

A SURVEY UPDATE OF BUTCHERTOWN, PHOENIX HILL, DOWNTOWN LOUISVILLE AND RIVER ROAD

By

Janie-Rice Brother, Rachel Kennedy, Jennifer Ryall and Jay Stottman



**Kentucky Archaeological Survey
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Table of contents

Acknowledgements.....	i
List of Figures.....	v
List of Tables.....	xvii
Chapter I. Introduction	1
Description of LSIORB Project and Project Area.....	1
Chapter II. Previous Work and Methodology for the Study	23
Cultural Resources Surveys.....	23
Section 106 Undertakings.....	28
Methodology of the Survey.....	30
Methods and Previous Archaeological Work.....	32
Chapter III. Context	38
Prehistoric.....	38
Historic.....	52
Population Transition, 1750 to 1780.....	52
Early Settlement, 1780 to 1810.....	55
The Steamboat Era, 1810 to 1840.....	58
Growth at Mid-Century, 1840 to 1860.....	64
The Civil War and the Postbellum Period, 1860 to 1900.....	75
Early Twentieth Century, 1900 to 1930.....	97
Great Depression and War, 1930 to 1945.....	117
Suburban Growth and Rediscovery of the City, 1945 to 1975.....	132
Summary.....	150
Chapter IV. Property Types	153
Theme: Agriculture.....	155
Type: Gentlemen Farms.....	155
Theme: Domestic Architecture.....	162
Type: Side-Passage.....	164
Type: Shotguns.....	170
Type: Shotgun camelback with recessed side porch.....	178
Type: Multiple Family Housing.....	184
Type: Twentieth Century House Plans and Forms.....	191
Theme: Community Planning and Development.....	204
Subtheme: Suburbanization (directly related to transportation);Railroad/interurban related suburbanization	
Type: Country Estates.....	204

Subtheme: Suburbanization/auto-related growth.....	210
Type: Residential subdivisions, 1920 to 1960	210
Theme: Commerce.....	218
Type: Commercial Types.....	218
Types: Stores/Groceries	230
Theme: Government/Public Infrastructure	241
Type: Schools and Educational Related Resources	241
Type: Fire houses	261
Type: Post offices	265
Theme: Religion.....	267
Type: Churches and related landscapes, including cemeteries, schools, parsonages and parish houses	267
Theme: Ethnic Heritage	275
Subtheme: German Influence and Heritage	275
Type: Churches, Schools, Neighborhoods, Social clubs	275
Type: Parks and Beergardens.....	280
Subtheme: African American Influence and Heritage.....	282
Type: Antebellum	282
Type: Postebellum	283
Theme: Social History	293
Type: Settlement Homes.....	293
Theme: Entertainment/Recreation	297
Type: River Camp Communities and recreational resources	297
Type: River-Oriented Social Clubs.....	308
Type: Ethnicity-Oriented Social and Recreation Clubs.....	311
Theme: Health/Medicine	316
Types: Hospitals, Medical Clinics	316
Theme: Industry	319
Type: Industrial Types	319
Subtheme: Livestock-Related Resources	328
Type: Home-Based Slaughterhouses	329
Type: Stockyards	334
Type: Commercial Slaughterhouses/Meatpacking Plants	337
Type: Tanneries	340
Type: Soap and Candle Fabrication Plants/Buildings	344
Type: Breweries	347
Type: Bakeries	354
Type: Tobacco Warehouses.....	358
Type: Ice Fabrication Buildings.....	363
Type: Mills and Milling Related Establishments.....	366

Theme: Transportation.....	367
Type: Roads and alleys	367
Type: Railroads.....	374
Type: Interurban-Light-Gauge Railroad Line.....	383
Type: Bridges And Culverts	385
Type: Crossroads Village.....	396
Type: Automobile-Related Types.....	399
Archaeological Property Types	409
Residential.....	409
Agricultural.....	410
Industrial	410
Commercial.....	411
Institutional	411
Military	412
Transportation.....	412
Cemeteries.....	413
Chapter V. Architectural Styles in the Study Area	414
Chapter VI. Results of the Assessment of Archaeological Potential	458
Setting/Land Use Types.....	458
Overview of Archaeological Resources in the Study Area.....	458
Chapter VII. Conclusion and Recommendations	463
Suggestions for Future National Register, Research, and Survey Work	489
Suggestions for Future Heritage Education and Interpretive Efforts.....	489
Recommendations For Future Archaeological Work.....	500
Chapter VIII. Survey Results	502
Butchertown Survey Index	520
Phoenix Hill Survey Index.....	534
East End Survey Index.....	546
Other Sites Survey Index	556
Appendix A	557
Bibliography	563

List Of Figures

Chapter I.

Figure 1.1	Initial LSIORB Project Area.....	4
Figure 1.2	Study Area Overview.....	5
Figure 1.3	Downtown Study Areas	7
Figure 1.4	West Main Street/10 th Street Manufacturing District, with the West Main Street District to its east.....	9
Figure 1.5	Peaslee-Gaulbert/15 th Street District	10
Figure 1.6	Butchertown NRHP District in Area 2 of the Downtown Study Area.....	12
Figure 1.7	Phoenix Hill NRHP District in Area 2 of the Downtown Study Area	15
Figure 1.8	West side of the East End Study Area	17
Figure 1.9	East side of the East End Study Area.....	18
Figure 1.10	Harrods Creek Village Historic District	20
Figure 1.11	Jacob School Road Eligible Historic District and James Taylor Subdivision Eligible Historic District.....	22

Chapter III.

Figure 3. 1	Detail from the 1832 map City of Louisville and its Enlargements, showing the land of Francis Preston that would become the neighborhoods of Butchertown and Phoenix Hill	61
Figure 3. 2	Detail of a 1884 map showing the Louisville and Portland Canal	65
Figure 3. 3	St. John’s Evangelical Church, circa 1933	68
Figure 3. 4	Section of the 1884 Atlas of Louisville showing Woodland Gardens between Johnson and Wenzel Streets in Butchertown	69
Figure 3. 5	December 1869 poster advertising the hotel and stockyards.....	72
Figure 3. 6	A view of Louisville from Indiana in 1876 shows a growing city	77
Figure 3. 7	Section of the 1892 Sanborn map showing school and “negro Tenements”	79
Figure 3. 8	This view from the tower of city hall shows Louisville during the period of growth and expansion in 1880s	80
Figure 3.9	The Kentucky Wagon Manufacturing Plant was established in 1878 and located at Third Street and Eastern Parkway	81
Figure 3. 10	Eclipse Woolen Mill (JFCH-700), located at the edge of the Phoenix Hill NRHP District.....	83
Figure 3. 11	Panoramic engraving showing the Southern Exposition Buildings, which covered 13 acres.....	84
Figure 3. 12	Pennsylvania Bridge, also known as the 14th Street Bridge, circa 1928.....	86
Figure 3. 13	Aerial view of the Kentucky and Indiana Bridge, circa 1905.....	87

Figure 3. 14	Early twentieth century postcard, date unknown, showing the Big Four Bridge.....	88
Figure 3. 15	Section of the 1879 Atlas of Jefferson and Oldham Counties, showing Harrods Creek and the Louisville, Harrods Creek, & Westport Railroad.....	89
Figure 3. 16	East Market Street with a streetcar and Bourbon Stockyards in Background.....	91
Figure 3. 17	Columbia Building at Fourth and Main Streets (no longer extant), circa 1920.....	93
Figure 3. 18	View of damage from the 1890 tornado at Tenth and Main Streets, looking west.....	94
Figure 3. 19	View of damage from the 1890 tornado at Market Street between Tenth and Eleventh Streets.....	94
Figure 3.20	Louisville Country Club on River Road, circa 1930.....	96
Figure 3.21	Men transporting hogsheads of tobacco on Main Street, between Sixth and Seventh Streets, circa 1907.....	99
Figure 3. 22	The national sales offices of Reynolds Metal Company at 2500 South Third Street.....	100
Figure 3. 23	Belknap Hardware Warehouse at 129-133 North Second Street. The structure, completed around 1906, is no longer extant.....	102
Figure 3. 24	Postcard from the second decade of the twentieth century showing Camp Zachary Taylor.....	103
Figure 3. 25	1922 plat of the James Taylor Subdivision.....	105
Figure 3. 26	The Brown Hotel (JFCD-174), at Fourth Street and Broadway, circa 1931.....	108
Figure 3. 27	Municipal Bridge (now known as the Second Street or George Rogers Clark Bridge, JFCB-217) circa 1931.....	110
Figure 3. 28	Groundbreaking for the Administration Building at Bowman Field, 1936.....	111
Figure 3. 29	Lower part of locks, showing Dam 41 at Portland Canal and Lock, circa 1926.....	112
Figure 3. 30	Louisville Hydroelectric Power Plant, circa 1930.....	113
Figure 3. 31	Pony rides were one of the attractions at Rose Island in 1929.....	114
Figure 3.32	Gate posts at entrance to Waldoah Beach.....	115
Figure 3. 33	1938 portion of the Ahrens School (JFCD-314).....	119
Figure 3. 34	Photograph labeled “Housing in Phoenix Hill 1934.” The location is between Jefferson and Chestnut Streets and Jackson and Clay Streets.....	121
Figure 3. 35	A medical clinic at Beecher Terrace, circa 1943.....	123
Figure 3. 36	Cobble Court, facing northwest (JF-548).....	126
Figure 3. 37	Men rowing household items to safety during the 1937 flood.....	128
Figure 3. 38	A portion of the floodwall in Butchertown at Adams and Quincy Streets.....	129
Figure 3.39	Advertisement from a September 1952 special edition of the Louisville Courier Journal about the construction of GE’s Appliance Park.....	134
Figure 3. 40	A bird’s eye view of the developing expressway system in Louisville,	

	circa 1958.....	137
Figure 3. 41	Haymarket, between Market and Jefferson Streets, circa 1932.....	139
Figure 3. 42	Façade of Green Street Baptist Church (JFCH-421)	141
Figure 3. 43	Ad for Dixie Manor Shopping Center, 1959	143
Figure 3. 7	Fourth Street at Jefferson Street, looking toward Third Street, circa 1974. These blocks were demolished to make way for the convention center and Hyatt Regency Hotel	146

Chapter IV.

Figure 4. 1	The entranceway to Belleview, facing north (JF-453).....	157
Figure 4. 2	The façade of the main house at Belleview (JF-453)	157
Figure 4. 3	Aerial site plan of Belleview (JF-453).....	158
Figure 4. 4	Façade of Rosewell (JF-452)	160
Figure 4. 5	Detail of the portico at Rosewell (JF-452).....	160
Figure 4. 6	Aerial site plan of Rosewell (JF-452)	161
Figure 4. 7	Typical side-passage plan, drawn by William Macintire.....	165
Figure 4. 8	Façade of 1417 Story Avenue (JFCB-352).....	166
Figure 4. 9	1027 East Main Street (JFCB-238).....	166
Figure 4. 10	728 East Chestnut Street (JFCH-792).....	167
Figure 4. 11	Façade of 515 Campbell Street (JFCH-913).....	168
Figure 4. 12	Façade of 802 East Washington Street (JFCB-85)	169
Figure 4. 13	Streetscape view of the south side of 800 block of East Washington Street, showing a number of late-nineteenth century side-passage dwellings.....	169
Figure 4. 14	View of shotguns on South Wenzel Street in Phoenix Hill	170
Figure 4. 15	Typical Shotgun plan; drawn by William Macintire	171
Figure 4. 16	Façade of 915 East Madison Street (JFCH-288)	172
Figure 4. 17	Façade and east elevation of 823 Gray Street (JFCH-383).....	173
Figure 4. 18	Façades of 1505 and 1507 Quincy Street (JFCB-679 and 679).....	173
Figure 4. 19	Façade of 914 Geiger Street (JFCB-104).....	174
Figure 4. 20	South elevation and façade of 165 Campbell Street (JFCB-113).....	175
Figure 4. 21	Front elevations of 1301 and 1303 East Washington Street (JFCB-277 and 278).....	175
Figure 4. 22	Façade of 902 Liberty Street (JFCH-1016)	176
Figure 4. 23	Façade of 732 East Chestnut Street (JFCH-347)	177
Figure 4. 24	Façade of 1411 Quincy Street (JFCB-315).....	179
Figure 4. 25	Rear elevation of 1411 Quincy Street, showing frame camelback portion (JFCB-315).....	180
Figure 4. 26	Plan of 1411 Quincy Street, drawn by William Macintire	181
Figure 4. 27	Façade and east elevation (showing recessed side porch) of 1411 East Washington Street (JFCB-334).....	182
Figure 4. 28	Façade and east elevation (showing recessed side porch) of 1421 Quincy Street (JFCB-318)	182
Figure 4. 29	Façade of 123 Shelby Street (JFCH-1185).....	183
Figure 4. 30	Façade of 908 East Chestnut Street (JFCH-372)	183

