 1/1 vinyl sash. The house rests on a poured concrete foundation wall, and the roof is covered in asphalt shingles. The upper half-story features a reworked shed-roof dormer window. A frame two-car garage is accessible from Fee Street, along a driveway. The garage and driveway were shared with FS 23/MAB-219 when constructed. Contributing.</p>

<p>FS 23/ MAB-219</p>	 <p>204 Fee Street, looking east.</p>	<p>This one-and-a-half story Colonial Revival style house was constructed circa 1930 in the growing residential area north of Chestnut Street. It first appears on the 1929 Sanborn Map, revised to 1952. This three-bay dwelling has a front gable porch, centered on the entryway. The porch is supported on wood Colonial Revival style wood Corinthian columns. The entry door surround features wood fluted Tuscan pilasters and a wood dentiled entablature. Windows are primarily 6/6 wood sash with concrete sills. A dentiled cornice is present below the house's slightly overhanging eaves. The upper half-story features two evenly-placed front gable dormers with 8/8 wood windows. The house rests on a poured concrete foundation wall. The side gable roof is covered in asphalt shingles. Contributing.</p>
<p>FS 24/ MAB-220</p>	 <p>102 Pasco Street, looking north.</p>	<p>This one-story minimal traditional house was constructed circa 1945 in the growing residential area north of Chestnut Street. This frame dwelling has a half-length front porch, supported on turned wooden posts. Entry is sheltered under this porch, through a wood panel door. The house is clad in aluminum siding and has 1/1 vinyl sash. The dwelling rests on a concrete block foundation wall. A brick chimney is centered on the building's west elevation. Contributing.</p>

FS 25/
MAB-221



201 Fee Street, looking west.

This two-story frame American Foursquare house was constructed circa 1925 in the growing residential area north of Chestnut Street. The dwelling is clad in aluminum siding and has a 6/6 vinyl sash. A one-story full-length front porch characterizes the façade. This porch is supported on Craftsman style columns, which rest on brick piers. Entry into the house is sheltered under this porch through an off-centered wood door with sidelights. The dwelling's hipped roof is topped by a diminutive hipped dormer vent. A small frame original one-car garage is situated to the northwest of the dwelling, down a driveway. **Contributing.**

FS 26/
MAB-222






203 Fee Street, looking northwest. Photo 018.






This Craftsman bungalow was constructed circa 1932 in the growing residential area north of Chestnut Street. The one-and-a-half-story dwelling is characterized by a red terra cotta roof, and a full-length front porch supported on battered brick columns. The glazed wood entry door, which is situated off-center, is original to the house. Directly south of the door are three 3/1 wood sash windows with concrete sills and aluminum storms. A gable dormer, with three grouped 3/1 wood sash windows, is situated on the roof to light the upper half-story. The house rests on a rusticated concrete block foundation wall. A matching brick one-car garage is located to the northwest of the house, down a concrete-paved driveway. This building has a terra cotta roof and a similar type of brickwork. **Contributing.**

	203 Fee Street, Garage, looking west.	
FS 27/ MAB-223	 <p>207 Fee Street, looking northwest.</p>	<p>This one-and-a-half story frame bungalow was constructed circa 1933 in the growing residential area north of Chestnut Street. The façade is characterized by a full-length front porch, supported on Craftsman style battered wood columns, which rest on brick piers. Entry into the house is accomplished under this porch through a glazed wood panel door. The upper half-story is lit by a pair of gable dormers with six-light casement windows. Windows on the ground floor façade are 6/1 wood sash with aluminum storms. The roof is covered in asphalt shingles and the house is clad in aluminum siding. A frame one-car garage, also clad in aluminum siding, is located to the northwest of the house down a paved driveway.</p> <p>Contributing.</p>
FS 28/ MAB-224	 <p>209 Fee Street, looking northwest.</p>	<p>This one-story frame bungalow was constructed circa 1930 in the growing residential area north of Chestnut Street. The house features a full-length front gable porch, supported on three slender Craftsman style wood columns, which rest on brick piers. Entry can be obtained through a glazed wood door near the center of the façade. Windows are primarily 1/1 vinyl sash and the house is clad in vinyl siding. A very large two-story frame addition was appended to the rear and south elevation of the house circa 1990.</p> <p>Noncontributing.</p>



<p>FS 29/ MAB-225</p>	 <p>213 Fee Street, looking northwest.</p>	<p>This one-story frame house is a circa 1910 frame T-plan cottage. This dwelling was on site before the development of the surrounding neighborhood, which had an extended period of development from the late 1920s through the 1950s. This house is clad in vinyl siding and features some decorative fish scale siding at its gable ends. Windows are primarily 1/1 wood sash with metal storms. It appears that the front porch was enclosed to provide additional living space on the east elevation. Entry is now provided through a side door on the south elevation, under a modern carport. The roof is covered in asphalt shingles. Contributing.</p>
<p>FS 30/ MAB-226</p>	 <p>112 High Street, looking northeast.</p>	<p>This two-story frame house was constructed circa 1912, before the development of the surrounding neighborhood, which began in the late 1920s. The area was known as Farmer's Hill in the early twentieth century, and this house is known as the Frank Farmer House. The house is clad in wood siding and has 1/1 wood or 6/6 vinyl sash. The dwelling's façade is characterized by a full-length front porch, which is supported on wood Colonial Revival-style columns. The front gable porch features a wood fanlight window. The dwelling's steeply pitched roof is covered in asphalt shingles. The foundation wall is parged. Contributing.</p>

<p>FS 31/ MAB-205</p>	 <p>2 Artist Circle, looking southwest. Photo 019.</p>	<p>This two-story frame building was constructed circa 1990 to serve as a commercial business in the growing art district. The building is clad in board and batten siding, and its roof is covered in corrugated metal panels. A front entry porch, supported on wood posts, is included in the body of the building. Windows and doors are wood with multiple lights. Noncontributing.</p>
<p>FS 32/ MAB-1</p>	 <p>2 Artist Circle, looking south. Photo 020.</p>  <p>2 Artist Circle, looking west from Broadway.</p>	<p>This two-story brick building is the old Lincoln Hotel, constructed circa 1917 on the site of an earlier frame hotel to accommodate passengers traveling to and from Berea via train. A restaurant was provided as an amenity as well. This three-bay front gable building has a recessed entry, flanked by two wood storefront display windows. Transom windows are present above each opening, but are currently covered in painted plywood; two of which feature signage. A wood storefront cornice tops the first-floor façade. Three 6/6 wood windows with aluminum storms are present on the second-floor facade. These windows have concrete lintels and sills. The window openings were altered by adding a horizontal wood member above the sash, likely in the mid-twentieth century. It is possible that these were a transom window that was enclosed. The building's cornice features block modillions and dentils. A frame front gable, clad in vinyl siding, was added to the parapet wall circa 1990. The east elevation, which faces Broadway,</p>


		<p>has a side entry and 6/6 wood windows that were altered similar to those on the façade. This building was determined individually eligible through the Section 106 process in 2009.</p> <p>Contributing.</p>
<p>FS 33/ MAB-231</p>	 <p>128 North Broadway, looking northeast.</p>	<p>This two-story commercial building was constructed along Broadway circa 1950, on land that was previously unoccupied. It first appears in the 1952 revised Sanborn Map of Berea. This part of Broadway developed with numerous auto-oriented industries to accommodate travel along the Dixie Highway/US 25, before the construction of the interstate highway in the late 1960s. Its original commercial use is unknown, but given the number of automobile-oriented businesses on this strip, constructed on Broadway in the mid-twentieth century, it is likely associated with that phenomenon. This concrete block building received an addition by 1960 to its south elevation of a one-story concrete block building with a brick façade. The addition has a parapet wall, topped with metal coping. The original portion of the building has metal slider windows and metal storefront windows. The entire building has replacement clad front doors. The roof is covered in metal panels. Contributing.</p>


<p>FS 34/ MAB-232</p>	 <p>118 North Broadway, looking northeast. Photo 021.</p>	<p>This one-story commercial automobile garage was constructed circa 1950 along the east side of Broadway, on previously unoccupied land. This part of Broadway developed with numerous auto-oriented industries to accommodate travel along the Dixie Highway/US 25, before the construction of the interstate highway in the late 1960s. This concrete block building has three original garage bays with rolltop doors, and one bay (to the north) that has been framed-in circa 1990 to accommodate office space. The building's façade features brick veneer, and its parapet walls are stepped down from the façade to the building's rear elevation. Windows on the side elevations are metal pivot sash. There are three windows in the recently enclosed area of the façade; these are 1/1 vinyl sash. Both doors into the building are modern multi-light clad doors.</p> <p>Contributing.</p>
<p>FS 35/ MAB-202</p>	 <p>120 North Broadway, looking southeast.</p>	<p>This one-story brick building was constructed circa 1912 by the newly founded city of Berea as a jail and local courtroom. The building cost "about \$2,000" to construct with the hope that "it will be conducive to good order in the community."⁸ The old jail is constructed of full brick masonry, set in a common bond pattern. The front gable building sits on a poured concrete foundation wall, and its roof is covered in metal panels. Windows on the façade are 1/1 vinyl sash, covered in iron bars. Metal windows on the side elevations are also covered</p>



⁸ No author, "New Jail," *The Citizen* (Berea), October 10, 1912, 4.



		in iron bars and are topped with brick jackarches and concrete sills. Contributing.
FS 36/ MAB-233	 <p>126 North Broadway, looking northeast.</p>	<p>This circa 1910 one-story frame dwelling was converted into office space circa 1995. It is now a dental office. The building is clad in vinyl siding and has 1/1 vinyl windows. It rests on a concrete block foundation wall, and its cross-gable roof is covered in asphalt shingles. The original portion of the building has a wrap-around front porch that shelters entry through a choice of two doors – a door facing Broadway or a door on the south elevation. A large office addition was built on the north (left) side of the building to the rear circa 1995 after a tornado destroyed a portion of this building as well as the entire building to the north (FS 37/MAB-234). Despite this addition, the building retains sufficient integrity of design, location, setting, feeling, and association to qualify for district-level listing in the National Register. A one-car frame garage is situated to the southeast of the building. Contributing.</p>
FS 37/ MAB-234	 <p>128 North Broadway, looking east. Photo 022.</p>	<p>This brick veneer commercial building was constructed circa 1995 in the wake of a tornado that destroyed the house on this property in 1994. The building has a gambrel roof, covered in metal panels, and single-pane metal storefront windows. Noncontributing.</p>

<p>FS 38/ MAB-235</p>	 <p>130 North Broadway, looking northeast.</p>	<p>This one-story commercial building was constructed circa 1960 along the east side of Broadway Street. Its original use is unknown. The concrete block building is faced in brick veneer. The facade has two storefronts with a fenestration pattern that reads: W-D-D-W. Display windows are two-pane fixed metal windows. The entry doors are glazed metal doors. The building's front gable is clad in ribbed metal. The roof is covered in metal panel roofing. Contributing.</p>
<p>FS 39/ MAB-236</p>	 <p>132 North Broadway, looking southeast.</p>	<p>This two-story concrete block building was constructed circa 1950 as a dwelling with an integral garage, according to the 1929 Sanborn Map, revised in 1952. It has been a commercial business since the 1980s. The building has 1/1 vinyl sash and the cornice line is covered in metal. The roof is covered metal panel roofing. Contributing.</p>
<p>FS 40/ MAB-237</p>	 <p>136 North Broadway, looking east.</p>	<p>This one-story commercial building was constructed in two parts, as can be seen from an examination of the façade. Inspection of older Sanborn maps indicates that there were two adjacent small commercial buildings on this property in 1950. Perhaps, these were joined together under one roof at some point. In any case, the current building is a front gable double storefront commercial building. The storefront to the left (north) has a recessed wood entry door with metal-clad display windows. A wood transom with six lights is present above the storefront.</p>


		<p>The storefront to the right (south) has a recessed glazed wood entry door with a metal-clad display window to its right (south). A six-light transom window is positioned above the storefront. A modern entry door is located directly south of this storefront area. The building rests on a brick foundation wall and has a metal panel roof.</p> <p>Contributing.</p>
FS 41/ MAB-3	 <p>140 North Broadway, looking southeast.</p>	<p>This two-story frame corner commercial building was constructed circa 1917, adjacent to the railroad commercial area. Inspection of the 1912 Sanborn Map indicates that a frame blacksmith shop was located on this property. The 1922 Sanborn Map documents a general merchandise store on the ground floor and a dwelling on the second floor. The building also accommodated Todd's Grocery and is known as the Todd Building in the KHC/SHPO files. The building's storefront has experienced changes. The basic design of the storefront is intact with a cast iron storefront frame and a decorative cast iron structural column at the corner entry. Behind this column is a sheltered entry into the first-floor commercial area. Entry doors are nine-light modern clad doors, set into a reduced frame. The storefront cornice and decorative cap blocks are made from prefabricated cast iron elements, likely brought to the site via the railroad. The storefront is framed by rusticated concrete block pilasters. Storefront display windows have been either removed or enclosed with barn</p>


		<p>wood. A display window on the Broadway side of the building is a 24-light fixed vinyl sash. The display window facing Adams Street is a 24-light fixed vinyl window as well. Directly adjacent (east) is a modern clad entry door to the second-floor living space. Above the door is an original stained glass transom window. Windows on the second floor are 1/1 vinyl sash, set into the original openings. The cornice line features Italianate style brackets. The building is clad in vinyl siding, and it rests on a poured concrete foundation wall. Despite changes to the storefront, this building is considered contributing to the district-level. The storefront could be rehabilitated using the tax credits for historic preservation. Contributing.</p>
FS 42/ MAB-4	 <p>219 Adams Street (left), looking southwest.</p>	<p>This two-story commercial building was constructed circa 1917, adjacent to the railroad commercial area. The 1922 Sanborn Map documents a restaurant on the ground floor and a dwelling on the second floor. This frame building is clad in asbestos shingles on the façade and pressed tin on the east elevation, both of which were installed overtop older wood weatherboard. The storefront is framed by five wood pilasters. A wood storefront cornice overhangs the first-floor façade and features decorative wood brackets. The first bay (on the east) features a replacement clad entry door that leads to the upper floor living space. This door is topped by a transom window and simple wood entablature. The next three bays</p>




		<p>feature a 1/1 wood window, a slightly recessed replacement entry door, and a 1/1 wood window. The second story façade has two evenly spaced 1/1 vinyl sash with a wood lintel. The building's cornice features decorative scroll brackets. A front gable was placed on top of this building in the recent past, similar to the treatment on FS 32/MAB-1. The east elevation windows are 1/1 wood sash with wood surrounds. This elevation also has scroll brackets at the cornice. Contributing.</p>
FS 43/ MAB-238	 <p>213 Adams Street, looking south.</p>	<p>This one-story commercial building was constructed circa 2000 in the burgeoning downtown arts district. This frame building is clad in vertical board and has a three-bay storefront with a W-D-W arrangement. Windows are 6/6 vinyl sash. The building rests on a concrete block foundation wall. Noncontributing.</p>
FS 44/ MAB-203	 <p>215 Adams Street, looking south. Photo 023.</p>	<p>MAB-203 was built circa 1925 for use as a commercial building. The building first appears on the 1929 Sanborn Map for the city of Berea. Given the historic map information as well as the type and style of the building, it is likely to have been constructed circa 1925. The building is a one-story brick veneer building. It has a double storefront arrangement and no upstairs living quarters, as was the case with prior generations of commercial buildings. The original commercial establishment is unknown at this time, as Berea has no detailed city directories</p>

		<p>form this era, but the 1929 Sanborn Map for Berea updated to circa 1950 notes the building was used as a furniture store at that time. Contributing.</p>
<p>FS 45/ MAB-239</p>	 <p>439 Chestnut Street & 205 South Broadway, looking southwest.</p>  <p>439 Chestnut Street, looking southeast. Photo 024.</p>	<p>This one-story commercial building with a raised basement was constructed circa 1929 on the southeast corner of Chestnut Street and South Broadway Street. This part of Chestnut Street near Broadway developed with numerous auto-oriented industries to accommodate travel along the Dixie Highway/US 25, before the construction of the interstate highway in the late 1960s. This building first appears on the 1929 Sanborn Map as an automobile garage with a 15-car capacity. Later maps documented auto sales and service in this building. This brick building features a stepped parapet wall on its façade. A decorative brick panel is situated near the center of the façade below the parapet wall. The ground floor storefront has four bays, topped by a brick storefront cornice, set in a soldier pattern. The east bay has a modern rolltop garage door. Moving west, there is a wood entry door with a transom window and two metal storefront windows with eight-light transom windows. The west elevation, which faces South Broadway, has ten window openings, of which five have metal pivot windows, and the rest are enclosed with plywood. There is a vehicular and pedestrian entrance to the basement level just south of a brick chimney flue. Two metal</p>

		<p>pivot windows are located further south of the modern metal pedestrian door. The roof is covered in asphalt roll roofing. Contributing.</p>
FS 46/ MAB-240	 <p>437 Chestnut Street, looking south.</p>  <p>437 Chestnut Street, looking southeast.</p>	<p>This brick commercial building was constructed circa 1940 on the south side of Chestnut Street. This part of Chestnut Street developed with numerous auto-oriented industries to accommodate travel along the Dixie Highway/US 25, before the construction of the interstate highway in the late 1960s. This building first appears on the 1952 revised Sanborn Map and is documented as providing auto sales and services to the community. This one-and-a-half story building is divided by brick pilasters into four bays. On the ground level, there are five main display windows; most of which retain their original wood fixed sash. Above each of these windows is a wood transom with divided lights. Below them is a concrete sill. Windows in the first and third bay, if looking east to west, feature a central wood window with three-light wood sidelights. Display windows that surround the glazed wood entry door have divided metal panes. The entry door has a wood transom window above it. The second half-story is distinguished by five windows. Windows in the first and third bay, if looking east to west, are wood Colonial Revival style round nine-light windows with concrete keystones. Windows in the large center bay have been replaced with 1/1 vinyl sash, set into the original openings. The building has a barrel vault roof and the</p>

		<p>parapet wall steps down from the façade toward the rear of the building. This building and its neighbor, FS 45/MAB-239, are very interesting examples of early twentieth-century buildings associated with the rise of the auto industry in Berea, along the Dixie Highway/US 25.</p> <p>Contributing.</p>
FS 47/ MAB-241	 <p>433 & 435 Chesnut Street, looking south.</p>	<p>This brick commercial building was constructed circa 1930. It appears that one portion of this building was constructed a few years before the other, but without an interior inspection, it cannot be clear which part is the original. The building first appears with the addition of the 1929 Sanborn Map, revised in 1952, like a restaurant on the west side and a store on the east side. This two-story building features a four-bay storefront that is arranged with two doors at its center. Both doors are modern metal replacements. The doors feature an original Colonial Revival style fluted surround and are topped by wood transom windows. There are four display windows with vinyl storms on either side (east and west) of the entry doors. These are accentuated by wood picture moldings both above and below the windows. A continuous brick soldier cornice is situated above the storefront. The eastern portion of the building has a cream-colored brick pilaster near its eastern corner; the same brick encloses the entry door. The second story façade has three 1/1 vinyl sash, topped with brick lintels and sills on the eastern portion of the building, and a pair of two 1/1 vinyl sash on the</p>

		<p>western part of the building with brick jackarches and concrete sills. A decorative brick header course is located at the cornice of the western portion of the building. The building rests on a concrete foundation wall.</p> <p>Contributing.</p>
FS 48/ MAB-189	 <p>105 Boone Street, looking east.</p>  <p>105 Boone Street, looking southeast. Photo 025</p>	<p>This two-story commercial building was constructed circa 1930. It first appears on the 1929 Sanborn Map, revised to 1952. It is documented as having two stores, but no details were given. This brick building has a three-bay storefront with a central glazed wood panel entry door to access the upper-level living spaces. This door is topped by a wood transom window. The northernmost bay features a canted recessed entry design with a glazed wooden door. Display windows flank this entry on both (north and south) sides. The bulkheads are wood panels. The south storefront bay has a flush wood entry door with an unpainted wood surround. Storefront windows flank this door and retain their wood framing and bulkheads. The storefront area is topped by a four-light transom. A modern metal apron shelters entry into this building, and is supported on older wood brackets. It appears that some type of entry awning was always present. The second story façade has three evenly-spaced metal casement windows, sheltered under metal awnings. Near the top of the parapet wall is a concrete plaque, embedded into a brick panel that states, "Powell Building." A stepped parapet wall continues down both the north</p>

		and south elevations of this building. Both elevations feature metal casement windows. Contributing.
FS 49/ MAB-245	 <p>416 Chestnut Street, looking north.</p>	MAB-245 is a vacant lot situated between two contributing buildings, MAB-52 and MAB-211. It is occasionally used as a farmer's market space. Noncontributing.
FS 50/ MAB-246	 <p>327 Chestnut Street, looking southwest. Photo 026.</p>	This one-story concrete block commercial building was constructed circa 1980 on the southeast corner of Chestnut Street and Boone Street. A gas station, known as G.T.'s Filling Station, was located on this site in the 1952 revised Sanborn Map. This building is faced with a multi-colored brick veneer. It contains three commercial bays with two stores per bay. A mansard roof, covered in ribbed metal panels overhangs the storefront. Noncontributing.
FS 51/ MAB-247	 <p>319 Chestnut Street, looking southeast. Photo 027.</p>	This building is the Madison County Public Library, Berea Branch that was constructed circa 2008. It is a brick veneer building with post-modern details. The building was designed to accommodate parking to the rear and side (west). It was built with zero setback from the sidewalk. Noncontributing.

FS 52/
MAB-50








315 Chestnut Street, looking southeast.


This three-story brick commercial building was constructed circa 1925. The theater was operated by the Seale family after they moved from Beattyville to Berea in the early twentieth century.⁹ S.R. Seale was so enchanted with the movies that he opened the first theater in rented space in 1918.¹⁰ The current building was built by Seale in 1925. The family operated the theater for over fifty years. The theater marquee has been removed, and the storefront has been remodeled to serve as a restaurant. Entry into the ground floor façade is accommodated through an open vestibule recessed into the main body of the building. There is a single replacement glazed wood door with an eight-light vinyl sidelight. A transom window above this door is enclosed with plywood. Directly adjacent (west) is a nine-light vinyl sash with an enclosed transom above it. The storefront area is accentuated by a brick soldier cornice. The upper story features a brick panel on its second level and three vinyl windows on its top floor. These windows are crowned with a flat keystone arch. The building's parapet wall steps back from the façade toward the rear of the building on the side (east and west) elevations. This building would not be individually eligible under Criterion C as a type of building, an early twentieth-century movie house; however, it is contributing to the Berea Downtown Historic



⁹ Betty Tevis, "Theater provided front-row view for Berea family," *The Courier-Journal* (Louisville), August 25, 1974.