Figure 4. 31	Façade of 203-205 Adams Street (JFCB-374).....	185
Figure 4. 32	Façade of 1029-1031 East Washington Street (JFCB-210).....	186
Figure 4. 33	Façade of 913-915 Muhammad Ali Boulevard (JFCH-235 and JFCH-263).....	187
Figure 4. 34	1407 and 1409 East Washington Street (JFCB-332 and 333)	188
Figure 4. 35	Façade of 831-833 East Washington Street (JFCB-79).....	188
Figure 4. 36	West elevation and façade of 1025-1027 East Washington Street (JFCB-208 and 209)	189
Figure 4.37	921 and 923 East Washington Street (JFCB-163)	190
Figure 4. 38	Advertisement for the Portland Bungalow from the 1931 Aladdin Sales Catalog.....	192
Figure 4. 39	Façade of 6810 Beech Avenue (JF-1865).....	194
Figure 4. 40	Façade of 7518 River Road (JF-2065).....	195
Figure 4. 41	Façade of 5209 River Road (JF-2007).....	196
Figure 4. 42	First and second floor plan of the “Castleton,” a Sears, Roebuck Company American Foursquare design.....	197
Figure 4. 43	Façade of 1632 Story Avenue (JFCB-446).....	198
Figure 4. 44	Gunnison home at 7200 River Road (JF-1977)	200
Figure 4. 45	Façade of 7406 Woodhill Valley Road (JF-2058).....	201
Figure 4. 46	Façade of 6707 Shirley Avenue (JF-1893)	202
Figure 4. 47	Façade of 6403-6405 Shirley Road (JF-2083).....	203
Figure 4. 48	Entrance posts to Glenview	205
Figure 4. 49	Façade of Jesse Chrisler House (JF-457).....	206
Figure 4. 50	Façade and front lawn of Lincliff (JF-531).....	207
Figure 4. 51	Main house at the Louis Wymond Estate (JF-456)	208
Figure 4. 52	Part of the amphitheater at Bushy Park-Melcombe (JF-551,553 and 554)	209
Figure 4. 53	Façade of 6 River Hill Road (JF-2049).....	211
Figure 4. 54	Attached three-car garage and service wing, 6 River Hill Road (JF-2049).....	212
Figure 4. 55	Rear yard of 6 River Hill Road (JF-2049)	212
Figure 4. 56	Detail of entryway, 26 River Hill Road (JF-2111)	213
Figure 4. 57	Façade and west elevation of 26 River Hill Road (JF-2111).....	214
Figure 4. 58	Garage at 26 River Hill Road (JF-2111).....	214
Figure 4. 59	Site map of the Woodhill Valley Road subdivision.....	215
Figure 4. 60	Woodhill Valley Road, facing northeast.....	216
Figure 4. 61	7414 Woodhill Valley Road (JF-2061).....	216
Figure 4. 62	Circa 1959 Norman Sweet designed house at 7425 Woodhill Valley Road (JF-1004)	217
Figure 4. 63	Ranch house at 7428 Woodhill Valley Road (JF-2068)	217
Figure 4. 64	This view of the 700 block of East Market Street in Phoenix Hill illustrates nineteenth century small-scale commercial architecture in the study area	219
Figure 4. 65	Façade of 738-740 Muhammad Ali Boulevard (JFCH-442)	220
Figure 4. 66	214 South Clay Street (JFCH-1171).....	221
Figure 4. 67	1033 Story Avenue (JFCB-244)	222

Figure 4. 68	Façade of 1501 Story Avenue (JFCB-382).....	223
Figure 4. 69	Muth’s Candies, 630 East Market Street (JFCH-1127).....	224
Figure 4. 70	West and south (façade) elevations of 405-415 East Market Street (JFCH-7).....	226
Figure 4. 71	445 East Market Street (JFCH-1206)	227
Figure 4. 72	East and north elevations of 552 East Market Street (JFCH-1249).....	228
Figure 4. 73	Kentucky Lithographing Company (Billy Goat Strut), 600 East Main Street (JFCH-440).....	229
Figure 4. 74	Façade (Adams Street side) of the Gnau Store (JFCB-345).....	231
Figure 4. 75	North elevation (Washington Street side) of the Gnau dwelling (JFCB-345)	232
Figure 4. 76	Section from the 1905 Sanborn (page 411), showing the Gnau Store	232
Figure 4. 77	Façade and east elevation of 1437 Story Avenue (JFCB-361).....	233
Figure 4. 78	Façade of the Zutt Grocery, 1600Story Avenue (JFCB-438).....	234
Figure 4. 79	Rear of the Zutt grocery workroom (JFCB-438)	235
Figure 4. 80	Section of the 1892 Sanborn showing the Zutt grocery and Workroom.....	235
Figure 4. 81	Northeast elevation of Helfrich Grocery (JFCH-133)	236
Figure 4. 82	Façade of George Schulten’s Grocery (JFCH-374).....	237
Figure 4. 83	Façade and east elevation of the Prospect Store (JF-444)	239
Figure 4. 84	Prospect Store before it was moved across US 42. Photo courtesy Kentucky Heritage Council.....	239
Figure 4. 85	West elevation and façade of Walter Bader’s Grocery Store (JF-937).....	240
Figure 4. 86	The George Washington School at 118 Cabel Street, circa 1923.....	241
Figure 4. 87	Section of the 1892 Sanborn showing JFCH-19 within its original context	243
Figure 4. 88	Hiram Robert’s Normal School, circa 1923	244
Figure 4. 89	West elevation and façade of Hiram Robert’s Normal School (JFCH-19)	244
Figure 4. 90	Façade and main entrance to the Chance School (JF-555).....	245
Figure 4. 91	Jefferson Jacob Rosenwald School (JF-840)	247
Figure 4. 92	Plan of a Rosenwald school similar to the Jefferson Jacob School	247
Figure 4. 93	Woodshop and home economics building (JF-840)	248
Figure 4. 94	Ahrens Trade School, looking northwest (JFCD-314)	249
Figure 4. 95	1938 portion of Ahrens Trade School (JFCD-314)	249
Figure 4. 96	Sheet 135 from the 1892 Sanborn Fire Insurance Map showing extant St. Martin’s Church, Boy’s and Girl’s Schools.....	251
Figure 4. 97	Northwest elevation of St. Martin’s Boy’s School, now the Rectory (JFCH-396).....	252
Figure 4. 98	St. Martin School, circa 1932	253
Figure 4. 99	Southeast elevation of St. Martin’s Girl’s School (Pfarrschule, JFCH-388).....	253
Figure 4. 100	1905 Sanborn Fire Insurance Map showing the Ursuline Chapel and	

	Convent and St.Martin’s Girl’s School.....	254
Figure 4. 101	1941 Sanborn Fire Insurance Map showing the Ursuline Academy and St. Martin’s School.....	255
Figure 4. 102	Northeast elevation of Ursuline Convent of the Immaculate Conception (JFCH-352).....	257
Figure 4. 103	Northwest elevation of Ursuline Convent Chapel (JFCH-352).....	258
Figure 4. 104	Southwest elevation showing 601 South Shelby at the rear of the Chapel and the 806 E. Chestnut dormitory (later classroom) structures located along Springer Alley.....	259
Figure 4. 105	Façade of 1419 East Washington Street (JFCB-336).....	262
Figure 4. 106	Façade of 800 East Main Street (JFCH-1).....	263
Figure 4. 107	Façade of 221 South Hancock Street (JFCH-90).....	264
Figure 4. 108	Hook and Ladder Company No. 2, early twentieth century.....	264
Figure 4. 109	Glenview Station (JF-550).....	266
Figure 4. 110	General Store and Post Office (JF-846).....	266
Figure 4. 111	Site plan of St. John’s German Evangelical Church complex (JFCH-21, 22 and 23).....	268
Figure 4.112	Southeast elevation of St. John’s church (JFCH-23).....	269
Figure 4. 113	Southeast elevation of St. John’s Parish House (JFCH-22).....	270
Figure 4. 114	Southwest elevation of St. John’s Parish Hall and Renaissance Theater (JFCH-21).....	271
Figure 4. 115	Site map showing relationship of St. Joseph Church parish house, church and school (JFCB-704).....	272
Figure 4. 116	Northwest elevation (façade) of St. Joseph Church Parish House (JFCB-704.2).....	273
Figure 4. 117	St. Joseph’s School, facing southeast (JFCB-704.3).....	274
Figure 4. 118	The Delmont Club, later the Vernon Club, 1575 Story Avenue (JFCB-396).....	277
Figure 4. 119	First German Methodist Episcopal, 218 Clay Street (JFCH-101).....	278
Figure 4. 120	German Security Bank, 401-403 East Market Street (JFCH-6).....	279
Figure 4. 121	Section of the 1884 Atlas of Louisville showing Woodland Gardens between Johnson and Wenzel Streets in Butchertown.....	280
Figure 4. 122	Southwest elevation of Merriwether House, facing northeast (JF-690).....	285
Figure 4. 123	North and southwest elevations (JF-690).....	285
Figure 4. 124	Green Street Baptist Church, facing northwest (JFCH-421).....	287
Figure 4. 125	Green Castle Baptist Church (JF-838).....	288
Figure 4. 126	Façade of James T. Taylor House (JF-784).....	289
Figure 4. 127	Aerial view of Jacob School Road and James Taylor Subdivision.....	291
Figure 4. 128	6401 Shirley Avenue (JF-1877).....	292
Figure 4. 129	6502 Shirley Avenue (JF-1886).....	292
Figure 4. 130	The Cabbage Patch Settlement House on Sixth Street in Old Louisville.....	294
Figure 4. 131	801 and 805 East Washington, looking northeast (JFCB-68 and 67).....	295

Figure 4. 132	809 East Washington Street, looking northwest (JFCB-72). The rear of the Wesley House gymnasium is visible to the right of 809 East Washington Street	295
Figure 4. 133	121 North Shelby Street, Wesley House gymnasium (JFCB-623).....	296
Figure 4. 134	Site plan of Waldoah Beach.....	298
Figure 4. 135	A portion of the 1925 plat of Juniper Beach.....	300
Figure 4. 136	Gatepost at the entry drive to Waldoah Beach.....	301
Figure 4. 137	Sign at the entry to Turners Beach.....	301
Figure 4. 138	Cabin at Turner’s Beach (JF-2039).....	302
Figure 4. 139	West and south elevations of 2801 Waldoah Beach (JF-1927)	303
Figure 4. 140	2913 Waldoah Beach (JF-805)	303
Figure 4. 141	Façade of 5605 Juniper Beach (JF-1999)	304
Figure 4. 142	J. Schildnecht House, facing north (JF-841).....	305
Figure 4. 143	Location of J. Schildnecht House on Transylvania Beach	305
Figure 4. 144	The Determan House at 6100 Transylvania Beach (JF-843).....	306
Figure 4. 145	2809 Waldoah Beach, example of a common type (bungalow) built at a river camp (JF-1925).....	307
Figure 4. 146	5617 Juniper Beach Road, example of a ranch type built at a river camp (JF-2000).....	307
Figure 4. 147	The houseboat that preceded the Louisville Boat Club’s permanent location, date unknown	309
Figure 4. 148	The current Louisville Boat Club (JF-1955).....	309
Figure 4. 149	New swimming pool at Rose Island, circa 1929.....	310
Figure 4. 150	Site plan of American Turners.....	312
Figure 4. 151	Entry drive leading to original clubhouse (pool house is on left in photo)	313
Figure 4. 152	Looking southeast from the river toward the concession stand and public areas of American Turners	313
Figure 4. 153	Façade of Harrods Creek Lodge (JF-932)	314
Figure 4. 154	A portion of the 1879 Atlas of Jefferson and Oldham Counties, showing the location of a school house (SH) across the road from Bellevue	315
Figure 4. 155	South and east elevations of Louisville Medical College Building (JFCD-159)	317
Figure 4. 156	Louisville Medical College, façade, looking southwest (JFCD-159)	318
Figure 4. 157	Peaslee-Gaulbert Paint Manufacturing Complex (JFWP-529).....	321
Figure 4. 158	Section of the 1941 Sanborn, showing the Peaslee- Gaulbert complex, with such structures as the wash house, filling room and boiler room	319
Figure 4. 159	Peaslee-Gaulbert Warehouse, 1427 Lytle Street (JFWP-159).....	322
Figure 4. 160	American Machine Company, looking southeast at Main Street and Jackson Street elevations (JFCH-3)	323
Figure 4. 161	Portion of the 1905 Sanborn (sheet 159) showing the American Machine Company at the corner of Main and Jackson Streets.....	324
Figure 4. 162	Jackson Street and Billy Goat Strut elevation (JFCH-3)	325

Figure 4. 163	Circa 1906 and 1920s structure on South Jackson Street	325
Figure 4. 164	Façade of 1205 East Washington (JFCB-295).....	326
Figure 4. 165	1905 Sanborn showing the National Oak Leather Company at 1205 East Washington	327
Figure 4. 166	Rear section of 1205 East Washington Street (JFCB-295).....	327
Figure 4. 167	1905 Sanborn map of Story Avenue near Beargrass Creek, showing home-based slaughterhouse complexes	331
Figure 4. 168	Sanborn Map Update (1990), showing the Koch Beef Company (JFCB-724)	332
Figure 4. 169	Front and east elevations of JFCB-724, looking west	333
Figure 4. 170	This two-story section of the structure (note terra cotta coping) appears to be an older portion of the complex	333
Figure 4. 171	Bourbon Stockyards Expansion, 1920.....	335
Figure 4. 172	Main Street elevation of the Bourbon Stockyards Exchange Building (JFCB-621)	336
Figure 4. 173	1905 Sanborn (sheet 417) showing site of current JBS Swift plant at 1200 Story Avenue	338
Figure 4. 174	JBS Swift Plant, looking southeast (JFCB-692).....	339
Figure 4. 175	Footprint of JBS Swift Plant (JFCB-692).....	339
Figure 4. 176	National Oak Leather Company, facing northwest (JFCB-263)	341
Figure 4. 177	This brick portion of the Tasman operation appears to be part of the original Bornwasser complex (JFCB-723)	343
Figure 4.178	1905 Sanborn (page 183), showing Bornwasser Packing Plant, site of current Tasman, 927 Geiger Street	343
Figure 4. 179	Façade of Hadley Pottery Building, facing southwest (JFCB-401)	345
Figure 4. 180	1892 Sanborn (sheet 152), showing Old Kentucky Woolen Mills, site of current Hadley Pottery	346
Figure 4. 181	Façade of 1332 Story Avenue, Oertel’s Bottling Plant (JFCB-310)	349
Figure 4. 182	East elevation of 1332 Story Avenue (JFCB-310)	349
Figure 4. 183	Louisville Brewers Association ad (including Oertel’s) in a 1952 special edition of the Courier-Journal.....	350
Figure 4. 184	1892 Sanborn map (sheet 131) showing the Elizabeth Bauer Brewery.....	351
Figure 4. 185	943 Franklin, home of John Bauer (JFCB-133 and 134).....	352
Figure 4. 186	Bauer Brewery, facing northwest (JFCB-133 and 134).....	353
Figure 4. 187	Rear elevation of the Bauer Brewery (JFCB-133 and 134).....	353
Figure 4. 188	1892 Sanborn map, (sheet 169), showing two bake houses or bakeries on Baxter Avenue, adjacent to the study area	355
Figure 4. 189	Bakery Square, facing southwest (JFCB-297).....	356
Figure 4. 190	Interior of Bakery Square, showing extant ovens (JFCB-297).....	357
Figure 4. 191	Section from 1905 Sanborn map of Louisville, (sheet 18), showing tobacco warehouses along West Main Street between 10th and 12th Streets.....	359
Figure 4. 192	New Enterprise Tobacco Warehouse (JFWP-134).....	361

Figure 4. 193	Tobacco Realty Company, facing northwest (JFWP-137)	362
Figure 4. 194	Grocers Ice and Cold Storage, facing northeast (JFCB-634)	363
Figure 4. 195	Detail of façade of Grocers Ice and Cold Storage (JFCB-634)	364
Figure 4. 196	Grocers Ice and Cold Storage, circa 1975 (JFCB-634)	364
Figure 4. 197	Arctic Building, looking northwest (JFCD-260)	365
Figure 4. 198	Wolf Pen grist mill and waterfall, circa 1926-1930.....	366
Figure 4. 199	1892 Sanborn (sheet 153) showing Lost Alley, now Stoecker Alley.....	368
Figure 4. 200	The former 12 Lost Alley, now the rear of 1613 Story Avenue (JFCB-726)	369
Figure 4. 201	Bowles Alley, looking west toward Webster Street	370
Figure 4. 202	Carriage House at rear of 1312 East Washington, on Bowles Alley.....	370
Figure 4. 203	1892 Sanborn (sheet 133) showing Ballard Alley between Campbell and Wenzel.....	371
Figure 4. 204	930 Ballard Street (JFCH-1069), between Campbell and Wenzel	372
Figure 4. 205	Penn Alley, looking west (behind 700 block of East Broadway).....	372
Figure 4. 206	Structures on Penn Alley, behind 715, 719, 723 and 725 East Broadway between Clay and Shelby Street	373
Figure 4. 207	Louisville Railway Bridge (JFWP-327)	375
Figure 4. 208	K&I Bridge (JFWP-332).....	376
Figure 4. 209	Big Four Bridge, seen from Waterfront Park (JFCB-608)	377
Figure 4. 210	Pennsylvania Lines Freight Depot, 1301 Portland Avenue (JFWP-164).....	378
Figure 4. 211	1892 Sanborn (sheet 33) showing the Pennsylvania Lines Freight Depot, 1301 Portland Avenue (JFWP-164).....	378
Figure 4. 212	Illinois Central Freight Depot, looking northeast (JFWP-468)	379
Figure 4. 213	Illinois Central Freight Depot, looking northwest (JFWP-468)	380
Figure 4. 214	1905 Sanborn (sheet 12) showing the Illinois Central Freight Depot (JFWP-486).....	380
Figure 4. 215	L&N Building, 130 North Spring Street (JFEI-76)	382
Figure 4. 216	Glenview Station, looking northeast (JF-550).....	384
Figure 4. 217	Harrods Creek Bridge (photo courtesy the Kentucky Heritage Council).....	386
Figure 4. 218	Harrods Creek Bridge (photo courtesy the Kentucky Heritage Council).....	386
Figure 4. 219	Goose Creek Bridge on River Road, circa 1935.....	387
Figure 4. 220	Old Upper River Road over Goose Creek (JF-786).....	388
Figure 4. 221	Upper River Road Bridge, looking west down River Road (JF-787).....	389
Figure 4. 222	Upper River Road Bridge (JF-787) as seen from old bridge (JF-786).....	389
Figure 4. 223	Frankfort Avenue Bridge over Beargrass Creek (JFCB-718).....	390
Figure 4. 224	Main/Mellwood Bridge over Beargrass Creek (JFCB-719)	391
Figure 4. 225	Spring Street Bridge over Beargrass Creek (JFCB-717)	391

Figure 4. 226	Brownsboro Road Bridge over Beargrass Creek (JFCB-716).....	392
Figure 4. 227	George Rogers Clark Memorial Bridge, looking northeast (JFCB-217)	393
Figure 4. 228	Sherman Minton Bridge, looking northeast (JFWP-589).....	394
Figure 4. 229	John F. Kennedy Bridge, as seen from Waterfront Park (JFCB-722)	395
Figure 4. 230	Section of the 1879 Atlas of Jefferson and Oldham Counties showing Harrods Creek	397
Figure 4. 231	River Road at Harrods Creek, 1935. Lang’s Garage (JF-847) is at left in photo, the General Store and Post Office (JF-846) is in center of photo.....	398
Figure 4. 232	Lang’s Garage, 6337 River Road (JF-847).....	400
Figure 4. 233	Historic photo of Lang’s Garage (JF-847), courtesy Harrods Creek Imports.....	400
Figure 4. 234	Southwest elevation of 101 North Johnson Street (JFCB-618).....	401
Figure 4.235	1929 Sanborn Fire Insurance Map with arrow indicating 101 North Johnson Street.....	402
Figure 4. 236	Southwest elevation of 831 and 839 East Broadway (JFCH-422)	403
Figure 4. 237	1941 Sanborn Fire Insurance Map with arrows indicating 831 and 839 East Broadway	404
Figure 4.238	Northeast elevation of 926 East Gray Street (JFCH-1306)	405
Figure 4. 239	1941 Sanborn Fire Insurance Map with arrow indicating 926 East Gray structure (JFCH-1306)	406
Figure 4. 240	South elevation of 1007 East Jefferson Street (JFCH-1272).....	407
Figure 4.241	1929 Sanborn Fire Insurance Map with arrow indicating 1007 East Jefferson Street (JFCH-1272)	408

Chapter V.

Figure 5. 1	From left to right, 716, 714 and 712 East Madison Street (JFCH-300, 299 and 298)	415
Figure 5. 2	Façade of Linden Hill (JFCB-460)	416
Figure 5. 3	Façade of 1556 Frankfort Avenue (JFCB-395)	417
Figure 5. 4	Façade and east elevation of the Dr. J.C. Metcalfe House (JF-455).....	418
Figure 5. 5	Detail of the porch of the Dr. J.C. Metcalfe House (JF-455).....	419
Figure 5. 6	Façade of 830 East Chestnut Street (JFCH-809)	420
Figure 5. 7	Façade of 1618 Story Avenue (JFCB-443).....	421
Figure 5. 8	801 and 805 East Washington Street, facing northeast (JFCB-68 and 67).....	422
Figure 5. 9	Façade of 802-804 East Liberty Street (JFCH-195)	423
Figure 5. 10	Detail of the bargeboard at 802-804 East Liberty Street (JFCH-195)	424
Figure 5. 11	804 East Washington Street (JFCB-86).....	425
Figure 5. 12	Façade of 909 East Washington Street (JFCB-157)	426

Figure 5. 13	Detail of the porch at 909 East Washington Street (JFCB-157).....	427
Figure 5. 14	Façade of 937 East Liberty Street (JFCH-1041), showing remodeled Craftsman porch.....	428
Figure 5. 15	Façade of the William C. Baass House (JF-839).....	429
Figure 5. 16	1616 Blue Horse Avenue, facing southwest (JFCB-456).....	431
Figure 5. 17	Façade of 12 River Hill Road (JF-2105).....	432
Figure 5. 18	Detail of entryway at 12 River Hill Road (JF-2105)	432
Figure 5. 19	Façade of Crowfoot/R.F. Cate House, 7500 Wolf Pen Branch Road (JF-1940).....	433
Figure 5. 20	Façade of 906 West Riverside Drive (JF-1939)	434
Figure 5. 21	Façade of Mary Elizabeth Bader Long House (JF-1965)	436
Figure 5. 22	Façade of 7404 Woodhill Valley Road (JF-2057).....	437
Figure 5. 23	Façade of 906 Riverside Drive (JF-1935).....	438
Figure 5. 24	Façade of 6415 Shirley Avenue (JF-1884)	439
Figure 5. 25	7425 Woodhill Valley Road, facing northeast (JF-1004).....	442
Figure 5. 26	Central entry of 7425 Woodhill Valley Road (JF-1004)	442
Figure 5. 27	Barney Bright fountain at 7425 Woodhill Valley Road (JF-1004).....	443
Figure 5. 28	7423 Woodhill Valley Road, facing northeast (JF-1005).....	444
Figure 5. 29	Aerial view of 7423 Woodhill Valley Road (JF-1005)	444
Figure 5. 30	Façade of 120-122 North Clay Street (JFCB-5)	446
Figure 5. 31	Façade of 845-847 Muhammad Ali Boulevard (JFCH-469)	447
Figure 5. 32	Campbell Street side of 845-847 Muhammad Ali Boulevard (JFCH-469)	447
Figure 5. 33	Louisville Medical College, facing southwest (JFCD-159)	449
Figure 5. 34	Façade of 834 East Broadway (JFCH-1315)	450
Figure 5. 35	Façade of Shelby Street Methodist Episcopal Church (JFCH-54)	452
Figure 5. 36	St. Joseph’s Church, looking southeast (JFCB-704)	453
Figure 5. 37	Detail of façade (JFCB-704).....	454
Figure 5. 38	Grace Immanuel United Church of looking southwest (JFCB-442)	455
Figure 5. 39	Façade of St. Francis in the Fields (JF-676)	456
Figure 5. 40	Façade of the rectory (JF-1941).....	457

Chapter VI.

Figure 6.1	Sutherland Mound (15Jf287) is now preserved on a suburban lot	464
Figure 6.2	A stone foundation documented adjacent to I-64 And Beargrass Creek behind Hadley Pottery in Butchertown	466
Figure 6.3	Archaeologists document a privy associated with the Robinson Pharmacy at the Muhammad Ali Center Site (15Jf697) in Area 1	471
Figure 6.4	An 1884 Conceptual Drawing Of Fort Nelson (From Thomas 1971)	476
Figure 6.5	The remains of the Lewis Pottery (15J658) adjacent to the Downtown Study Area were preserved under a parking lot.....	477
Figure 6.6	A stone foundation associated with a distillery at the former River Metals industrial property along Beargrass Creek adjacent to Area 2.....	478
Figure 6.7	Archaeologists work at a house lot in the Highland Park Neighborhood	480
Figure 6.8	An example of archaeological testing in a farm field setting (not in the study area)	482
Figure 6.9	The wall enclosure of the Bate Cemetery in a subdivision near the I-71 and Watterson Expressway Interchange just outside of the Study Area	484

Chapter VII.

Figure 7.1	River Camp Communities (west of Blankenbaker Road) along River Road to be studied as part of a Multiple Property Documentation Form	490
Figure 7.2	River Camp Communities (east of Blankenbaker Road) along River Road to be studied as part of a Multiple Property Documentation Form	491
Figure 7.3	Boundaries of proposed Irish Hill National Register District, shown in relation to adjacent Butchertown and Phoenix Hill Districts	494
Figure 7.4	Recommendations for expanded Butchertown NRHP District	495
Figure 7.5	Recommendations for expanded Phoenix Hill NRHP District.....	496

Chapter VIII.

Figure 8. 41	Butchertown Historic Preservation Plan Character Area Map	504
Figure 8. 42	Phoenix Hill Historic Preservation Plan Character Area Map.....	511
Figure 8.3	Surveyed sites within the Harrods Creek Village Historic District.....	516
Figure 8.4	Surveyed sites within the West Main Street/10 th Street Manufacturing Historic District.....	518

Appendix

Figure A. 1	Portrait of George Koch and his wife Anna in the late nineteenth Century (Courtesy of Jim Segrest).....	558
Figure A.2	1905 Sanborn map of Quincy Street.....	559
Figure A.3	1929 Sanborn Map, showing abattoirs at the rear of Quincy Street	561
Figure A.4	1951 Sanborn Map showing Edwin Koch and Co Slaughterhouse	562

List of Tables

Table 6.2	Archaeological Sites Identified in or near the Study Area	469
Table 6.3	Recorded Cemeteries in or near the East End Area.....	484

Chapter I. Introduction

This study, stipulated in the Louisville Southern Indiana Ohio River Bridges (LSIORB) Project Memorandum of Agreement (MOA), is described in that document as the following: “The Jefferson County Inventory and Survey of Historic Sites in Kentucky will be updated by KYTC in consultation with the KYSHPO and the Louisville/Jefferson County Metro Government Historic Preservation Office.” The parameters of this survey were further outlined in “Attachment A Louisville Southern Indiana Ohio River Bridges Project Survey and Planning Project Scope of Work.” The methodology and scope of this update (referred to in this report as the “study”) was confined to the Area of Potential Effect (APE) for the LSIORB Project. For the first time, the historic districts of Butchertown and Phoenix Hill have been intensively surveyed and evaluated, and the unrecorded resources along River Road have been documented. A historic context was prepared in which to fully understand the historic resources within the study area and their role in the development of Louisville and Jefferson County. This study combines not only the survey of historic resources, but also an examination of past archaeological studies and archaeological potential of certain properties and land use types within the study area. The methodology for this study is further detailed on page 30 of Chapter II.

Description of LSIORB Project and Project Area

The shape and design of Louisville has long been dictated by the Ohio River. From its role as a transportation artery, conduit of business and commerce, recreational source and oft-dangerous natural resource, the river’s part in the development of Kentucky’s largest metropolitan area cannot be overstated.