¹⁰ Ibid.



		<p>District. It retains sufficient integrity of location, setting, materials, feeling, and association to qualify.</p> <p>Contributing.</p>
FS 53/ MAB-248	 <p>309 & 311 Chestnut Street, looking southeast.</p>	<p>This one-story building is a circa 1970 service station. The building has three service bays and office space on its northwest corner. The building is constructed of concrete block and has brick veneer on its façade. Metal storefront windows light the main office space. While this is an automobile-oriented resource, it is associated with the late automobile age which is not covered in this nomination.</p> <p>Noncontributing.</p>
FS 54/ MAB-55	 <p>307 Chestnut Street, looking southeast. Photo 028.</p>  <p>307 Chestnut Street, Date plaque on the facade, looking</p>	<p>This two-story commercial building was constructed circa 1928 by the Berea Free and Accepted Masons Lodge No 617. The lodge was headquartered on the second floor of this building. The first floor was intended as commercial rental space. This three-bay brick building features two storefronts and a central entrance to the lodge space. The second-floor entry door has been replaced with a modern metal door, fit into an original opening. Entry into the lodge space is accentuated by a Colonial Revival style wood surround with engaged Corinthian cast iron columns and a wood pediment. Two storefronts are positioned on either side (east and west) of this dramatic entryway. Both feature two-row brick soldier cornices, and a recessed entry, flanked by metal display windows. The bulkheads and entry tile have been replaced or covered with modern tile or plywood. Signboards cover the</p>

	southeast.	transom windows on both storefronts. The upper story is divided into three bays by brick pilasters. Five window openings have been enclosed with brick. The window's concrete sills and brick flat arch lintels remain in situ. A corbeled brick cornice is situated above the windows. At the top of the gable roof is a masonic symbol, inscribed in concrete. A modern gable roof was appended to this building in recent years. Upper story windows on the west elevation have also been enclosed with brick. Contributing.
FS 55/ MAB-249	 <p>305 Chestnut Street, looking southeast.</p>	This brick veneer building was constructed circa 1985 as a Hardee's fast-food restaurant. It is now a Mexican restaurant. Before its construction, the Colonial Hotel was located on this property. The hotel served travelers along the Dixie Highway/US 25. Noncontributing.
FS 56/ MAB-188	 <p>301 Chestnut Street, looking southeast.</p>	This two-story commercial building was constructed circa 1939 on the south side of Chestnut Street. The 1929 Sanborn Map, revised to 1952, documents two stores on the ground floor of this building. The building was raised to two stories circa 1960. This three-bay brick veneer building features randomly placed rusticated concrete blocks on the façade. A brick soldier cornice is present above the storefront area. The ground floor has three evenly spaced openings with a W-D-W arrangement. The centrally-

		<p>positioned entry door is a replacement metal door with sidelights. Above the door, there is a soldier course of bricks and three corbeled brick courses. Entry into two office spaces and the upper floor can be accessed behind this door in an entry vestibule. Glazed wood doors are situated on the east and west sides of this entry space. Wood fixed-pane display windows are situated on either side of the door. The upper story addition features four 6/6 vinyl sash and a brick cornice. Windows on the side (east and west) elevations are a mixture of 8/8 wood sash, 6/6 vinyl sash, and metal casements.</p> <p>Contributing.</p>
FS 57/ MAB-58	 <p>Lester Street (east side), looking northeast. Photo 029.</p>	<p>This frame building is the L&N freight depot, constructed circa 1915, on the opposite side (west) of the railroad tracks from the passenger depot (MAB-2). The freight depot was built very near the tracks for ease in loading and unloading goods. It is among few extant examples of this type of early frame depot in the central Bluegrass region. The building was abandoned upon the railroad's decision to halt freight service in 1969. This one-story frame building is clad in board and batten siding. The building's low-pitched gable roof extends past the eaves to shelter ingress and egress. A wood platform is in situ on the building's east elevation that furnishes access to three battened wood sliding doors. The west elevation, which faces Lester Street, contains a pedestrian door and two additional wood loading doors. Both gable ends (north and</p>

		<p>south) feature overhanging eaves with brackets. There are two boarded windows on the building's north gable end, and one boarded window on its south end. The building rests in piers. Contributing.</p>
<p>FS 58/ MAB-250</p>	 <p>Railroad Tracks, looking north.</p>	<p>The L&N railroad was extended through Berea in 1882, connecting the town to urban populations to the north, such as Cincinnati. The establishment of the line through Berea spurred an era of significant growth in the town, as evidenced by both the population growth and the extant building stock adjacent to the tracks. There are 464 linear feet of railroad track in this NR district boundary. Contributing.</p>
<p>FS 59/ MAB-255</p>	 <p>211 North Broadway, looking west.</p>	<p>This frame building was constructed circa 1960 by Polly and Charles Wyatt for use as a skating rink. The building's façade features a brick veneer and a recessed entry that is sheltered within the main body of the building. A double-leaf metal door provides entry into the skating rink. A metal awning also provides some shelter from the elements. Windows are primarily metal sash. A mid-century metal projecting sign with the word SKATE on it is situated above the entryway. Side elevation (north and south) is clad in vinyl siding, as is the front gable. This building is a late example of commercial construction before the arts renaissance on Broadway. Contributing.</p>

<p>FS 60/ MAB-256</p>	 <p>207 North Broadway, looking west.</p>	<p>This commercial building was constructed circa 1975. It features a brick veneer and a glass curtain wall on the façade. Noncontributing.</p>
<p>FS 61/ MAB-257</p>	 <p>110 High Street, looking northeast.</p>	<p>This brick veneer bungalow was constructed circa 1925 in the growing residential area north of Chestnut Street. The dwelling first appears on the 1929 Sanborn map of Berea. This one-story house is clad in wood weatherboard and has an asphalt shingle roof. A hipped roof extends from the main roof on the façade to form a full-length front porch. This porch is supported on battered wood columns, which rest on brushed brick piers. The façade is characterized by a three-bay arrangement which reads (west to east) W-D-W. Windows are primarily 3/1 Craftsman style sash and the door is a glazed wooden door. The foundation wall is parged. Contributing.</p>
<p>FS 62/ MAB-258</p>	 <p>108 High Street, looking north.</p>	<p>This frame Tudor Revival style house was constructed circa 1940 in the growing residential area north of Chestnut Street. It first appears in the 1929 Sanborn Map, revised to 1952. This one-story house is clad in vinyl siding and has 1/1 vinyl sash. The dwelling retains its Tudor Revival style details such as the prominent front brick chimney and distinctive front gable entry. A wood screen door with an</p>

		<p>arched transom provides access from a small concrete half-round entry pad. The foundation wall is parged and the roof is covered in asphalt shingles. A small one-car frame garage is located directly east of the house, accessible from High Street. Contributing.</p>
<p>FS 63/ MAB-259</p>	 <p>106 High Street, looking northwest.</p>	<p>This two-story house was constructed as infill circa 1960 in the neighborhood north of Chestnut Street. It is among the last houses to be built on this street. This brick veneer dwelling has 2/2 horizontally-configured wood sash, 1.1 vinyl sash, and a tripartite wood picture window. A one-story frame addition, clad in vinyl, is located on the house's east elevation. The gable end is covered in aluminum siding. The roof is covered in asphalt shingles. Contributing.</p>
<p>FS 64/ MAB-176</p>	 <p>104 High Street, looking northwest. Photo 030.</p>	<p>This two-story frame house was constructed circa 1909-10, before the development of a suburban residential area north of Chestnut Street. The lot was purchased from John Fee's heirs. The current owner's great aunt, Mayme Potts, lived there for 54 years. The house faces east and continues that orientation. It is clad in aluminum siding and has 1/1 vinyl windows. A wrap-around porch, supported on Victorian millwork, is present on the dwelling's east and north elevations. The house rests on a brick foundation wall and has an asphalt shingle roof. Contributing.</p>

FS 65/
MAB-175



102 High Street, looking northwest.



102 High Street, Banked Garage, looking southeast.



This concrete block house was constructed circa 1951 in the growing residential area north of Chestnut Street. According to the local informants, the house was built by a Berea College professor whose surname was Schultz.. The dwelling is clad in brick veneer and has vinyl windows of varying configurations. Entry can be obtained on the east elevation, under a wood front gable hood. A full above-ground basement is available below the house and was intended for use as a storm shelter. A one-car concrete block garage, which is located directly east, was banked into the hill below High Street. The garage has modern wood panel doors. **Contributing.**




FS 66/
MAB-177





109 Parkway Drive, looking west.

This one-and-a-half story bungalow was constructed circa 1925 in the growing residential area north of Chestnut Street. This dwelling has two primary facades; one of which faces Parkway and the other faces High Street. The Parkway façade has a full-length front gable porch, supported on Craftsman style battered wood columns, which rest on brick piers. There is a three-bay arrangement on the Parkway façade: W-D-W. Windows are 3/1 Craftsman style wood sash. The door is a Craftsman-style glazed wood door. The High Street façade features a three-bay front gable

	 <p data-bbox="480 642 881 674">109 Parkway Drive, looking south.</p>	<p data-bbox="1045 197 1430 474">porch, also supported on Craftsman style battered wood columns, which rest on brick piers. The arrangement on the porch is W-D-W. These windows are also 3/1 wood sash and the wood door is a multi-light Craftsman style design.</p> <p data-bbox="1045 480 1443 936">Inspection of the house's exterior seems to indicate that an earlier dwelling may have been added onto in the 1920s to create this residence. Without an interior survey, this assertion cannot be proven. A small one-story circa 1990 frame addition is located on the southwest corner of the house. The visible foundation wall is concrete block, and the house's roof is covered in asphalt shingles.</p> <p data-bbox="1045 942 1203 974">Contributing.</p>
<p data-bbox="196 980 308 1043">FS 67/ MAB-178</p>	 <p data-bbox="470 1425 891 1457">105 High Street, looking southwest.</p>	<p data-bbox="1045 980 1443 1898">This one-and-a-half story bungalow was constructed circa 1925 in the growing residential area north of Chestnut Street. This frame house is clad in asbestos tile. The dwelling is characterized by a full-length front porch, supported on Tuscan style wood columns, which rest on brick piers. The ground floor façade has a W-D-W fenestration pattern with 1/1 wood sash and a modern entry door. The upper half-story has a pair of 1/1 wood sash. The front gable roof overhangs its eaves and features triangular knee braces. The dwelling has an array of various window types on its side elevations (east and west) which include 3/1 wood sash and 2/2 horizontally configured wood sash. The building rests on a poured concrete foundation wall and is covered with an asphalt roof. A two-car garage is located</p>