During the nineteenth century the river served as a principal transportation mode but as railroads gained importance, the need to cross the river rather than simply utilize it became apparent. The first railway bridge spanned the river in 1870; the Louisville Railway Bridge (JFWP-327) was the first of three railway bridges to be constructed in the late nineteenth century.¹ The Kentucky and Indiana Railroad Bridge (K&I Bridge, JFWP-332) was completed in 1886, while the first incarnation of the Big Four Bridge (JFCB-608), known then as the Louisville and Jeffersonville Bridge, was completed in 1895.

Automotive traffic in the twentieth century forced another era in cross-river traffic. The K&I Bridge was rebuilt from 1910 to 1912 to accommodate both rail traffic, and eventually, automotive traffic.²

The Louisville Municipal Bridge (JFCB-217) opened in 1929 between Second Street and Illinois Avenue in Jeffersonville, Indiana. In 1949 the bridge was renamed the George Rogers Clark Memorial Bridge.³

¹ George H. Yater. “Fourteenth Street (Railroad) Bridge,” in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 315.

² Carl E. Kramer. “Automobile Bridges” in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 122.

A decade of debates regarding traffic congestion and movement across the river in the late 1940s and 1950s, and the development of the Interstate Highway System, resulted in the construction of two new bridges across the Ohio River. The Sherman Minton Bridge, a through-arch double deck bridge, was built between 1959 and 1963 (JFWP-589) and named for Indiana native and U.S. Supreme Court Justice Sherman Minton. The John F. Kennedy Memorial Bridge, a single-deck cantilevered through-truss bridge, built between 1961 and 1963 (JFCB-722), was named in honor of the slain president four days after his assassination.⁴

The ensuing growth of Louisville and Jefferson County, and increasing reliance on automobiles, however, meant that the conversation about traffic flow across the river never really stopped. Discussion about an east end bridge connecting northern Jefferson County and southern Indiana began in the 1960s.⁵ Advocates for an east end bridge that would join the Gene Snyder Freeway in Louisville (I-265) with I-265 in Clark County, Indiana, and proponents of a new downtown bridge to parallel the Kennedy Bridge began to vocalize their concerns and issues in the 1980s.

In 1996, the Kentuckiana Regional Development and Planning Agency approved the findings in the *Ohio River Major Investment Study*, (ORMIS). The study concluded that Louisville's traffic issues would best be addressed by the construction of two new bridges across the Ohio River and the restructuring of the Kennedy Interchange. One of the proposed new bridges would be located in the downtown area, and a new bridge was proposed for construction in the east end of Louisville.⁶

The preliminary routes developed in the ORMIS were further analyzed and presented to the public in 1999, and 21 potential alignments, three in the downtown area and 18 in the east end, were identified. Nine alignments were then selected for a more detailed evaluation and environmental review.⁷

The stated purpose of the Louisville-Southern Indiana Ohio River Bridges project is to:

- Upgrade the Metropolitan Area transportation system by providing additional cross-river transportation access between Jefferson County, Kentucky and Clark County, Indiana.
- Improve traffic flow, level of service, and safety in downtown Louisville, Kentucky and Jeffersonville, Indiana, by reducing traffic congestion and crash

³ Kentucky Historic Resources Inventory Form, JFCD-217. On file at the Kentucky Heritage Council.

⁴ Kramer, 122.

⁵ Community Transportation Solutions' Project Team. "Phoenix Hill Historic Preservation Plan." Unpublished Report for the Ohio River Bridges Project, on file at the Kentucky Heritage Council, 2007.

⁶ Helen Powell. *Addendum Expanded APE Kentucky Cultural-Historic Sites for the Louisville-Southern Indiana Ohio River Bridges Project*. Community Transportation Solutions. On file at the Kentucky Heritage Council, 2002.

⁷ *Ibid.*

- rates at the Kennedy interchange and Kennedy Bridge and on I-65 in Indiana immediately north of the Ohio River.
- Accommodate existing and future growth and improve transportation accessibility and interstate highway linkage in eastern Jefferson County, and eastern Clark County, Indiana.

The initial LSIORB Project area covered a wide swath of Louisville and Southern Indiana. It ran roughly from 9th Street in downtown Louisville and Clarksville in Indiana, to Prospect, Kentucky and east of Utica, Indiana. It covered approximately 13,798 acres (21.5 square miles, Figure 1.1).⁸

This broad project area narrowed down upon the finalization of a set of alternatives for each section of the project. This Alternate Specific Area of Potential Effect (APE) encompassed 8,286 acres (13 square miles), and was the basis for this survey project. Three alternatives, dubbed the “C” alternatives, were the focus of the Alternate Specific APE in the downtown area, while the “B” alternatives were explored in the near east section of the project area, and “A” alternatives were examined in the Far East section of the project area.

The alternatives chosen for the project were Alignment C1 in the downtown area and Alignment A15 in the east end. These alignments were used to delineate the study area (Figure 1.2).

The Memorandum of Agreement for the LSIORB Project was finalized and signed in March 2003; the project Record of Decision (ROD) was released by the Federal Highway Administration (FHWA) in September 2003.⁹

⁸ Ibid.

⁹ Ibid.

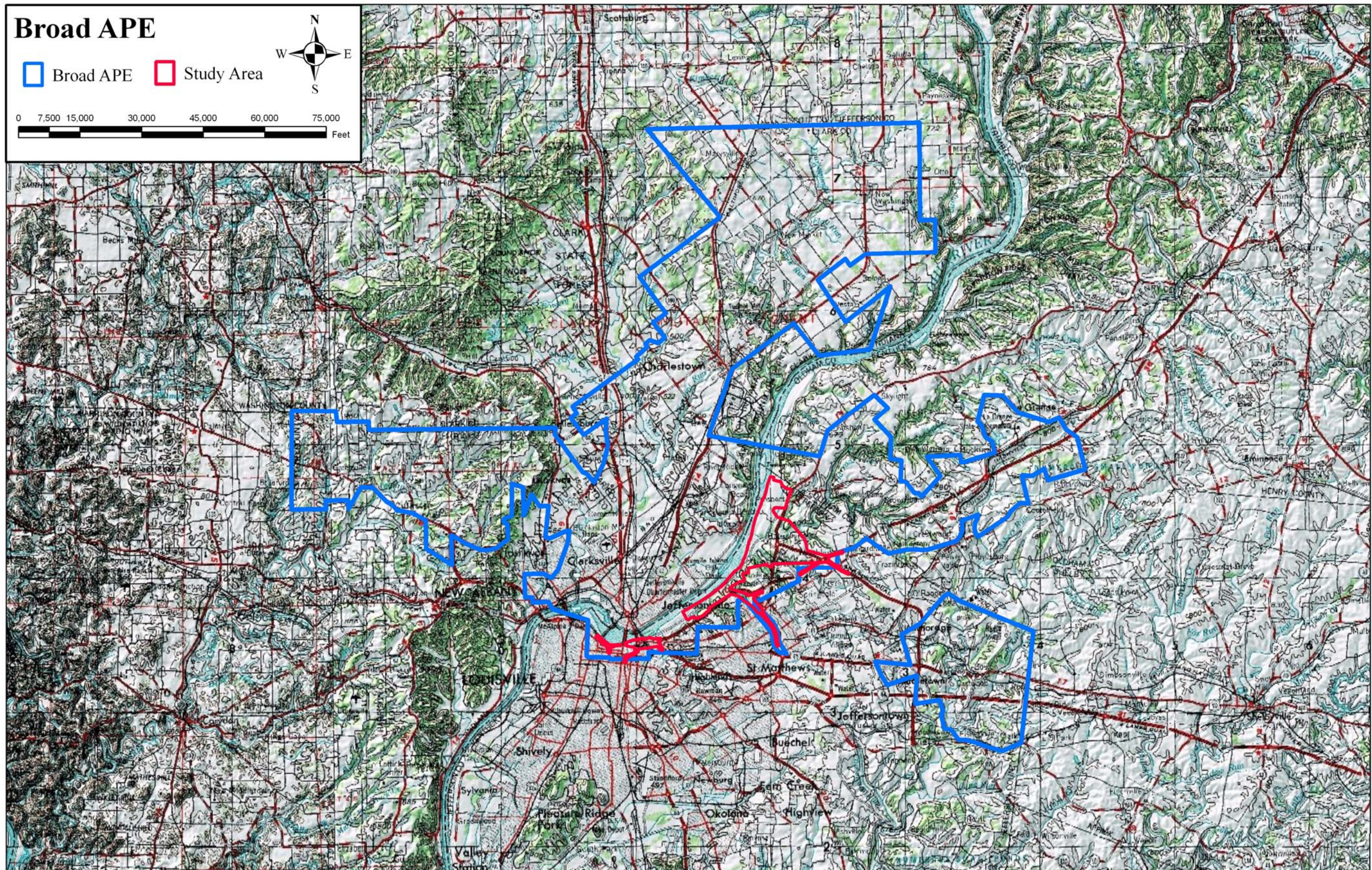


Figure 1. 1 Initial LSIORB Project Area.

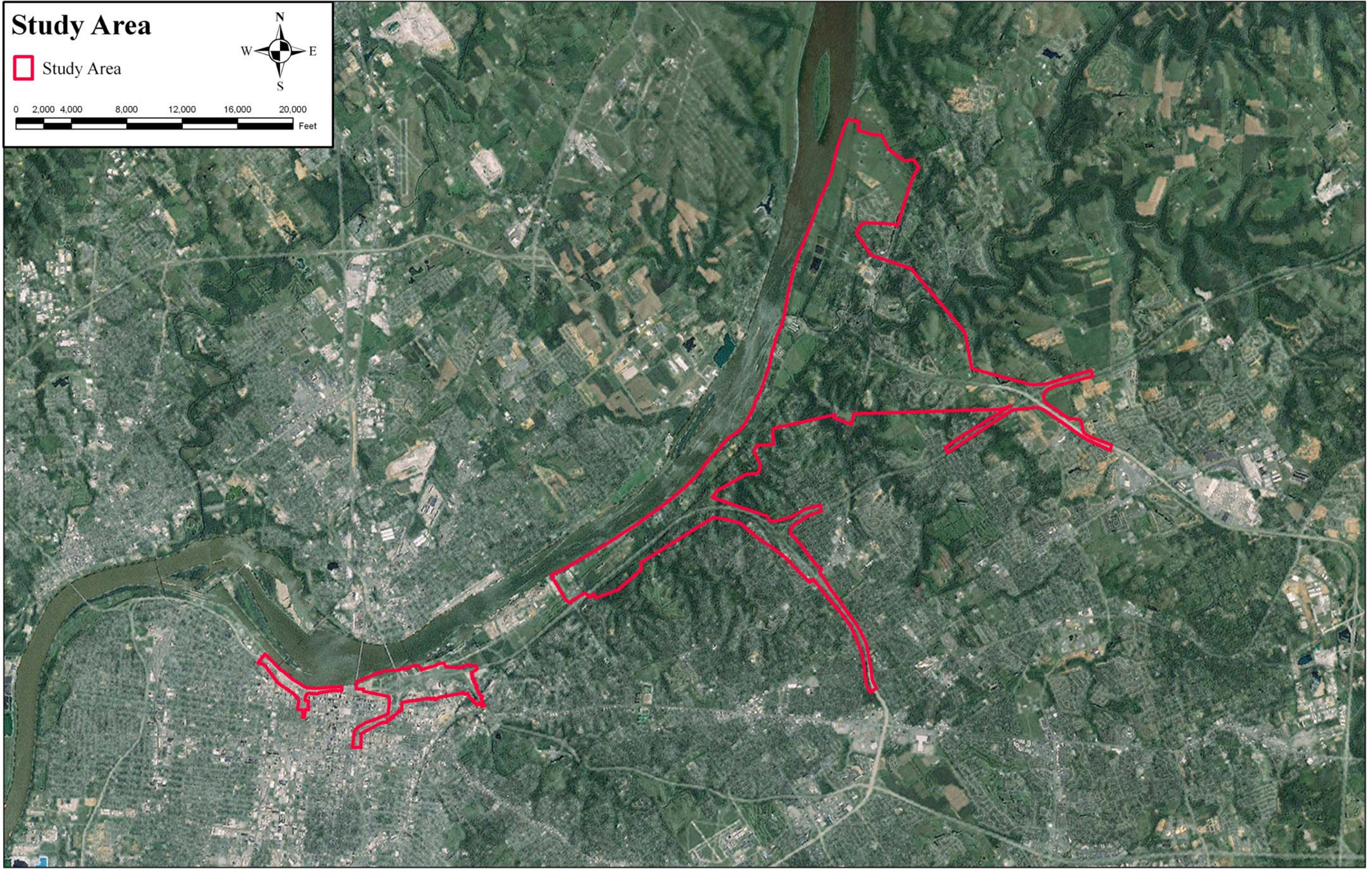


Figure 1. 2 Study Area Overview.

There are six major components to the LSIORB Project, on both the Kentucky and Indiana sides of the river:

- The interstates and ramps systems of the existing Spaghetti Junction will be reconstructed and relocated to the south.
- Construction of a new downtown bridge just east of the existing Kennedy Bridge.
- In Jeffersonville, Indiana, the construction of an approach and ramps system leading to the new bridge.
- The construction of an East End bridge.
- Construction of a new connection between the existing Gene Snyder Freeway and the new East End bridge.
- In Indiana, construction of a connection between the existing Lee Hamilton Highway and the new East End bridge.

The project area, in addition to encompassing a large surface area, includes neighborhoods and districts with distinct characteristics and origins, both in the downtown and east end sections.