	 <p>FS 67 C, looking north.</p>	<p>in the rear yard. Among the most interesting features of this house is a limestone marker in the rear yard, just southwest of the garage. This marker commemorates the formulation and signing of the Berea College constitution on John Fee's study in this location between 1855 and 1859. The marker has no information regarding when it was placed there, but the local informants suggest it was placed there in the 1930s. Contributing.</p>
FS 68/ MAB-179	 <p>107 High Street, looking southwest.</p>	<p>This one-and-a-half story T-plan dwelling was constructed circa 1920 in the growing residential area north of Chestnut Street. It first appears on the 1929 Sanborn Map of Berea. This three-bay frame house is clad in vinyl siding and has 1/1 vinyl windows. The house features a half-length front porch, supported on Tuscan wood columns. The dwelling rests on a concrete block foundation wall and has a metal panel roof. Contributing.</p>
FS 69/ MAB-260	 <p>109 High Street, looking south.</p>	<p>This two-story frame dwelling was constructed circa 1910, before the development of a suburban residential area north of Chestnut Street. The house is clad in vinyl siding and has primarily 1/1 wood sash with aluminum storm windows. The façade features a full-length front porch supported on battered wood columns, which rest on brick piers. This porch was likely added in the 1920s when the Craftsman style was fashionable. The dwelling has multiple cross gables, most of which are clad in wood fishscale shingles. The house rests on a brick and concrete block</p>

		<p>foundation wall. A small frame one-car garage is located in the rear yard, southeast of the house. Contributing.</p>
<p>FS 70/ MAB-261</p>	 <p>111 High Street, looking southwest.</p>	<p>This one-and-a-half story frame bungalow was constructed circa 1933 in the growing residential area north of Chestnut Street. This house first appears on the 1929 Sanborn Map, revised to 1952. This three-bay dwelling is clad in aluminum siding and has primarily 6/1 vinyl sash. The house's ground floor façade is characterized by a full-length front porch that rests on battered brick columns. An approximately 3 ft. tall wood porch railing encloses the porch from the sidewalk level. The upper half story is lit by a front gable dormer with three 6/1 vinyl windows. The building rests on a poured concrete foundation wall, and its roof is covered with asphalt shingles. Contributing.</p>
<p>FS 71/ MAB-262</p>	 <p>113 High Street, looking southwest.</p>	<p>This one-story poured concrete minimal traditional style house was constructed circa 1950 in the growing residential area north of Chestnut Street. This house first appears on the 1929 Sanborn Map, revised to 1952. This three-bay house is clad in brick veneer and has metal casement windows. The one-bay entry porch shelters access into the dwelling's wood front entry door. The house rests on a poured concrete foundation wall and its roof is covered in asphalt shingles. Contributing.</p>

FS 72/
MAB-263



212 Fee Street, looking southeast. Photo 031.



212 Fee Street, Garage, looking east.

This rambling Tudor Revival style house was constructed circa 1935 in the growing residential area north of Chestnut Street. This house first appears on the 1929 Sanborn Map, revised to 1952. This map indicates that the house's structure is clay block. The dwelling features a central brick chimney and multiple gables on its facade, which faces Fee Street. A secondary façade fronts on High Street, and features a one-bay side porch. The house's roof, which is covered in asphalt shingles, is a hipped roof with cross gables. The house has 6/6 wood windows with aluminum storms, and it rests on a poured concrete foundation wall. A brick veneer one-car garage is accessible down a concrete driveway from Fee Street. This garage retains its original wooden rolltop door. A frame side (north) addition has been added to store equipment. **Contributing.**

Alterations since the Period of Significance

Very few changes have occurred inside the National Register District boundaries for the Berea Downtown Historic District. District boundaries were configured to avoid areas in which important buildings were demolished. For example, just outside district boundaries, on the south side of Chestnut at Boone Street, was the historic graded school building, which was demolished circa 1970. In other cases, modern non-contributing buildings were incorporated due to their proximity to buildings important to the district's significance. Within district boundaries, there are two examples of high-profile demolitions with the destruction of the circa 1915 Baptist Church in 1980 for a new church facility (MAB-204), and the demolition of the circa 1930 Colonial Hotel and Coffee Shop also circa 1980, now the location of a Mexican Restaurant. The most common changes within the district are small scale in nature and have been made to downtown commercial buildings. These types of alterations have occurred to storefronts and include: replacing transparent storefront glass with tinted windows; enclosing display windows with brick or plywood/barn wood coverings; covering transom windows; addition of a gable to a flat-roofed commercial building, ostensibly to assist with shedding water from the roof; and removal of older display windows and replacement with vinyl sash.

Some commercial buildings have had an addition appended to their side elevations, that does not destroy their overall integrity, as the change does not subsume or overwhelm the original building, such as MAB-54, the old Berea Bank building, and MAB-233, a residence on Broadway that is now dental office. In the residential areas, the most common changes are the installation of new vinyl windows and/or vinyl siding.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B. Property is associated with the lives of persons significant in our past.
- ☐ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

(Enter categories from instructions.)

Community Planning and Development

Period of Significance

1890-1965

Significant Dates

1890, 1917,

1929, 1930, 1937

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Berea Downtown Commercial and Residential District meets National Register Criterion A and is significant within the historic context, *Berea College as Developer and Promoter: The Role of Berea College in Local Community Development, circa 1855 – circa 1965*. The district is significant at the local level and successfully conveys the importance of the role played by Berea College in developing the downtown area, outside of the College’s domain. The Area of Significance is Community Planning and Design. The period of significance begins in 1890, with the incorporation of the town and ends in 1965 with commercial and residential development being located primarily outside the downtown area.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Historic Context: Berea College as Developer and Promoter: The Role of Berea College in Local Community Development, circa 1855 – circa 1960

Background: Early Development in Berea

The town of Berea was founded concomitant with the establishment of Berea College. Any discussion of the town must, therefore, include a history of the college. It is difficult to find a history of the town that is not focused on the College. Officially, chartered in 1890, the city of Berea had been under the governance of the Berea College Prudential Committee and Board of Trustees since the mid-1860s. The College was founded as the Berea Literary Institute by John Gregg Fee in 1854 on ten acres of land donated to the cause by Cassius Marcellus Clay, a prominent central Kentucky landowner, emancipationist, and cousin of US Senator Henry Clay.¹¹ The town was named for a Thessalonica town mentioned in Acts 17:11.¹² Fee was the son of a Bracken County Kentucky family, who held African Americans in bondage. Intending to become a minister, Fee attended Lane Seminary in Cincinnati, Ohio, where he became convinced of the evils of slavery. As a result of his fervent opposition and attempts at familial conversion, his father disinherited and disowned him. Fee's wife, Mathilda Hamilton Fee, was as thoroughly abolitionist and involved in the college as he was.

Fee was not initially interested in establishing a college but rather a church from which he could engage audiences with his abolitionist views. Upon reflection and encouragement by Clay and George Candee, an Oberlin (Ohio) graduate, Fee warmed up to the idea and began fundraising for the endeavor by 1855. In conversation with Candee, Fee suggested that the school, "would educate not merely in a knowledge of the sciences, so called, but also in the principles of love in religion, and liberty and justice in government."¹³ Within a few years, by 1858, Fee was joined by John Almanza Rowley (J.A.R.) and Elizabeth Rogers; John G. Hanson, Fee's cousin; and local farmers, William Stapp, John Smith and T.J. Renfro in drafting the first college constitution. The constitution specified that the school intended, "furnish the facilities for a thorough education to all persons of good moral character, at the least possible expense, and all the inducements and facilities for manual labor which can reasonably be supplied by the Board of Trustees shall be offered...This College shall be under an influence strictly Christian, and as such, opposed to sectarianism, slave holding, caste, and every other institution or practice."¹⁴ To achieve these lofty goals, the committee ensured that anyone was welcome, regardless of color, gender, or age. This document laid the groundwork for the next forty-plus years in the College's history. This legacy was succinctly summed up by J.A.R. Rogers as follows, "This course was taken although it was known that it would be contrary to the prejudices of many, because it was right."¹⁵

Unfortunately, it was not meant to be in a country so wrought with tensions from the "slave question." Two years before the official start of the Civil War in 1859, Fee and his supporters – 24 families in all-- were driven out of the state by angry central Kentucky slave-holders. This

¹¹ Shannon Wilson, *Berea College: An Illustrated History* (Lexington: University Press of Kentucky, 2006), 13.

¹² Ibid.

¹³ Ibid., 14.

¹⁴ Robert Piper Boyce, *Building a College: An Architectural History of Berea College* (Berea, KY: Berea College Printing Services, 2006), 3.

¹⁵ Wilson, 14.

occurred both due to their ongoing work to dismantle slavery and racism, as well as to comments misreported in the Louisville *Courier-Journal* newspaper, which stated that Fee supported the incendiary actions of John Brown. Fee had stated that “We want more John Browns; not in the manner of action, but in the spirit of consecration; not to go with carnal weapons, but with spiritual: men with Bibles in their hands, and tears in their eyes, will beseech men to be reconciled to God. Give us such men, and we shall save the South.”¹⁶ Not even remotely dissuaded, Fee and supporters reopened the Berea Literary Institute in January 1866, never to shutter its doors again.¹⁷ The school was officially chartered in April 1866. Having spent most of the war at Camp Nelson (NRIS 00000861), a Union camp and safe haven for African Americans across the state, Fee made many important connections among African American soldiers there that helped to populate his new college, in terms of students and potential teachers. By 1867, the institute had an enrollment of 307 students with two-thirds of them being newly freed African Americans.¹⁸ The town was not much larger than the College, as of the first recorded U.S. census year in 1880. Of a total population of 580 inhabitants, 307 attended the College in that year – a difference of only 273 residents, which may well have accounted for by immediate family members. (See **Table 2**).

The town began to grow around the emergent college and was governed by the College’s Trustees in its early days. This arrangement, like everything about the founding of Berea, was unusual and cannot be accounted for by convention elsewhere in the state. The naturalness of this endeavor was summed up by J.A.R. Rogers, “The College and the village which grew around it were one in heart and purpose, and the people of the town united with the teachers in their Sunday work.”¹⁹ The first formal acknowledgment of the town came in 1869 records of the College Trustees - a full 14 years after the initial establishment of the literary institute. By the late 1860s, the Trustees voted to survey the town and “stake out residential and commercial lots and site school buildings on the [now] 100-acre tract, essentially making the town and the school one and the same.”²⁰ The price of lots on Main Street was set at \$150 in that year, and the street was set to be 80 ft. wide.²¹ Residential lots were sold to African American families, eager for an education for themselves and their families. As with the planning of the school, there was a conscious effort by Fee and others to ensure that Black and white families resided in close contact. “By 1870, some forty-to-fifty African American families had bought land in and around the village of Berea, their lots and parcels interspersed with whites...creating an interracial community.”²² In addition to the work of surveying and selling lots, the Trustees planned the locations of streets and trees as well as establishing a public commons area (College Square), which was intended to be the focus of the growing campus. Fences were

¹⁶ Ibid., 21.

¹⁷ Ibid.

¹⁸ Wilson, 27.

¹⁹ Jean J and William Welch, “Berea – City and College Growing Up Together, 1865 – 1940,” Unpublished paper for the Centennial Celebration of the City of Berea, Kentucky, 1990, 3.