In the downtown, the project area includes the Phoenix Hill and Butchertown neighborhoods, and portions of the West Main Street corridor. Due to the noncontiguous boundaries of the APE, the downtown study area will be described in two different sections, Area 1 and Area 2 (Figure 1.3). Both areas encompass National Register of Historic Places (NRHP) listed districts and individual sites. The NRHP boundaries do not, however, necessarily correspond with the local neighborhood boundaries. Throughout this description of the project areas, where necessary, the neighborhood and NRHP boundaries will be specifically delineated.

There are three National Historic Landmarks in the downtown area, located between Area 1 and Area 2 of the Alternate Specific APE: the Old Bank of Louisville (JFCD-53); the Belle of Louisville (JFCD-218); and the Life Saving Station No. 10 (JFCD-252).

Area 1 of the downtown APE runs from North Fourth Street along the Ohio River west to the intersection of Portland Avenue and North 17th Street, then parallel to I-64 along Portland Avenue, running southwest to Rowan Street (along the south side of the Pennsylvania Lines Freight Depot, JFWP-164), and then diagonally crosses 12th, 11th and 10th Street to Jefferson Street, where it moves south down Ninth Street, and then north along the I-64 exit ramp, back up to I-64. Area 1 of the project area includes one NRHP listed district and two eligible districts. It is predominantly a commercial and industrial area.

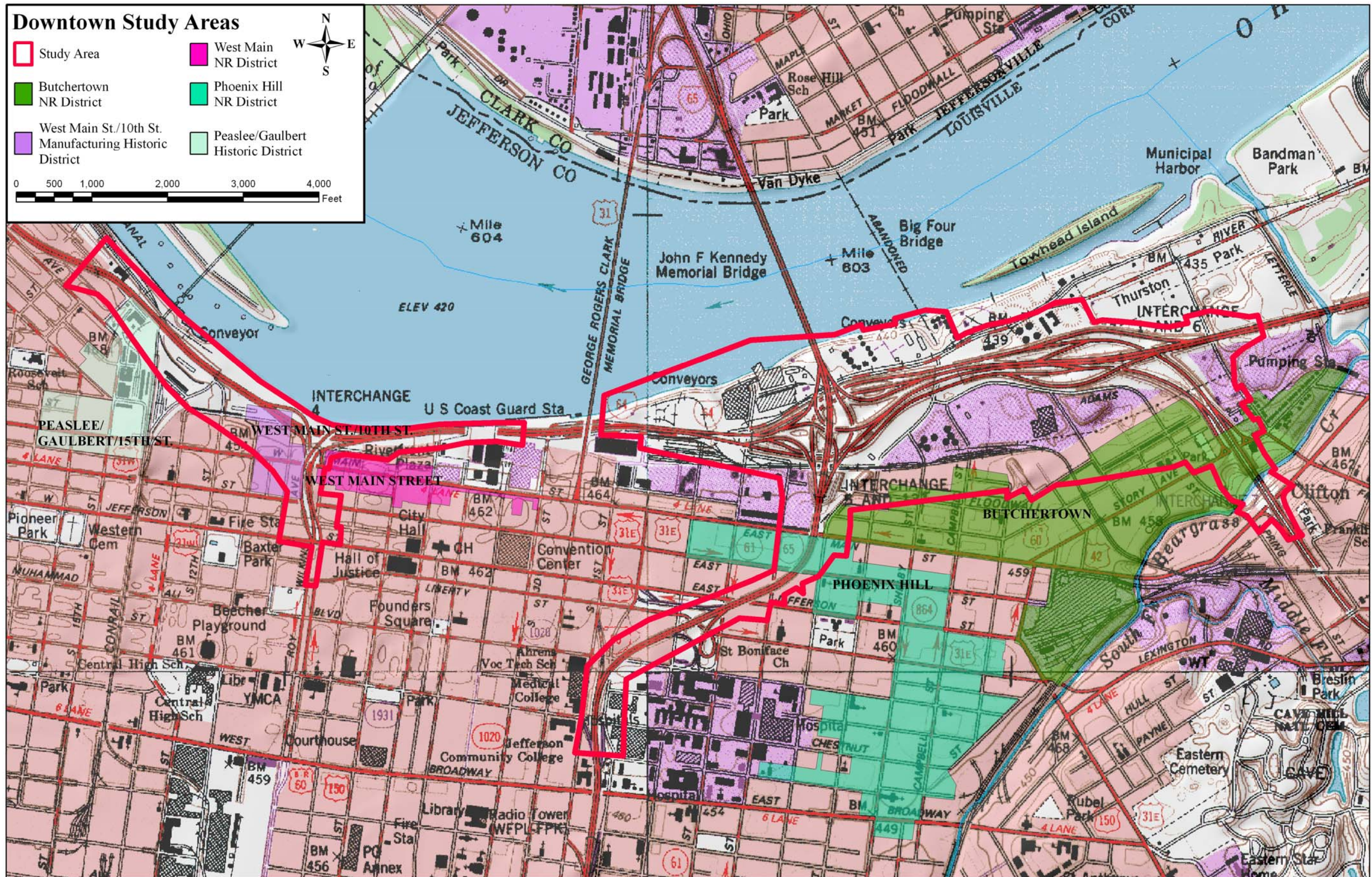


Figure 1. 3 Downtown Study Areas .

The West Main Street Historic District was first listed in the NRHP in 1974 and included the 600, 700 and 800 blocks, both the north and south sides, of West Main Street. In 1980, the district was expanded to include the south side of the 500 block of West Main Street. The district represents the historic commercial corridor of Louisville. The cast-iron commercial storefronts within the district are nationally recognized.¹⁰

In addition to this NRHP District, this portion of the study area includes the West Main Street/10th Street Manufacturing Historic District (Figure 1.4). This district was determined eligible by consensus (Criteria A and C) on March 5, 2002, during the Section 106 consultation process of the LSIORB Project. Two individually listed resources are within the boundaries of this eligible district: the New Enterprise Tobacco Warehouse (JFWP-134) at 925 West Main Street and the Tobacco Realty Company (JFWP-137), located at 118-120 North 10th Street. The district represents the manufacturing age in downtown Louisville.¹¹

Also determined eligible (Criterion A) during the LSIORB Project Section 106 consultation process was the Peaslee-Gaulbert/Manufacturing District (Figure 1.5). Included within this eligible district is the Peaslee-Gaulbert Paint Manufacturing Plant (JFWP-528) on Northwestern Parkway and four adjacent properties that were all previously listed in the NRHP: the Wramplemeier Furniture Company (JFWP-158) at 226-228 North 15th Street, the Peaslee-Gaulbert Warehouse (JFWP-159), located at 1427 Lytle Street; Greve, Buhrlage and Company (JFWP-160) at 1501 Lytle Street; and Greve, Buhrlage and Company (JFWP-161) at 312-316 North 15th Street.¹² After discussion with the consulting parties, the decision was made to expand the Peaslee-Gaulbert eligible district and include those properties identified in a 1999 survey as the 15th Street Industrial District (see chapter 2, page 27).¹³

The chosen alternative for the LSIORB Project, C1, does not have a direct impact on the West Main Street Historic District, the West Main Street/10th Street Manufacturing Historic District or the Peaslee-Gaulbert/15th Street Industrial District. The new bridge is located upstream of these districts.

Area 2 of the downtown study area includes the NRHP listed districts of Butchertown and Phoenix Hill. The APE for Area 2 wraps around Spaghetti Junction at the north, extending west to just before the George Rogers Clark Memorial Bridge, south along I-65 and then returning north along I-65 to run east between Franklin and East Washington Streets and across Butchertown to the I-64 Mellwood/Story Interchange. The

¹⁰ John J. Cullinane, "West Main Street Historic District," *Nomination to the National Register of Historic Places*. Copy on file at the Kentucky Heritage Council. Listed 1974.

¹¹ Federal Highway Administration, Indiana Department of Transportation and the Kentucky Transportation Cabinet (FHA et al.) *Louisville-Southern Indiana Ohio River Bridges Project Section 106 – Final Determination of Eligibility*. On file at the Kentucky Heritage Council, 2002. [LSIORB FDOE]

¹² Ibid.

¹³ Ibid.

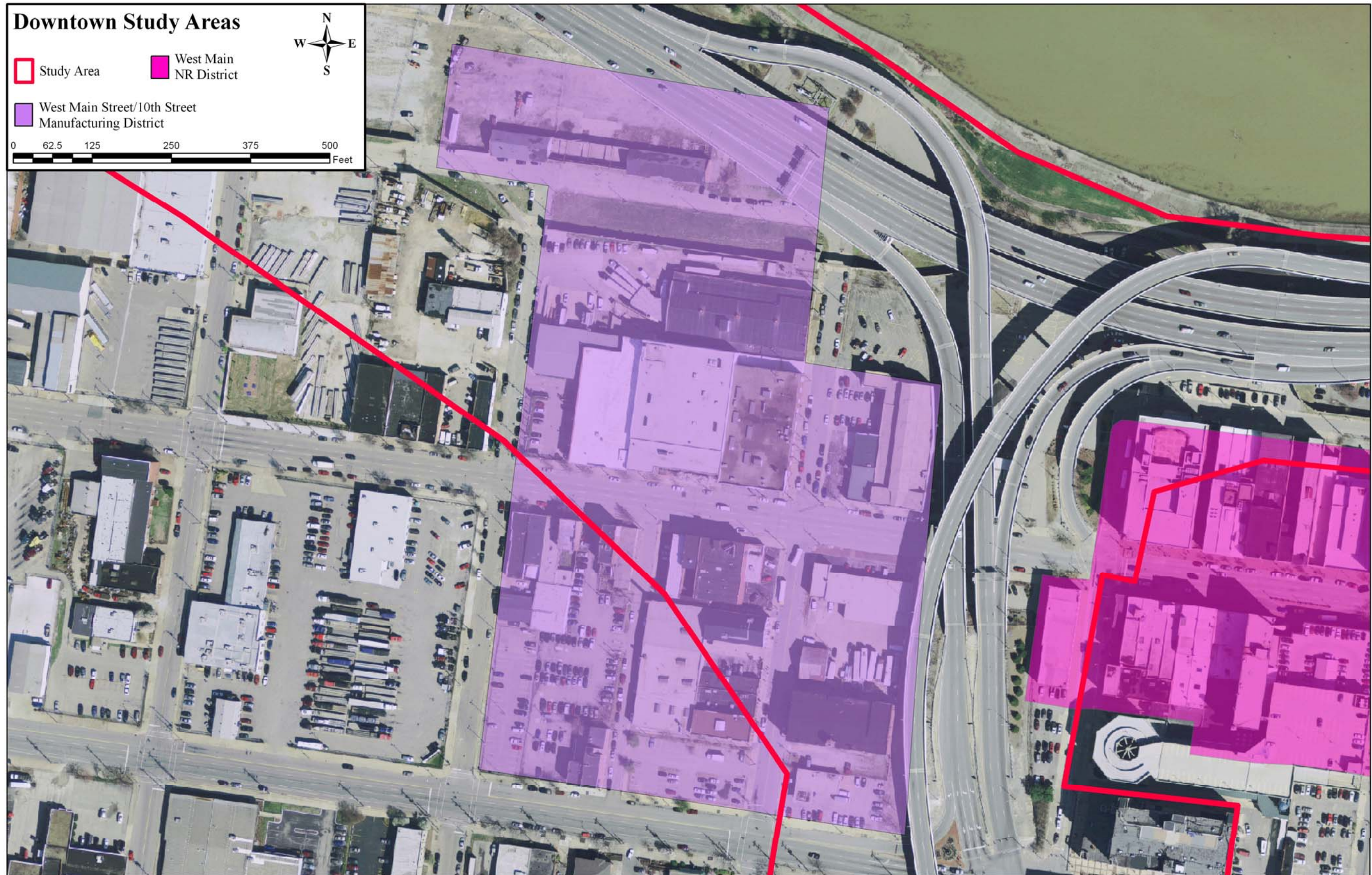


Figure 1.4 West Main Street/10th Street Manufacturing District, with the West Main Street District to its east.