²⁰ Boyce, 4. Some sources indicate that the tract was 140 acres.

²¹ Welch and Welch, 2; Boyce, 4.

²² Wilson, 23.

specified to mark the campus area around Chestnut and Main Streets.²³ Historian Boyce notes that “Bisecting the ridge, Chestnut Street, the principal east-west street, began at the College Green, was flanked with plank walls and ran west to residential properties.”²⁴ The 1876 Beers map of Madison County, a portion of which is shown in Section 7 in **Figure 13**, records sparse residential development along Chestnut Street, and a few shops, such as Coyle’s General Store, on Boone Street and the south side of Chestnut near Broadway. Road conditions in the early town were just passable on the main thoroughfares but certainly not accessible after a heavy rain or snowstorm. (See **Figure 26**).



Figure 26. This undated photo shows Chestnut Street in the late nineteenth century. The road was unpaved and had yet to experience the commercial and residential growth that came from the expansion of the College and the establishment of the Dixie Highway along Chestnut Street in the 1910s.²⁵

By 1869, the College hired its first President, Edward Henry Fairchild who served until 1889. Fairchild had previously taught at Oberlin College in Ohio, where he had been head of the preparatory department.²⁶ He became deeply interested in the anti-slavery movement when he was 16 years of age, and entered Lane Seminary where he became thoroughly radicalized. According to historian Shannon Wilson, “Established in the fall of 1869, Fairchild’s administration inaugurated the development of a curriculum, the beginnings of significant

²³ Boyce, 4.

²⁴ Ibid.

²⁵ Photographer unknown, “Streets Folder,” Berea College Special Collections and Archives.

²⁶ Wilson, 33.

fund-raising and endowment, the shaping of an interracial community, and the first substantial buildings that were symbolic of the college's stability and commitment."²⁷ Progress in constructing substantial buildings came slowly at first. Fundraising had stagnated and Fairchild had to overcome those obstacles before inaugurating a building campaign. Early supporters included northern abolitionists and the U.S. Freedmen's Bureau. The Freedmen's Bureau helped fund construction of the first substantial frame building on campus, three-story Howard Hall, in 1869. This building was a men's dormitory, built to accommodate the growing student population. The first major brick building was constructed, Ladies' Hall, in 1870-71 for a cost of \$50,000 with student labor. Except for these two buildings, the majority of campus buildings were small in scale and constructed of sawn lumber in a rustic style. In town, residential buildings were being constructed, but very few commercial establishments were among these buildings.

By 1882-83, the L&N railroad was extended from Richmond to Berea, connecting the town to large populations and markets in Cincinnati to the north. The presence of this line spurred a great era of sustained growth. As was typical for Berea, the College played a significant role in luring the railroad through the small town. Historians Welch and Welch state that, "Kentucky was witnessing a railroad construction boom... In 1879, renewing its committee on railroads and pikes, the College Trustees reaffirmed the importance of service by rail for the town and the college. The Kentucky Central railroad came as far south as Richmond [at the time]. The Prudential Committee assigned Hanson, Fairchild, and Hart to entice it to Berea."²⁸ In 1881, the committee voted to acquire the right-of-way for the rail line for the sum of \$3,000; an action which was taken without consulting the Board of Trustees. This sum was donated by Fairchild in order to relieve financial anxieties.²⁹ Despite being annoyed by the lack of direct communication, the College committee's work was not in vain. The railroad was completed directly west of campus in 1883, and a frame passenger depot was erected. (See **Figure 27**). In addition to making the College more accessible, the railroad "brought new businesses to Berea and provided a way to export lumber from the mountains to a growing commercial market."³⁰ Also, Berea became the center of a farm-to-market transportation network that catered to farmers in the immediate south and east, not yet served by the railroad. New buildings sprouted up around the freight (MAB-58) and passenger (MAB-2) depots to serve this railroad-oriented community. Lester Street and the west side of Broadway contained numerous industrial enterprises, such as the Stephens and Muncy Lumber Mill, which operated on the west side of Broadway until the mid-twentieth century. By the end of the century, Berea's population had increased to 762 inhabitants.

²⁷ Ibid.

²⁸ Welch and Welch, 4.

²⁹ Howard Carlberg, Marvin Carlberg, and Patricia Stephens, *Berea: Images of America* (Charleston, S.C.: Arcadia Press, 2009), 18.

³⁰ Ibid.



Figure 27. This view was taken circa 1900 of the first passenger depot in Berea. The building is located in the same location as the current building, now used as headquarters for the Berea Tourism offices.

The City of Berea Incorporates

The town of Berea officially incorporated in 1890. Partially as a response to insecurity regarding a change in the College's administration, and in part due to the growth prompted by improved transportation networks and infrastructure, such as the railroad, the town was incorporated in 1890. The first meeting of the Town Trustees occurred on May 9, 1890, with five trustees designated in the official state charter: Josiah Burdette (College Trustee), S.G. Hanson (College Trustee), P.D. Dodge (College Treasurer), T.R. Robinson, and P.B. Johnson (town merchant).³¹ Elected members of the town board included A.W. Titus (African American Berea graduate and community leader), and A.J. Hanson (College Trustee and merchant).³² Josiah Burdette was selected as the Chair of the town board.³³ Standing committees established were for sanitation, sidewalks, streets, and stock. A few years later, committees were added for law and order as well as claims and audits. The establishment of town governance supplanted the influence of the College's Prudential Committee and Board of Trustees by June 1890, however; many College Trustees and professors remained heavily involved on the town board. Thus, the College's influence remained substantial.

³¹ Welch and Welch, 10.

³² Ibid.

³³ Ibid.

Table 2. Berea, Kentucky Population Statistics, 1880 - 1970³⁴

Census Year	Population of Berea	Student Population
1870	---	307
1880	580	369
1890	---	375
1900	762	675
1910	1,510	740
1920	1,640	2,779
1930	1,827	1834
1940	2,176	1947
1950	3,372	1119
1960	4,302	1658
1970	6,956	----

Primary concerns within the new town included passable streets, and the establishment of water, sewer, and electricity. Historians Welch and Welch note that “Impassable streets, hogs and stock on the loose, galloping horses, fires, insufficient clean water, and the need for revenue all occupied the new town trustees well into the new century.”³⁵ Following a pattern inherited from years prior, the College took the lead in providing utility services. In 1904, for instance, College Trustee D.K. Pearson underwrote the development of a water system for the school.³⁶ This system was extended, to the town by an ordinance passed in 1905. Steam pipes were placed under the streets from the College campus. “The generator and steam lines began producing electricity and steam heat in the same year. An expert on street lighting came in 1906. The business block on Main Street received its first 60 watt bulbs in 1909...”³⁷ Electric service was extended to most commercial enterprises in that year, but residential service had not yet been expanded. Upon threat of a private franchise intended to supply the town with telephone, electricity, and water services, the College Trustees “established a committee to explore ways of providing the town with water and electricity from the college power plant. The next week, Town Trustees passed ordinances setting forth terms for the construction and operation of public utilities.”³⁸ The College was able to operate utility services to the fledgling town at an inexpensive rate, providing a steady source of cash flow. The utilities were deemed tax-free by the state of Kentucky in 1907, due to the College’s nonprofit status. Expansions of these services occurred throughout the 1910s to accommodate the growing town. By 1920, the

³⁴ No author, “Berea, Kentucky,” Entry in Wikipedia. Accessed online June 2020 at:

https://en.wikipedia.org/wiki/Berea,_Kentucky; Berea College enrollment statistics were gathered by College Archivist Sharyn Mitchell and sent to the author via email in June 2020. The statistics are somewhat uneven, as the College’s enrollment varied due to what portions of the student body was counted, and if the High School was included in these numbers. Nevertheless, this information provides an important perspective into the city’s development patterns.

³⁵ Welch and Welch, 12.

³⁶ Ibid., 14-15.

³⁷ Ibid.

³⁸ Ibid., 16.

College's Prudential Committee served as the town's water and electric board. This arrangement stayed in place until 2007 when the College transferred the electric and water utility services to city governance.³⁹ By 1900, the town had grown from 580 residents in 1880 to 762 inhabitants, a steady increase of 182 persons. The College documented 675 students in attendance that year, which formed 88 percent of the town's population. (See **Table 2**). Due to steady growth, stimulated by the railroad and the College, the town became a fifth-class city per Kentucky statute in 1909 with a population of 1,200 persons. This status allowed Berea to operate with a mayor-council form of government.⁴⁰

Fire protection was also an important concern in the early 1890s. "Water mains and the resulting fire protection slowly expanded throughout the town with the extensions controlled by the College."⁴¹ By 1912, the pace of commercial and residential development had increased exponentially, but the extension of services had slowed to the point where action had to be taken. The town trustees agreed with a private provider to supply fire hydrants and a water tower. The college, anticipating revenue losses, purchased this franchise and entered into a formal agreement with the town. The water tower was officially completed in 1915. Construction of private commercial and residential buildings was also important to the newly established community. Locations for residential areas surrounded the College in all directions, but especially west along Chestnut Street and east on Center Street, Prospect Street, and Richmond Pike. There were two main commercial areas, which appeared between the 1880s and the turn of the century: "one along Main Street and east of the College Green, and the other built closer to the railroad on the west end of Chestnut Street...The College attempted to control the aesthetics along the Public Square, but had no control in the manner of design and construction closer to the railroad tracks."⁴²

Amid town establishment in 1890, Berea College hired its second president, William B. Stewart, who served only two years, due to internal strife and politics inherent in this change from original leadership provided by Fee and Fairchild. Stewart's presidency has been reexamined in light of this intrigue by historian Shannon Wilson.⁴³ In 1892, William Goddell Frost, an Oberlin graduate, and professor was inaugurated as the third president. Frost, who served for 28 years, refocused the College's attention on the people of Appalachia, and "influenced every aspect of campus life from building design to curricular reforms to student rules and regulations. His charismatic and forceful personality were important assets in Frost's exhaustive fund-raising efforts."⁴⁴ Frost's administration dealt with very difficult challenges. The passage of the Day Law in Kentucky in 1904, spelled a serious reevaluation of Berea's mission. The Day Law passed some 39 years after the emancipation of enslaved African Americans in Kentucky signaled the end of the Reconstruction Era in the state. Representative Carl Day, a Democrat from Breathitt

³⁹ Carlberg, Carlberg, and Stephens, 23.

⁴⁰ Ibid.

⁴¹ Ibid., 17.

⁴² Boyce, 6.

⁴³ Wilson, 57-73.

⁴⁴ Ibid., 75.

County, sponsored a bill in the Kentucky Legislature which effectively made it “unlawful for any person, corporation, or association of persons to maintain or operate any college or school, or institution where persons of the white and Negro race are both received as pupils for instruction.”⁴⁵ Further, no institution could maintain a separate campus for the opposite race within a 25-mile radius. The bill passed with bipartisan support, and remained the law in Kentucky until 1950.⁴⁶ For Berea College, this meant that a decision had to be made on who - Black or white students- was to remain on the main campus. For Frost, the decision was clear. Historian Wilson observes that, “Frost’s ‘discovery’ of Appalachia, a topic that dominated college publicity literature after 1895 and significantly informed the college’s response to the racist backlash in Kentucky against interracial education...The college took its education mission to mountain people through extension programs...”⁴⁷

It was not just Frost’s fascination with mountain people that drove this decision but also the unfortunate lack of interest from northern donors to interracial education in the south. A racist backlash had occurred across the nation, with Jim Crowe type laws passed in nearly every state – north or south—along with great anxiety by some donor families with regard to the influx of “foreigners” from southern and eastern Europe. These sentiments are summed up by Wilson, “African Americans were cast aside by social reformers in much regional and national literature as foreign and savage, unworthy of inclusion in the Anglo-Saxon nation.”⁴⁸ Replacing them was the Appalachian mountaineer, who was seen as a noble ancestor with the best bloodlines (Anglo-Saxon), but “left behind” by modern American society. Without acknowledging this ambiguity within the rapidly industrializing region, Appalachian people were seen as true patriots, just in need of assistance to function as proper citizens. Despite some ambivalence, Berea College challenged the Day Law to the Supreme Court. By 1908, the court ruled against the College. The court sustained the action of the Kentucky legislature to separate the teaching of black and white students. In a scathing dissent, Justice John Marshall Harlan, a native of Danville, Kentucky, wrote: “Have we become so inoculated with prejudice of race than an American government, profoundly based on the principles of freedom, and charged with the protection of all citizens alike, can make distinctions between such citizens . . . simply because of their respective races?”⁴⁹ While outside the scope of this nomination to analyze these complex dynamics further, suffice it to say that Frost and the Trustees decided to create a campus for Black students closer to the robust African American population in Louisville. The College divided assets raised for interracial education, which amounted to \$200,000. Frost personally conducted a fundraising campaign to finance the construction of a new campus. By 1909, an additional \$400,000 had been pledged. The campus, called the Lincoln Institute (NRIS 88002926), was situated in rural Shelby County, just east of Louisville. It was designed by the African American architectural firm of Foster and Tandy. It opened officially in 1911. The

⁴⁵ Ibid., 83.a

⁴⁶ Berea College was the first Kentucky undergraduate institution to admit/re-admit African American students. They were welcomed officially for the Fall term of 1950.

⁴⁷ Wilson, 75.

⁴⁸ Ibid., 81.

⁴⁹ Ibid., 84; U.S. Supreme Court Reports, 211, U.S. 69.

Olmsted Firm of Brookline, Massachusetts also provided advice regarding landscaping and building placement, thus cementing a relationship with the College for years to come. Early twentieth-century plans developed in concert with the Board of Trustees, the Olmsted firm and the Town Trustees became the basis for the modern campus layout, and to some extent the town design as well. The Olmsted firm provided the fodder for continuing campus expansions and reconsideration of plantings, sidewalks, streets, and trees. Among the most significant proposals were plans that impacted streets, sidewalks, plantings, and the design aesthetics along Chestnut Street as well as other arterials close to campus.

These town and gown relations were not without friction. Despite the 50/50 cost-share arrangement with the city, President Frost most often acted on his own to make changes without seeking input. His chilly relationship with the town had been exacerbated by his insistence on changing specifications (without any discussion) for the paving of Chestnut Street, which resulted in failure within just a week.⁵⁰ The College had to pay for this mistake, rather than the town. The College also worked closely with the city to rebuild Main Street and Chestnut Streets, with Frost insisting that curbs must be avoided. On this matter, he stated, "The advice of the Olmsted Brothers would have cost the Town of Berea a large fee. I am glad to offer it to you without expense... We would be forced to apologize to every visitor for the existence of curbing in front of park or residential properties, such as our campus."⁵¹ In 1917, Frost (silently and upon some insistence by the College Treasurer and Business Manager) conceded the town's role in these matters by asking Mayor John Gay to become a member of the College's Prudential Committee. This action, along with the more conciliatory styles of the next two presidents, ushered in an era of greater cooperation between the town and the school.

Expansive Growth in Early-to-Mid Twentieth Century Berea

The town of Berea expanded in both population and land area, beginning in the mid-1910s and continuing throughout the period of significance, which ends in 1965 with the development of an interchange along I-75, a north-south limited access interstate highway. At the start of the twentieth century, 762 persons were recorded in the town. By 1960, there were 4,302 inhabitants, an increase of 464 percent. College enrollment, which is one method of measuring the impact on the town, was at its highest point in 1920 with 2,779 students attending school. At the time, a vocational, normal, and high school attendees were part of these numbers. By 1960, however, College enrollment had been capped to around 1,600 students, which formed a mere 38 percent of town residents. Despite the purposeful decline in enrollment, the College maintained an equivalent relationship with the town, maintaining public utilities and cooperating on public improvements.

⁵⁰ Welch and Welch, 23.

⁵¹ Ibid., 24-25.

Fueling the town's growth was the adoption of the automobile and establishment of the Dixie Highway through the town, which followed the route of modern-day U.S. 25 along Chestnut and Main Streets. Hardly any mode of transportation has been permitted to alter the landscape as dramatically as the automobile.⁵² No longer were commercial or residential areas tied to the urban core, in nodes surrounding rail or streetcar lines; by the 1920s, the popularity of the automobile and state/federal policies fostered the construction of new evenly paved roads. A road building frenzy followed, in part funded by the federal government through the new state highway departments. Kentucky's highway department had been established in 1912, some four years before the 1916 Federal Aid Road Act, which provided limited funds for road construction with state or local matching dollars. A road plan was enacted in 1914 that attempted to connect county seats across the Commonwealth. Gasoline taxes, licensing fees, and federal aid were utilized to begin Kentucky's ambitious road building program.⁵³

At the same time, private highway associations began promoting better roads. Embedded in the philosophies of the National Good Roads movement, which was a loose, albeit uneasy, alliance of progressives who wished to improve the lives of rural people and commercial developers who intended to make money from auto tourism, the highway associations developed routes, encouraged paving plans, and promoted sight-seeing along their highways.⁵⁴ These routes were marked, and the highway associations typically developed promotional literature and maps for use by the upper-to-middle class auto touring public. Among the most important routes was the Dixie Highway and its many spur routes, which was established by a private association headquartered in Chattanooga, Tennessee. The road was the brainchild of Carl Fischer, promoter of the Lincoln Highway Association, founder of Prest-O-Lite battery-powered car headlights, and developer of Miami Beach as a tourist destination.⁵⁵ The goal was to convince states and localities to sign onto an ambitious plan that intended to build a mid-western route that would connect Sault St. Marie in Michigan to Miami Beach in Florida. Along the way, towns would receive specifications for signage and highway construction materials, but no funding to accomplish the stated goals. In exchange, towns would receive hundreds of well-heeled auto tourists, ready to spend money on accommodations, food, and gasoline, as well as free promotion in the association's literature. Kentucky would eventually spend over \$9 million in bonds on the Dixie Highway and countless volunteer hours, assisting poorer counties in building and paving their portion of the road.⁵⁶ Economic development was the intended consequence of this public investment. Services would be needed along the heavily traveled

⁵² Rachel M. Kennedy and William J. Macintire, "Roadside Architecture of Kentucky's Dixie Highways: A Tour Down Routes 31E and 31W," Tour publication booklet for the 2004 National Trust for Historic Preservation Conference, October 1, 2004. Available online at: <https://heritage.ky.gov/Documents/DixieHwyTour.pdf>

⁵³ Ibid.

⁵⁴ Ibid.

⁵⁵ Ibid., 7.

⁵⁶ Reid L. Connelly, "The History and Influence of the Dixie Highway," Unpublished paper for Berea College Honors Class, May 1, 2003. On file at the Loyal Jones Appalachian Center, Berea College.

routes and local business persons could expect to prosper with a well-placed, efficiently operated motel, gas station, or tourist site.⁵⁷

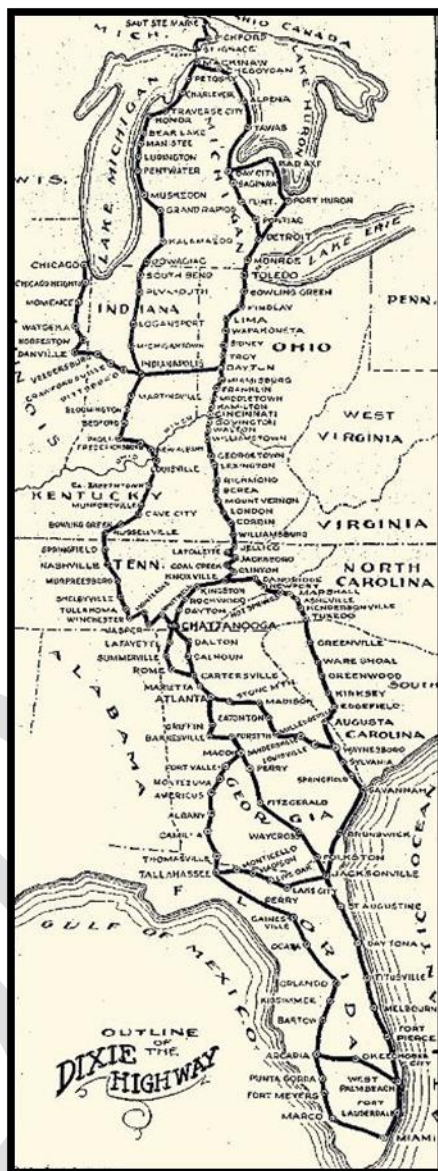


Figure 28. Early map of the Dixie Highway route(s) from Michigan to Florida. Brea is listed on the map's eastern route as a place to visit.⁵⁸

The importance of this movement was not lost on the city of Berea or the College. As was typical in Berea, the College played an important role in the mid-1910s, making certain that the new highway passed through the town. The College rallied to be included in the April 1917

⁵⁷ Kennedy and Macintire, 9.

⁵⁸ Dixie Highway Association, Public Domain, <https://commons.wikimedia.org/w/index.php?curid=11472389>. Accessed online July 2020.

motorcade from Cincinnati to Berea, in order to inspect the road as well as to encourage completion of a small section of road between Rockcastle and Laurel Counties to the south of Madison County. According to an account by Berea College student Reid Connelly, "About 300-500 cars came to Berea and included people such as President Allison of the Dixie Highway Association, Governor Stanley, and many member automobile associations from Ohio and Tennessee."⁵⁹ Another similar tour was held in May 1917 with a stopover in Berea at the College Chapel. College President Frost welcomed 150 visitors with an inspiring speech, invocation, and performance by a student quartet.⁶⁰ The Dixie Highway Association President "paid a beautiful tribute to President Frost and his work, "followed by further accolades by the Cincinnati Automobile Club President, comparing Frost's endeavors to that of Andrew Carnegie."⁶¹ A few months prior, College President Frost, as par-excellence promoter of Berea, wrote to the Dixie Highway Association President (October 1916) to insist that Berea was included on the promotional map of the highway. He was answered by the Editor of the *Dixie Highway* magazine proclaiming that, "We shall endeavor to have Berea inserted on the electro we are having made."⁶² The letter goes on to thank Frost for the booklet he enclosed in his last correspondence, promoting Berea College's arts and crafts programs. The magazine's editor wrote that, "We could use an article on this subject to good advantage in the 'Dixie Highway' and would be glad to have photographs for illustration."⁶³

In Berea, interest in the new road spanned from progressives who wished to better accommodate farmers bringing goods to market, as well as those educators who felt that providing roads would lead to more educational opportunities. Examples of these types of good road promoters could be found in *The Berea Citizen's* editorial pages in the 1910s and 1920s. One such missive observed that, "How the autos spin over the Dixie Highway! But it does not belong to them, it belongs to the farmer who has loads to haul..."⁶⁴ Another article, published in May 1921, stated that, "There are two classes of people interested in the Dixie Highway. One is a class of pleasure seekers who would enjoy a beautiful and comfortable road thru out picturesque mountain country to the winter resorts of Florida. The second class are the enterprising tho handicapped citizens who live in the mountains but are longing to for an easy access to the outside world. We make no issue with the first class as their desire is a legitimate one, but our sympathy and cooperation are with the second class. The mountain people need roads. Roads are next to schools in the list of uplifting agencies. They widen one's sphere of influence. By the process of good roads people's lives are made broader."⁶⁵

⁵⁹ Connelly, 14.