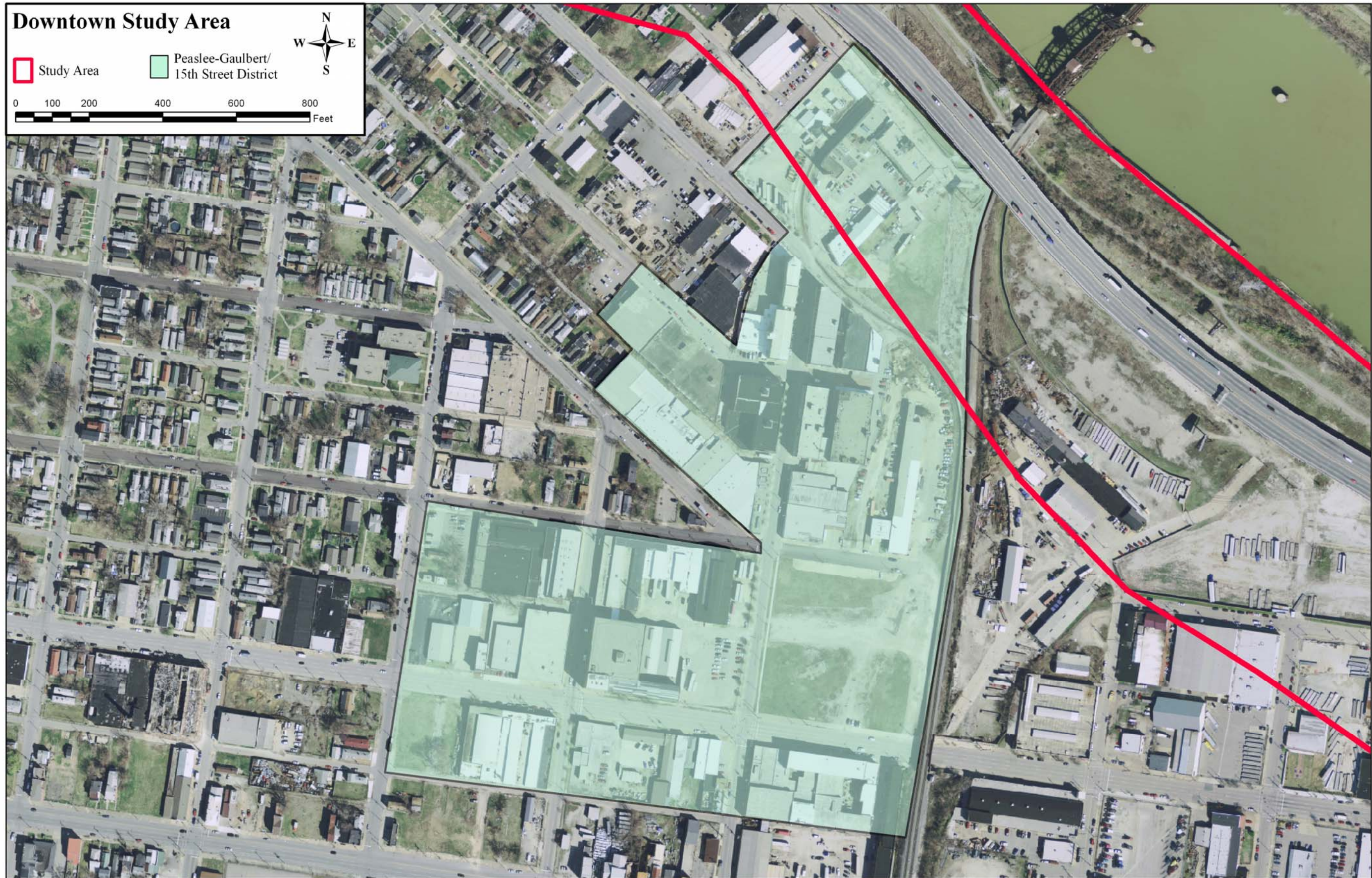


Figure 1. 5 Peaslee-Gaulbert/15th Street District.

APE wraps the interchange, and moves north to Story and up Frankfort Avenue to encompass I-71 before again running parallel to the Ohio River.¹⁴

Butchertown

Butchertown, the easternmost portion of Area 2, covers approximately 223 acres. Part of the neighborhood was annexed by the city of Louisville in 1827, but its settlement dates back to the 1790s. The confluence of transportation corridors, both road and waterways, spurred the neighborhood's growth in the first half of the nineteenth century.¹⁵ The neighborhood boundaries cover a much greater area than those of the NRHP District (Figure 1.6).

The neighborhood's boundaries were historically defined by two forks of Beargrass Creek. The South Fork of Beargrass Creek today forms much of the southern boundary of the NRHP district. The neighborhood boundaries extend on the north to the Ohio River; the 1948 floodwall is the NRHP's northern district boundary.¹⁶

Interstates demarcate much of the neighborhood currently; I-65 serves as the western boundary of both the Butchertown NRHP district and the neighborhood, and forms most of the western edge of the Phoenix Hill NRHP District as well.

Interstate 64 bisects Butchertown near its center, and I-71 is located to the north of the district. The street grid within the district, primarily the east and west streets, provide a strong balance, however, to the interstates. The eastern edge of the NRHP boundary is generally the Beargrass Creek Pumping Station (JFCB-720) and Beargrass Creek; the NRHP boundary excludes the Pumping Station and wraps around the footprints of the dwellings at the end of Story Avenue.

The Butchertown Neighborhood boundary extends to the northwest of the pumping station, and then up to I-71 and north to the Ohio River before moving east to I-65. Butchertown is a mixture of commercial, residential and industrial building stock, and also contains infrastructure elements such as historic bridges across Beargrass Creek and the floodwall.

¹⁴ Powell, *Addendum*.

¹⁵ Walter E. Langsam, "Butchertown Historic District." *Nomination to the National Register of Historic Places*. Copy on file at the Kentucky Heritage Council. Listed August 1976.

¹⁶ *Ibid*.

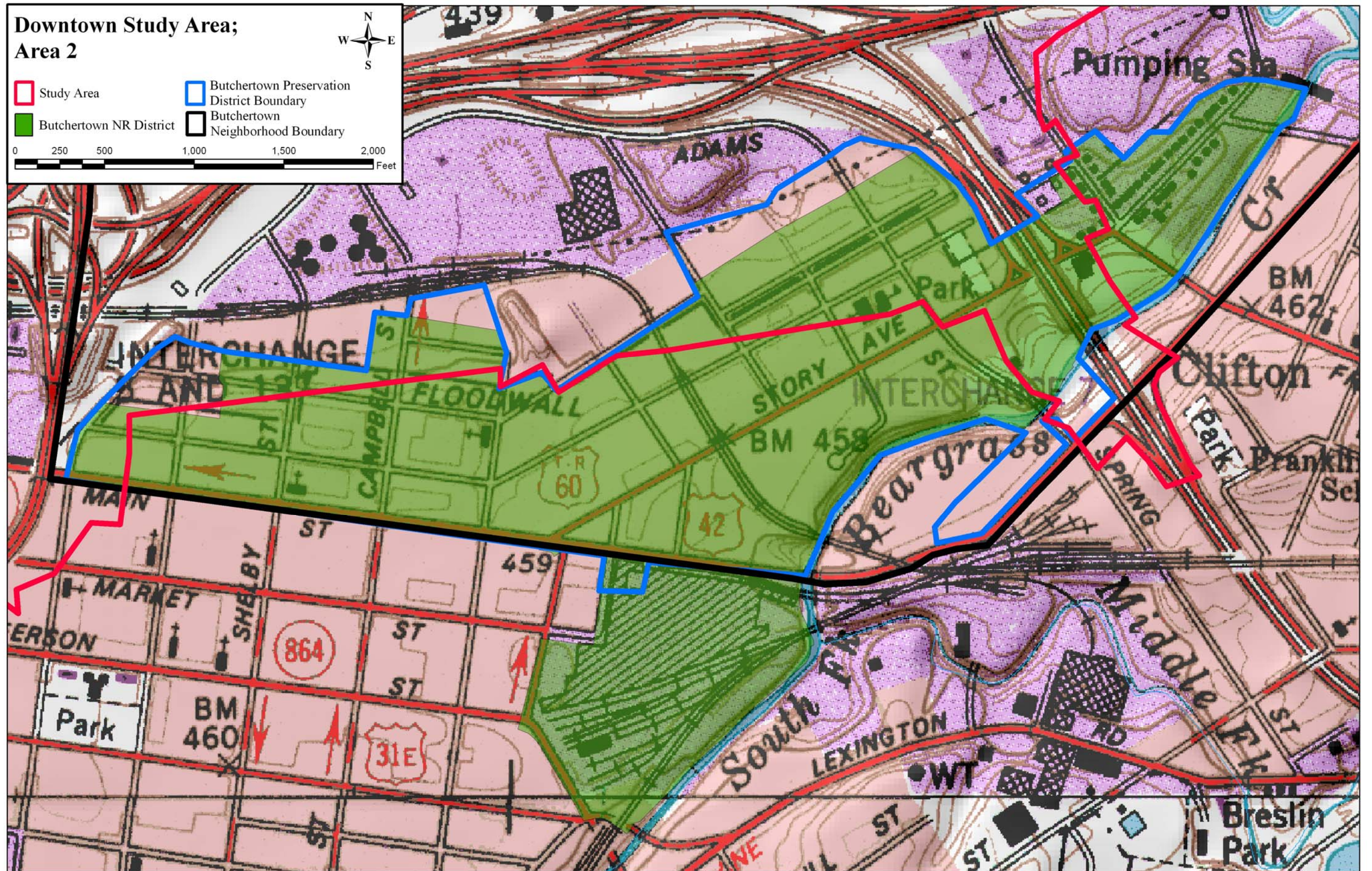


Figure 1. 6 Butchertown NRHP District in Area 2 of the Downtown Study Area.

The LSIORB Project will impact Butchertown in several ways. The shifting of the Kennedy Interchange to the south will impact the district, with several local streets within Butchertown planned to ultimately extend under the new Spaghetti Junction and connect with River Road. A new interchange is planned at Frankfort Avenue, and the Story and Mellwood Interchanges are also to be reconfigured.

Grocers Ice and Cold Storage (JFCB-634), located at 601-615 East Main Street, could be adversely impacted by the LSIORB Project. Stipulation III.K.10 of the LSIORB Project MOA states that an effort will be made to develop and provide a plan for the adaptive reuse of the portion of the structure not needed for Right of Way (ROW).¹⁷ A treatment plan to this effect has been approved; the LSIORB Project will seek a buyer to implement the plan. It is possible, however, that the Grocers Ice and Cold Storage building will be demolished.

Phoenix Hill

The Phoenix Hill NRHP District occupies a flat area of some 150 acres, from Main Street to the north and Broadway to the south. Floyd Street is the westernmost boundary of the NRHP District, while East Chestnut Street serves as the eastern edge of the District. At the time of its nomination to the NRHP in 1981, the Phoenix Hill NRHP District contained 700 resources.¹⁸

Part of the original town of Louisville, most of Phoenix Hill was comprised of the northern section of Colonel William Preston's 1774 land grant. Annexed by Louisville in 1827, along with Butchertown, development in Phoenix Hill began in the mid-1830s and accelerated after 1850.¹⁹ The NRHP boundaries for Phoenix Hill are quite irregular, and cover a markedly smaller area than the neighborhood boundaries (Figure 1.7).

Originally known as Uptown, the Phoenix Hill neighborhood is bounded by Main Street on the north, Broadway to the south, Preston Street to the west, and the Baxter Avenue/Broadway intersection to the east. The Smoketown neighborhood, which was listed in the NRHP in 1997, is located across Broadway to the south of Phoenix Hill.

Phoenix Hill has a strong residential character, along with significant ecclesiastical architecture and commercial and industrial building stock. The neighborhood was irrevocably shaped by the development of the Louisville Medical Center campus (which covers 24 blocks at the eastern edge of the neighborhood) as well as the 1940s Clarksdale Public Housing development, now replaced with the Liberty Green Housing development.

¹⁷ Louisville Southern Indiana Ohio River Bridges. Project Memorandum of Agreement. Signed 2003.

¹⁸ Hugh Foshee, Marty Hedgepeth, and M.A. Allgeier. "Phoenix Hill Historic District." *Nomination to the National Register of Historic Places*. Copy on file at the Kentucky Heritage Council. Listed January 1983.

¹⁹ *Ibid*.

Phoenix Hill will be negatively impacted by the C-1 alignment, which will take 1.2 acres and two contributing buildings. The Baer Fabrics Building (JFCH-1212), located at 515-523 East Market Street, will be taken by the LSIORB Project, as will a portion of the Vermont American /American Machine Company Building (JFCH-3), located at 510 East Main Street.²⁰

²⁰ Federal Highway Administration, Indiana Department of Transportation and the Kentucky Transportation Cabinet (FHA et al.) *Indiana-Kentucky Assessment of Effects* Report. On file at the Kentucky Heritage Council, 2002. [LSIORB Effects]

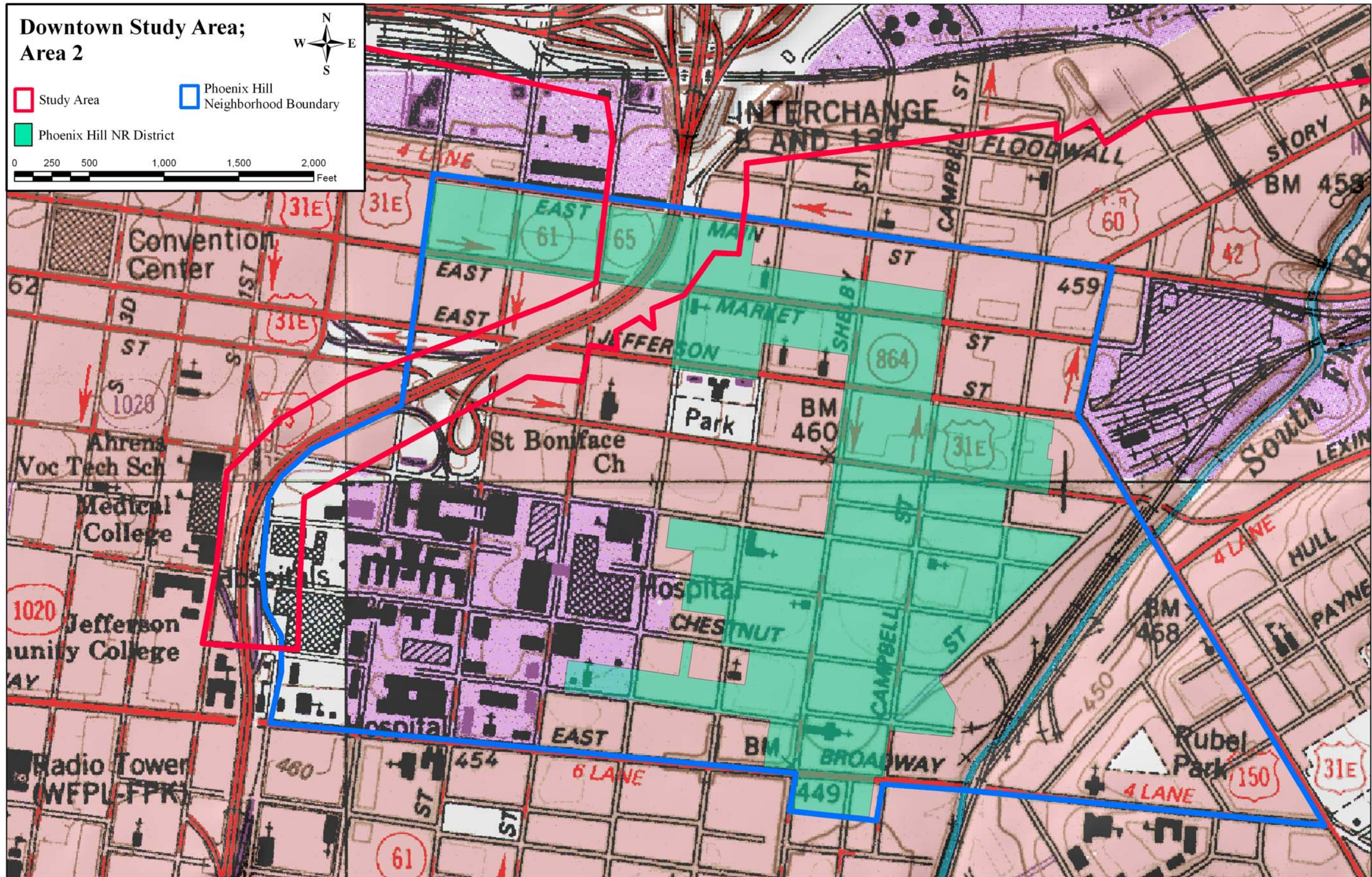


Figure 1. 7 Phoenix Hill NRHP District in Area 2 of the Downtown Study Area.

East End of the Study Area

The eastern end of the project area covers some 25 square miles, beginning at the National Historic Landmark Louisville Water Company (JFEG-702) at Zorn Avenue, and extending along the Ohio River and River Road Corridor northeast to the Oldham County line. Due to the size of the East End study area, it has been divided into two sections: the west side of the East End study area (Figure 1.8) and the east side of the East End study area (see Figure 1.9) The west side of the East End study area extends east to Lime Kiln Lane. The east side of the East End study area begins on the east side of Lime Kiln Lane and continues east to just before the Jefferson/Oldham County line.

The East End of the study area, like the downtown portion, has a settlement history and development patterns shaped by the Ohio River and its tributaries. Yet, despite that similarity, this portion of the study area is markedly different than Areas 1 and 2.²¹

The East End is further defined by the unique topography and geology that have supported generations of disparate residents. Rather than an urban street grid, the East End of the study area has curving two-lane roads, such as River Road and Wolf Pen Branch Road, that offer views of the Ohio River, tree-lined bluffs and agricultural fields. Seven miles of River Road have been designated as a Kentucky Scenic Byway.

The built landscape is not dense like the Downtown study area, but rather limited to residential and commercial resources adjacent to roadways. The Country Estates of River Road District, listed in the NRHP in 1999, brought together several previously listed sites and districts in recognition of the contiguous historic and cultural landscapes that are unique to this portion of the study area. In addition to the architect-designed landscapes and houses of the County Estates, the East End of the study area is characterized by farms, river camps and crossroads villages. Gentleman and middling farms from the nineteenth century are still extant, and their agricultural fields and farm complexes help form the pastoral landscape that is one of the characteristics of the study area.

The City of Prospect is within the study area, as well as the crossroads community of Harrods Creek. African American settlement has played an important role in the East End study area, with freed blacks settling along Harrods Creek after the Civil War and engaging in small-scale agriculture, as is demonstrated by the Merriwether House (JF-690). Planned, early-twentieth century developments like the James Taylor subdivision and Jacob School Road Historic District provided blacks in the East End a chance to own property and still practice a rural lifestyle.

²¹ Powell, *Addendum*.

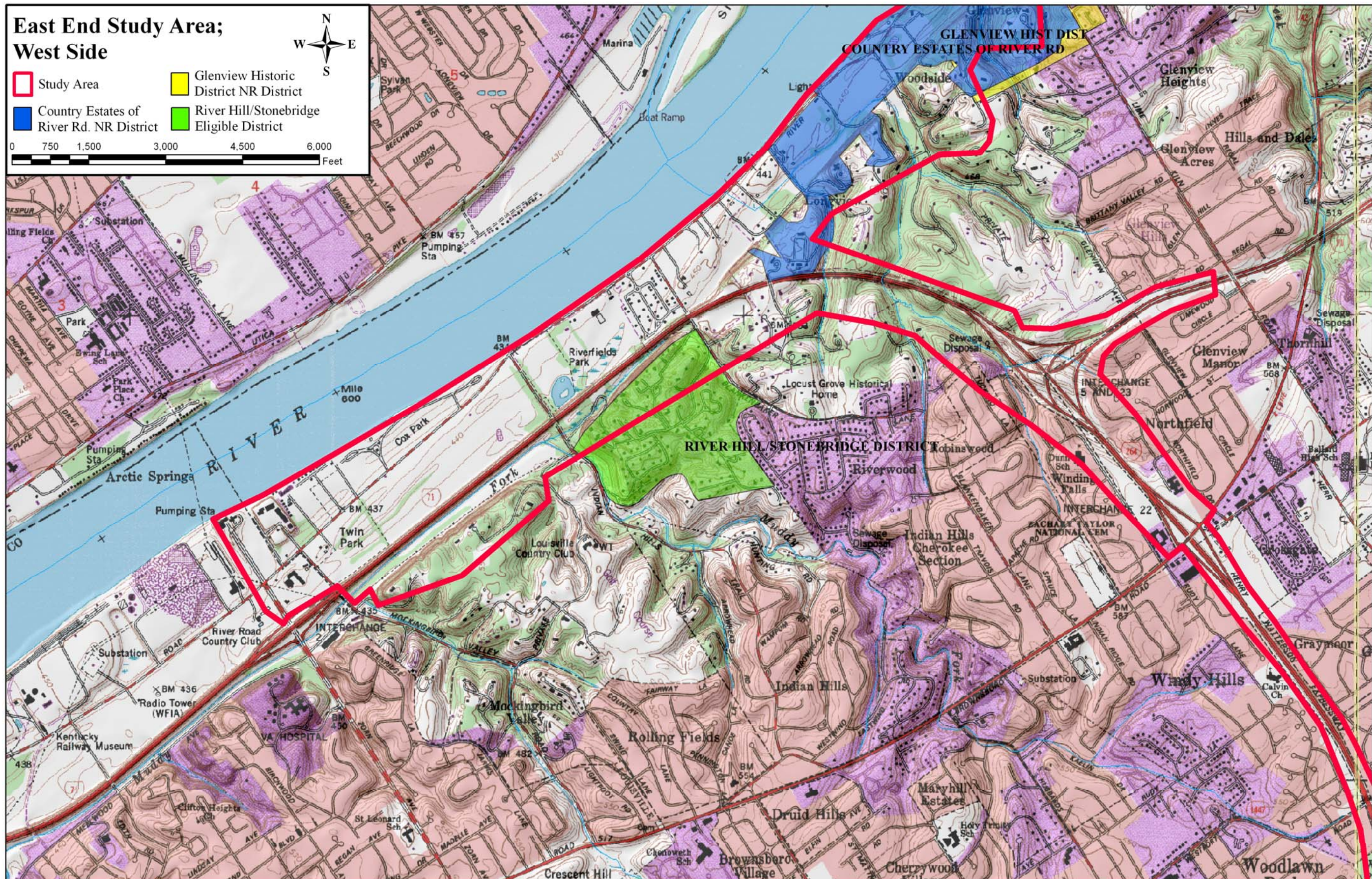


Figure 1. 8 West side of the East End Study Area.

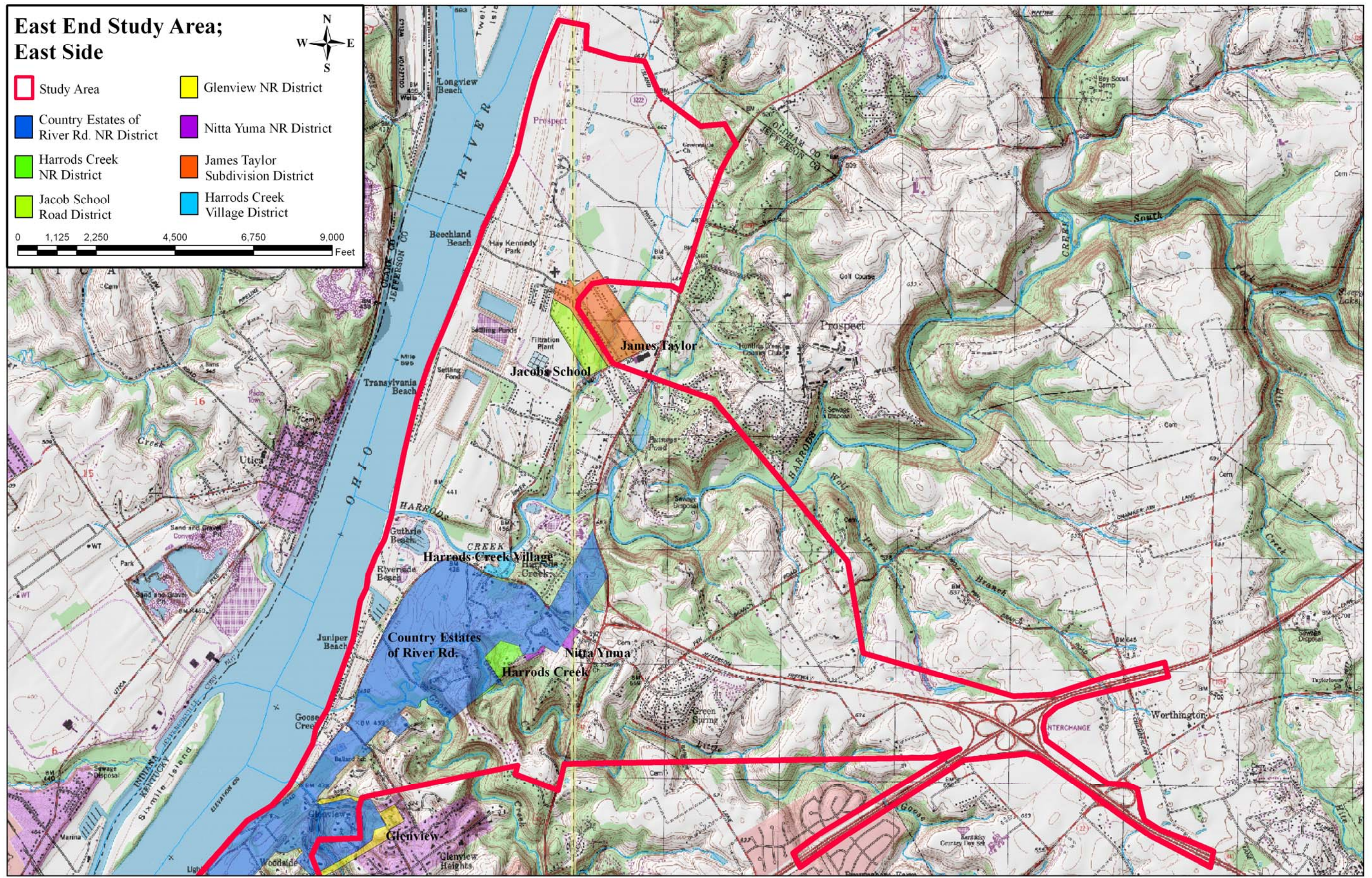


Figure 1.9 East side of the East End Study Area.

River camps, many of which began as summer retreats, including those located at Turner's Beach, Juniper Beach, Waldoah Beach, Eifler's Beach and Transylvania Beach, have evolved into year-round communities along the Ohio River. The growth of the automobile and expansion of road networks led to scattered mid-twentieth century and suburban residential and commercial development along River Road and US Highway 42.

There are a number of NRHP-listed and eligible districts and individual sites within this portion of the APE. The following are specifically listed in the LSIORB Project MOA:

- Country Estates of River Road Historic District, including individually listed National Register properties within the Country Estates District
- James T. Taylor/James W. Chandler House (JF-784)
- Merriwether House (JF-690)
- Upper River Road Bridge over Harrods Creek (JF-845)
- Harrods Creek Village Historic District
- J. Schildnecht House (JF-841)
- John Determan House (JF-843)
- Allison-Barrickman House (JF-563)
- St. Francis in the Fields Church (JF-676)
- Belleview (JF-453)
- Rosewell (JF-452).²²

The Harrods Creek Village Historic District, comprised of eight properties along Harrods Creek, north of the intersection of Wolf Pen Branch and River Road, was determined eligible for listing in the NRHP (Criterion A) during the LSIORB Project Section 106 consultation process (Figure 1.10). The following sites are included in this eligible district: JF-846, JF-847, JF-935, JF-936, JF-937, JF-939, JF-1965 and JF-1967.²³

²² LSIORB MOA.

²³ LSIORB FDOE.



Figure 1. 10 Harrods Creek Village Historic District .

The James Taylor Subdivision, located along Shirley and Duroc Avenues in the far east portion of the East End study area, was determined eligible for listing in the NRHP (Criterion A) during the LSIORB Project Section 106 consultation process (Figure 1.11). The adjacent Jacob School Road Historic district was also determined eligible for listing under NRHP Criterion A. The Jefferson Jacob School, a historic Rosenwald School located within the Jacob School Road Historic District, was determined to be individually eligible for listing under Criteria A and C.²⁴

Several changes are forecast for this area of the survey project. Effects identified within the LSIORB Assessment of Effects Report (Section 5.3.1.2) include:

- Construction of the east-end approach, which extends I-265 from the junction of I-71 to the north to connect with the new bridge over the Ohio River.
- Conversion of existing KY 841 to a six-lane freeway.
- Construction of a tunnel under the NRHP-listed Drummanard.
- Construction of a new highway alignment from the north portal of the tunnel near Shadow Wood subdivision to the Ohio River.
- Construction of an emergency access ramp off of River Road.²⁵

Summary

Transportation has historically been a pivotal and often contentious issue in Louisville and Jefferson County. The LSIORB Project covers a wide section of downtown Louisville and the East End. The Project MOA, signed in 2003, contained the stipulation for this study. A variety of historic resources are located in all sections of the project. The changes associated with the LSIORB Project will impact the study area in different ways. Chapter two will examine the previous work conducted in the study area and explain the methodology for the study.