⁶⁰ No author, "Berea Welcomed 'Dixie Highwaymen,'" in *The Citizen* [Berea], May 24, 1917.

⁶¹ Ibid.

⁶² Nellie Frost Fyffe, Correspondence to President William G. Frost, October 24, 1916. On file at the Berea College Archives.

⁶³ Ibid.

⁶⁴ No author, "Dixie Highway for Profit more than Pleasure," *The Citizen* [Berea], May 17, 1917.

⁶⁵ No author, "The Dixie Highway," *The Citizen* [Berea] May 19, 1921.

On the other end of the spectrum, but not antithetical to the first point of view, were the boosters and developers of the highway who purchased and developed land to accommodate both the auto touring public's needs as well as attempting to attract new residents to the town from surrounding rural areas. An instance of this point of view can be found in the numerous real estate advertisements, announcing new residential development along the burgeoning Dixie Highway. One such advertisement for the Dixie Park neighborhood stated that, "We feel that our proposition should interest the citizens of Berea, as it is our purpose to advertise rather extensively in the adjoining counties and try and locate many new families in Berea, some of whom will build homes, all of whom will buy groceries, furniture, hardware, drugs, clothing, etc." ⁶⁶

Sale of Berea Property
At Public Auction
Friday, October 8, 1920
 At 10:00 o'clock
 On the above date and at the hour named we will sell

No. 1—The 7-room dwelling located on north side of Dixie Highway at the end of Estill street and known as the **VanWinkle Homestead**

This property is being sold to settle the estate for the VanWinkle heirs. This lot is 100x325, with splendid garden, is well located and a desirable home.

No. 2—The 8-room house belonging to John Lakes, located on north side of Chestnut street near Welch's Department Stores. Also a block of land in the same location, belonging to Mr. Lakes, which will be cut into desirable lots.

No. 3—House and lot on Depot street belonging to R. J. Abney, and known as the Yates property. This property is located on a large lot near the east end of Depot street, near Berea College property and within three minutes walk of College Chapel which makes it desirable.

The property listed above will be sold in the order that it is listed above.

Terms made known on each piece of property on date of sale.

Scruggs, Welch & Gay
 REAL ESTATE AGENTS
 Col. Jesse Cobb, Auctioneer Berea, Kentucky

Figure 29. 1920 Advertisement for several lots available for subdivision, one on the north side of the Dixie Highway.⁶⁷

As noted previously, in Berea, the Dixie Highway route extended north from Chestnut to Main Street, then south to Center and Estill Streets. Upon the establishment of the federal

⁶⁶ Henry Realty Company, "Announcement," *The Citizen* [Berea], April 20, 1922.

⁶⁷ Scruggs, Welch & Gay, "Friday October 8, 1920," *The Citizen* [Berea], September 23, 1920.

numbering system in 1926, this interstate route became known as U.S. 25. The impact of the Dixie Highway in Berea was to gradually relocate most commercial activities from the older commercial district surrounding the railroad on Broadway Street to Chestnut Street, in order to capitalize on numerous motorists traveling the Dixie Highway. In addition, residential properties began to fill-in previously unoccupied land north of Chestnut Street, away from the dust and noise of the road, but within walking distance to commercial, educational, entertainment, and ecclesiastical amenities. Berea's cultural landscape shows clear evidence of the impact of the Dixie Highway in the early-to-mid twentieth century. The majority of older buildings extant within the National Register boundary were constructed between the late 1910s and the late 1950s, with a preponderance in the 1920s. Examples of these buildings include automobile showrooms and repairs shops, along Broadway and Chestnut Street, such as MAB-239 and MAB-240 on the south side of Chestnut Street, and MAB-232, along the east side of Broadway near Chestnut Street; the circa 1925 Berea movie theatre (MAB-50); the circa 1950 Purkeys Supermarket grocery store (MAB-190); the circa 1937 post office (MAB-78); the circa 1909 Berea Methodist Church (MAB-52); as well as a handful of older buildings developed at the cusp of the automobile age, during the primacy of train travel, such as the circa 1917 Lincoln Hotel (MAB-1) on the corner of Broadway and Adams Street and the 1917 passenger train depot (MAB-2).



Figure 30. Circa 1950 photograph of the Purkeys Supermarket (MAB-190), located at Chestnut and Fee Streets.⁶⁸

Among the more notable auto-oriented businesses was the Tate Hotel building (MAB-121/NRIS 06000814), listed in the National Register in 2006. The hotel was constructed along the Dixie Highway/U.S. 25 to cater to automobile travelers' needs. The nomination observes that, "Searching for a suitable hotel site was often difficult, as the 1920s and 1930s were a time of transition for the automobile and the train. Some hotel planners and agencies denounced the automobile proclaiming that it has 'taken much of the passenger traffic from the railroad and they are by far the greatest of all boons to the hotel industry.' Others took a different stance and encouraged hotel operators to locate close to roads, stating that automobiles have 'doubled, several times over, the business of the commercial hotel as well...' Many however, encouraged hotel operators to try and find a comfortable medium, saying that the best location was somewhere with convenience for trading men and automobile tourists, close to railroad stations, yet far enough away to escape the noise and pollution of the passing trains. Finally, the hotel should be located near automobile garage facilities"⁶⁹ The developer of the Tate Hotel and associated first floor restaurant accommodated the latter view, establishing the hotel within walking distance to the train depots, but facing directly onto Chestnut Street, aka the Dixie Highway in 1929. Business was so swift that the hotel was raised to three stories the next year to accommodate travelers. Nearby amenities included a vacant lot for parking, several auto garages, and shops to the east along Chestnut Street.

In 1920, William Hutchins became Berea College's fourth president, serving until 1938, followed by his son Francis Hutchins who was President of the College until 1967. Both Hutchins were educated at Oberlin College in Ohio. William Hutchins reorganized the college's focus from a normal and vocational school with a higher academy to educate mountaineers primarily in the liberal arts. For Hutchins, the real heroes were the students from the region who overcame poverty and other barriers to get to the school. Hutchins believed they were ready to accept the challenge of higher education, as high schools were now being established in every county of the state.⁷⁰ Confirming his position within the town, Hutchins continued the work established by his predecessor, albeit with more cooperation and closer communications. Historian Welch and Welch note that, "The spirit of total community was evidenced as Osbourne [College Treasurer] and Taylor [College Business Manager] frequently appeared before the City Council working through proposals on drainage, street repair, fire protection, and street lighting. Gay [City Mayor] and Osbourne even represented the [College's] Prudential Committee at meetings of the City Council in future use of city streets and water mains."⁷¹ Joint city-college accomplishments during William Hutchins' administration include a city dump on college-owned land; purchase of a modern city-college fire truck and department headquarters;

⁶⁸ Berea College Special Collections & Archives - Record Group 5.28, Box 10, Folder 2.

⁶⁹ Michael Spencer, "Tate Building," Nomination to the National Register of Historic Places, Listed September 13, 2006.

⁷⁰ Wilson, 103-104

⁷¹ Welch and Welch, 27.

and a new sewage treatment plant in 1938.⁷² This type of cooperative effort continued under his son, Francis Hutchins' administration with a new reservoir completed in 1940, called Provost Lake.⁷³

Development continued apace in the downtown area up until the advent of the limited access interstate highway in the mid-to-late 1960s. As late as 1959, Berea College was printing and distributing Dixie Highway maps, with amenities noted. Upon the construction of I-75, however, the old Dixie Highway, known as Chestnut Street in this part of town, was bypassed as the main arterial. The ease of travel, and accompanying time savings of limited access travel, spelled a decline in traffic and a subsequent plummet in downtown business receipts. Opening the interchange on Chestnut Street, a few miles west of town, initiated a new type of commercial and residential development; one in which former farmlands were subdivided and developed. The downtown area was not a fashionable location again until the 1980s back-to-the town revival movements, which led to a renaissance of sorts in the Old Town arts district, along North Broadway Street.

Evaluating the Significance of Berea Downtown Commercial and Residential Historic District within the Historic Context: Berea College as Developer and Promoter: The Role of Berea College in Local Community Development, circa 1855 – circa 1960

The Downtown Berea Commercial and Residential Historic District is an important example of a historic commercial area that developed as a result of Berea College's efforts to promote development in the town. As demonstrated in the historic context section above, the College took the lead in developing the town from the late-nineteenth century into the mid-twentieth century. While the College's goals were largely formulated with regard to academics, there was a concerted cooperative effort, especially beginning in the administration of President Frost, to provide informed leadership with regard to streets, utility services, and community development. Berea College provided qualified personnel, funding, infrastructure, and dogged promotion of the town's amenities. Involved in everything from construction of sanitary sewers to development of the Dixie Highway route through town, the College's sustained efforts ensured a good quality of life for the community in which it existed. The College's leadership throughout this period of significance recognized that the success of the College was directly related to that of the town, and to this end, Berea College worked to make the city an exemplary place to live.

Integrity Considerations

As detailed in Section 7 of this nomination, the Berea Downtown Commercial and Residential Historic District retains integrity of location, setting, design, materials, workmanship, feeling, and association. The district contains 59 contributing buildings and 13 non-contributing buildings, and appears much as it did during at the end of the period of significance in 1965.

⁷² Ibid., 28-31.

⁷³ Ibid., 32.

The district retains integrity of *location* within the heart of Berea's older commercial core adjacent to the College, the Dixie Highway/U.S. 25, and the railroad tracks. There has been one relocation into the district: MAB-135, an older log house and log outbuilding that are now on the property with the L&N Passenger Train Depot (MAB-2). These buildings are diminutive in size and do not in any way impact the visual integrity of the district. Further, at some point, they may be considered for NRHP listing as part of the renaissance of the downtown arts district, spurred by preservation of the passenger train depot in the 1980s.

The district maintains a medium level of integrity of *setting*. The physical relationship of the district's buildings remain relatively intact as does the majority of the landscape setting that informs this district's integrity. The close arrangement of the district's commercial buildings and general orientation and flow of pedestrian, rail, and automobile traffic around and through the buildings has not been notably altered since the end of the period of significance. The main changes in setting have occurred with the demolition of two high profile buildings which somewhat altered the pattern of historic development on the district's east end; however, as the contemporary buildings were built with consideration to scale and setback, the visual impact is minimized.

The district's has a medium level of integrity of *design*. Overall design changes have been minimal. The most often-viewed alterations occur in the commercial part of the district and include: reduction of the size or number of storefront display windows; addition of a front gable roof to a flat-roofed building (three instances); additions to side elevations to accommodate business growth; and replacement of second floor windows with vinyl sash. In instances where upper-story windows have been removed and replaced with vinyl sash, the openings have typically retained their original dimensions. These changes are balanced by a fairly good integrity of storefront entry design, with the majority of building maintaining their historic recessed configurations. Further, many Colonial Revival, Tudor Revival, Commercial Italianate, and Craftsman details remain in situ, and provide visual evidence of their historic past. The overall design of the streets, sidewalks, and relationship among the buildings is also intact, as discussed under integrity of *setting* above.

The district maintains a medium level of integrity of *materials* and *workmanship*. Prominent historic materials seen in the district include brick, concrete block, stone and brick veneer, wood, and cast iron. Again, most alterations have occurred to storefront areas and include window and door replacement and removal/replacement of glass display windows. Balancing this are the buildings with a very high level of material integrity such as the old freight depot (MAB-58), the passenger depot (MAB-2), the Powell Building (MAB-189), and several residential buildings such as the circa 1932 Craftsman bungalow (MAB-222) at 203 Fee Street, which features original windows, doors, and terra cotta roof.

Feeling and *association* remain strong in this district. Locally, the area is known as Old Town and its association with the railroad, Dixie Highway/U.S 25, and the College is widely recognized. The medium-to-high levels of integrity of location, setting, design, materials, and

workmanship combine with feeling and association to help the district convey its significance as an important downtown commercial and residential district from circa 1890 to circa 1965.

DRAFT

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Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
__x__ previously listed in the National Register
____ previously determined eligible by the National Register
____ designated a National Historic Landmark
____ recorded by Historic American Buildings Survey # _____
____ recorded by Historic American Engineering Record # _____

_____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- ☒ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☒ Other

Name of repository: Berea College Special Collections and Archives

Historic Resources Survey Number (if assigned): MAB-1, 2, 3, 4, 49, 50-55, 58, 78, 121, 135, 175-180, 188-190, 202 -206, 208 - 226, 231 – 241, 245 – 250, 255- 263.

10. Geographical Data

Acreage of Property 36.6 acres

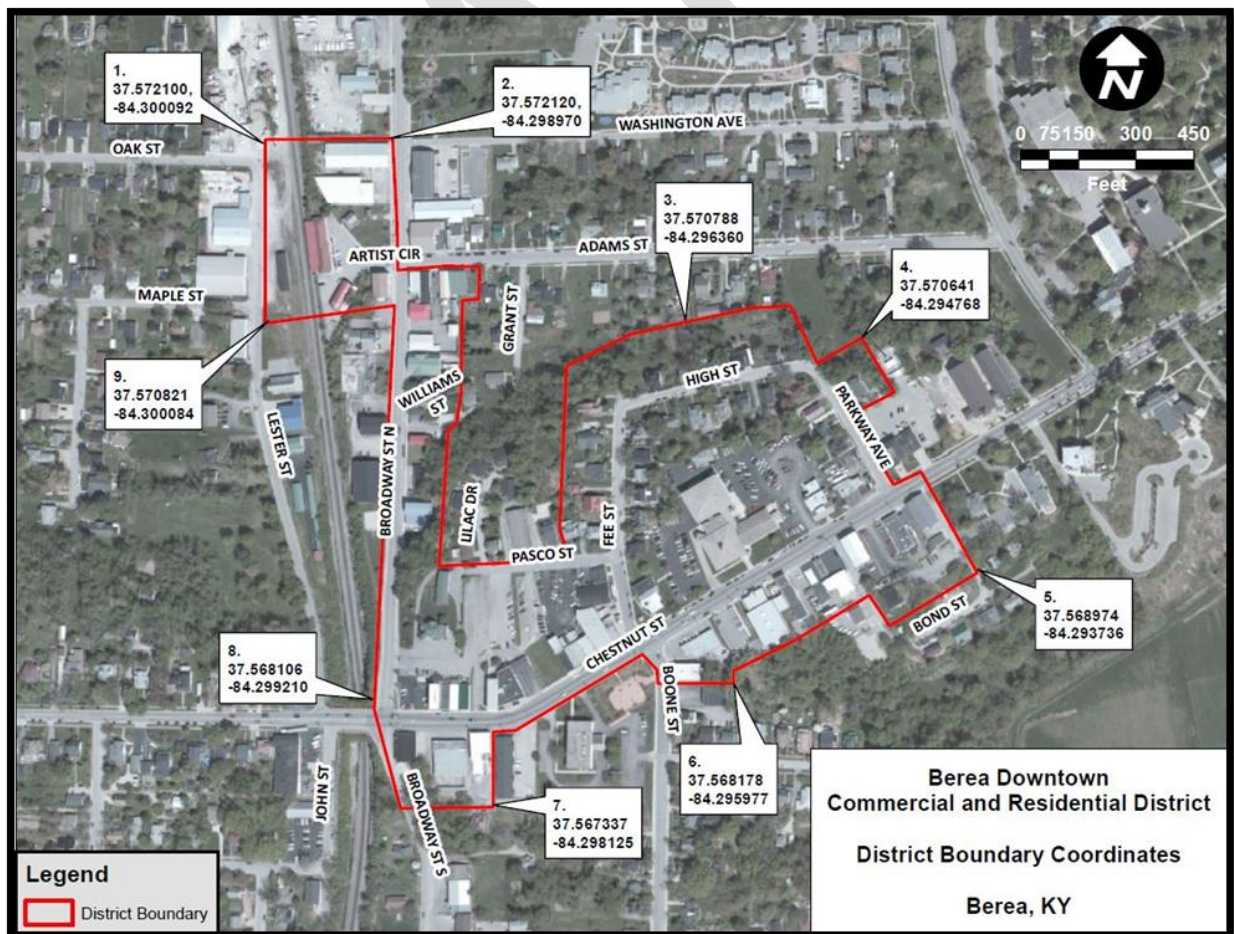


Figure 31. Aerial map showing NRHP boundaries and Latitude/Longitude Coordinates for the Berea Downtown Historic District.

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|------------------------|-----------------------|
| 1. Latitude: 37.572100 | Longitude: -84.300092 |
| 2. Latitude: 37.572120 | Longitude: -84.298970 |
| 3. Latitude: 37.570788 | Longitude: -84.296360 |
| 4. Latitude: 37.570641 | Longitude: -84.294768 |
| 5. Latitude: 37.568974 | Longitude: -84.293736 |
| 6. Latitude: 37.568178 | Longitude: -84.295977 |
| 7. Latitude: 37.567337 | Longitude: -84.298125 |
| 8. Latitude: 37.568106 | Longitude: -84.299210 |
| 9. Latitude: 37.570821 | Longitude: -83.300084 |

Or

UTM References

Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The Berea Downtown Commercial and Residential Historic District National Register boundaries are shown graphically in **Figure 31** above.

Boundary Justification (Explain why the boundaries were selected.)

These boundaries were selected to include all the properties with sufficient integrity and historically associated with the Berea Downtown Commercial and Residential Historic District between 1890 and 1960. Boundaries were drawn so as to exclude areas in which significant demolition or no important development occurred.

11. Form Prepared By

name/title: Rachel M. Kennedy with Bobi Conn
organization: Palmer Engineering
street & number: 3403 Stony Spring Circle
city or town: Louisville state: KY zip code: 40220
e-mail rkennedy@palmernet.com
telephone: 859-806-7265
date: July 22 2020

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Berea Downtown Commercial and Residential

City or Vicinity: Berea

County: Madison

State: KY

Photographer: Rachel Kennedy

Date Photographed: March 2020

Description of Photograph(s) and number, include description of view indicating direction of camera: Berea Downtown District, looking southwest along Adams Street toward MAB-203, MAB-236, MAB-3, MAB-4, and MAB-1. The train depot can be seen in the background at the end of Adams Street, which used to be called Depot Street. The street is now known as Artist Circle. Photo Key Map 4.

1 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: Berea Downtown District, looking southeast at MAB-3 and MAB-4 on the corner of Adams and Broadway and at the east side of Broadway. Photo Key Map 4.

2 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: Berea Downtown District, looking northeast along the east side of Broadway toward the Old Jail/City Building (MAB-202). MAB-232, a commercial garage is in the foreground. In a fitting

tribute to its location near US 25, this area along Chestnut and Broadway contained multiple auto garages and auto dealerships. Photo Key Map 4.

3 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: Berea Downtown District, looking northeast toward the L&N Passenger Depot (MAB-2), the Freight Depot (MAB-58), and the railroad tracks (MAB-250). Photo Key Map 4.

4 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: Berea Downtown District, looking northeast along Chestnut Street toward MAB-121, MAB-212 MAB- 214, and MAB-54. Photo Key Map 2.

5 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: South side of Chestnut Street, looking southeast toward MAB-240-MAB-241. Photo Key Map 3.

6 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: Berea Downtown Commercial and Residential District, looking northwest along Chestnut Street toward MAB-190, MAB-208 – MAB-211. Photo Key Map 2.

7 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: Berea Downtown District, looking southwest along Fee Street toward Chestnut Street. MAB-222 and MAB-223 are in the background. Photo Key Map 2.

8 of 31.

Description of Photograph(s) and number, include description of view indicating direction of camera: Berea Downtown District, looking northwest along Chestnut Street from near MAB-50, the former Berea Movie Theatre. Note the Berea Methodist Church (MAB-52) in the background. Photo Key Map 1.

9 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: MAB-135, Log house, looking northwest. Photo Key Map 4.

10 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: MAB-2, Façade, looking northwest. Photo Key Map 4.

11 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: MAB-78, looking north. Photo Key Map 1.

12 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: MAB-204, looking northwest. Photo Key Map 1.

13 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: MAB-52, looking northeast. Photo Key Map 2.

14 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: MAB-54, looking north. Photo Key Map 3.

15 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: MAB-121, looking northeast. Photo Key Map 3.

16 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: MAB-53, Façade, looking northeast. Photo Key Map 3.

17 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: MAB-222, looking northwest. Photo Key Map 2.

18 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: MAB-205, looking southwest. Photo Key Map 4.

19 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: MAB-1, looking southeast. Photo Key Map 4.

20 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: MAB-232, looking northeast. Photo Key Map 4.

21 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: MAB-234, looking east. Photo Key Map 4.

22 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: MAB-203, looking southeast. Photo Key Map 4.

23 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: MAB-239, looking southeast. Photo Key Map 3.

24 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: MAB-189, looking southeast. Photo Key Map 2.

25 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: MAB-246, looking southwest. Photo Key Map 2.

26 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: MAB-247, looking south. Photo Key Map 2.

27 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: MAB-55, looking southeast. Photo Key Map 1.

28 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: MAB-58, looking northeast. Photo Key Map 4.

29 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: MAB-176, looking northwest. Photo Key Map 1.

30 of _31.

Description of Photograph(s) and number, include description of view indicating direction of camera: MAB-263, looking southeast. Photo Key Map 2.

31 of _31.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.