²⁴ Ibid.

²⁵ LSIORB *Effects* report.

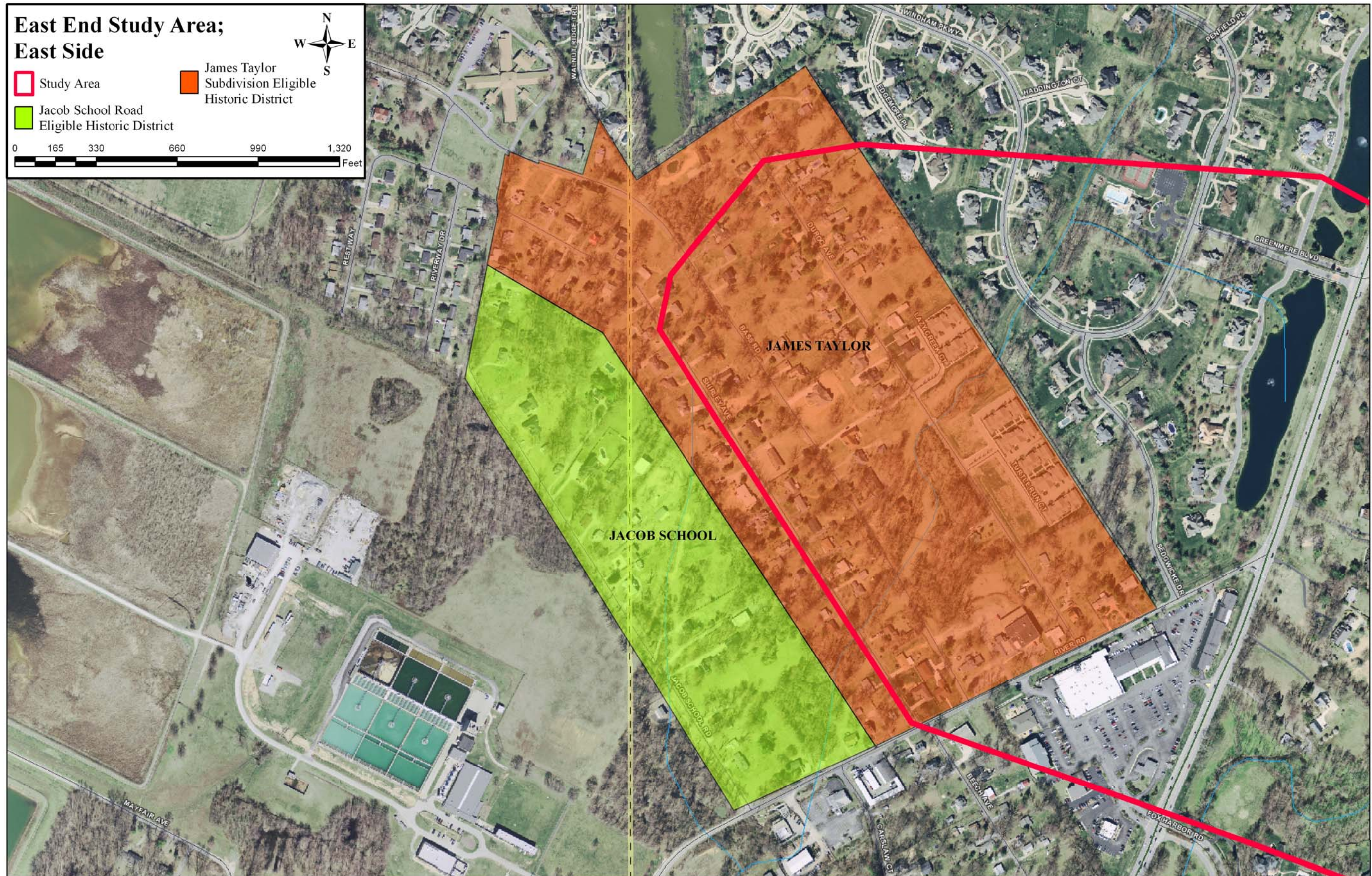


Figure 1. 11 Jacob School Road Eligible Historic District and James Taylor Subdivision Eligible Historic District.

Chapter II. Previous Work and Methodology for the Study

This study was conducted in accordance with the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* (National Park Service 1983). In addition, the following documents were consulted: *Guidelines for Local Surveys: A Basis for Preservation Planning: National Register Bulletin #24* (National Park Service 1985); *How to Apply the National Register Criteria for Evaluation* (National Park Service 1990); *Kentucky Historic Resources Survey Manual* (Kentucky Heritage Council); and *Specifications for Conducting Fieldwork and Preparing Cultural Resource Assessment Reports (Specifications)* (Kentucky Heritage Council 2001).

Before commencing fieldwork, all available surveys, reports, studies, maps and other data pertinent to the project area were identified and reviewed. This background research began with an investigation of the records of the Kentucky Heritage Council (KHC), the Louisville Metro Planning and Design Services office and the Office of State Archaeology at the University of Kentucky.

Cultural Resources Surveys

Following the passage of the National Historic Preservation Act (NHPA) in 1966, governmental preservation efforts in Louisville and Jefferson County developed on two separate tracks, reflecting the separate city and county governments. In 1971, a *Metropolitan Preservation Plan* survey, authored by Walter Langsam, was funded by the then-named Falls of the Ohio Metropolitan Council of Governments. The organization would later join forces with Indiana counties across the river, and was renamed the Kentuckiana Regional Planning and Development Agency.

Langsam's work resulted in the identification and subsequent nomination of several historic resources to the National Register of Historic Places (NRHP). The Butchertown NRHP nomination, prepared by Langsam, was listed in 1976. The district boundaries encompassed approximately 460 buildings and structures.²⁶ Unfortunately, there was no comprehensive survey of those buildings, nor a list prepared of contributing/non-contributing resources. Butchertown was listed under NRHP Criteria A and C, and though there is no stated period of significance, it can be inferred from the nomination that it covers the period from 1800 to approximately 1920.

Non-profit preservation initiatives developed concurrently with those of the government. The Louisville Historical League, a non-profit, volunteer-led corporation, was founded in 1972. The Reverend Clyde Crews and Allan Steinberg established the League, which is headquartered in the NRHP-listed Peterson-Dumesnil House in the

²⁶ LSIORB FDOE.

Crescent Hill neighborhood. The group has focused on educational and advocacy efforts focusing on Louisville's history and cultural landscape since its inception.²⁷

The Preservation Alliance of Louisville and Jefferson County was also founded in 1972. The group's mission was to "coordinate private-sector resources and to teach, advocate, and demonstrate the value of historic preservation."²⁸ In the late 1970s, Preservation Alliance would partner with the city's preservation office on survey efforts within the Louisville city limits (see discussion on page 25). The Preservation Alliance operated until the early 1990s.

In 1973, the Louisville Board of Alderman adopted a public preservation policy and created the Historic Landmarks and Preservation Districts Commission. This new policy resulted in not only a commission, with members appointed by the Mayor, but also a city agency known as the Historic Landmarks and Preservation Districts Commission (Louisville Landmarks Commission). Staff members provided support to the commission, and carried out public preservation work within the city limits. The Commission's responsibilities includes: designating local landmarks and preservation districts; establishing guidelines for exterior alterations, demolition and new construction for designated structures; and developing preservation plans and educational outreach materials. All of these responsibilities were confined to the Louisville city limits.²⁹

The State Historic Preservation Office in Frankfort initiated a historic sites survey of Jefferson County in the late 1970s. The Kentucky Heritage Council (then known as the Kentucky Heritage Commission) began this field survey, focusing on sites outside of the city limits, in 1977. Members of the survey team included William Broberg, Kenneth Gibbs, Anthony James, Mary Cronan Oppel, Carolyn Torma and Lee Walker. AS a result of the survey, many resources in the survey area were documented for the first time. Over 200 historic resources were ultimately documented on Kentucky Historic Resources Inventory Forms (KHRI), the official form for recording historic resources (buildings, structures, sites and objects) in the Commonwealth.

Jefferson County government established the county landmark ordinance in 1979. The Jefferson County Historic Landmarks and Preservation Districts Commission was responsible for designating landmarks in Jefferson County outside the Louisville city limits. Providing staff to the commission was the Jefferson County Office of Historic Preservation and Archives. The Commission consisted of 11 members appointed by the County Judge Executive and three members appointed by each one of the Commissioners of the three county districts.

²⁷ Laurie A. Birnsteele. "Louisville Historical League," in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 552.

²⁸ Ann S. Hassett and Donna M. Neary. "Historic Preservation," in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 390.

²⁹ Historic Louisville Preservation Districts and Local Landmarks Brochure. Available at <http://www.louisvilleky.gov/NR/rdonlyres/D2362967-9297-4409-B047-088DD28F0A6B/0/introductionfeb06.pdf>, accessed 2010.

In the late 1970s, federal funding enabled additional survey of historic resources across the country. The Housing and Community Development Act of 1974 created the Community Development Block Grant program (CDBG) and for the first time, allowed cities, rather than the federal government, to make decisions about their community development programs. The CDBG program, part of the United States Department of Housing and Urban Development (HUD), funded three survey reports in Louisville.³⁰

The *Louisville Survey West*, completed in April 1977, focused on the history and architecture of the city west of Ninth Street. Carried out by a battalion of volunteers led by the Preservation Alliance of Louisville and Jefferson County, under the direction of the Louisville Landmarks Commission, the survey focused on the survey of entire blocks at once (“blockfaces”) rather than individual buildings.

The *Louisville Survey Central and South* (May 1978) was carried out by Louisville Landmarks Commission staff, and focused on a much larger area than the *Louisville Survey West*. The survey boundaries were the Ohio River to the north, Ninth and Seventh Streets to the west, the city limits to the south (roughly, I-264) and Beargrass Creek and Newburg Road on the east. In addition to surveying blockfaces within this area and making recommendations, this report included a history of the area, spanning 200 years, authored by Carl Kramer.

The *Louisville Survey East*, completed in October 1979 by Louisville Landmarks Commission staff, began at the edges of the boundaries of the *Louisville Survey Central and South* survey. The survey area was bounded by the Ohio River on the north, Beargrass Creek and Newburg Road on the west and the city limits to the south and the east. Carl Kramer researched and wrote a history of the east section of Louisville for this survey.

The Jefferson County Office of Historic Preservation and Archives, together with the Kentucky Heritage Council (KHC), published *Jefferson County* in 1981, which compiled some of the survey work carried out in the county in 1977. The publication of the survey book was made possible by the same HUD funding that sponsored the previously discussed surveys of different sections of Louisville.³¹

The Louisville Landmarks Commission continued surveying historic resources in Louisville throughout the early 1980s. It was during this time period that 64 properties within the Butchertown NRHP District were surveyed. Until the inception of this survey project, these were the only historic resources within Butchertown that had been recorded on KHRI forms.

As a result of the various HUD-funded surveys in the late 1970s, more NRHP nominations were prepared and listed by Landmarks staff, including the Phoenix Hill

³⁰ United States Department of Housing and Urban Development Website. Available at <http://www.hud.gov/offices/cpd/communitydevelopment/rulesandregs/index.cfm>, Internet, accessed 2009.

³¹ Elizabeth F. Jones and Mary Jean Kinsman, eds., *Jefferson County* (Louisville, Kentucky: Jefferson County Office of Historic Preservation and Archives, 1981).

Historic District, which was listed in the NRHP in 1983. At the time of listing, the boundaries encompassed approximately 150 acres and contained 700 buildings and structures. Approximately 164 historic resources in the Phoenix Hill NRHP District were recorded on KHRI forms.

Other resources in Louisville and Jefferson County were listed in the NRHP in the early 1980s. In the downtown area, these included the West Louisville Multiple Resource Area (MRA), the South Louisville MRA and the North Old Louisville MRA. As a result of efforts led by the Jefferson County Office of Historic Preservation and Archives, many of the listed districts and sites in the East End of the study area considered during the LSIORB Project Section 106 consultation process were listed in the 1980s and early 1990s. The Nitta Yuma Historic District was listed in the NRHP in 1982 as part of the Jefferson County MRA. Glenview Historic District, listed in the NRHP in 1983 as part of the Jefferson County MRA, covers some 80 acres. The Merriwether House (JF-690) was listed in the NRHP in 1989 as part of the Jefferson County MRA. In 1991, the Harrods Creek Historic District was listed in the NRHP.

The Jefferson County Office of Historic Preservation and Archives updated their 1981 survey publication with the release of *Historic Jefferson County* in 1992. Over 250 historic resources in Jefferson County outside of the city limits of Louisville were described and photographed in this publication. In addition to the individual historic resources, the publication includes a historical overview of Jefferson County that was consulted during this study.

The Ohio River Corridor Master Plan was updated in 1994, with a report authored by Carolyn Brooks entitled *Historic, Archaeological, and Cultural Resources Identified for the Ohio River Corridor Master Plan*. The river conservancy and land trust group River Fields, Inc., used Certified Local Government (CLG) funds received through the Jefferson County government to fund the update. The survey effort, carried out between May and July 1994, identified 82 previously undocumented historic resources within the Corridor area. These resources were recorded on KHRI forms.

This was not a comprehensive survey, as early twentieth century resources in the survey area were not documented unless they had known historical significance or appeared to be eligible under NRHP Criterion C. The survey did, however, identify a number of historic resources later evaluated during the LSIORB Project Section 106 process, including the James Taylor subdivision. The context developed in this report was consulted during this study.

A second round of identification utilizing HUD funds took place within the City of Louisville in the 1990s. Gray & Pape completed a *Historic and Architectural Survey of Certain Portions of West Louisville, Jefferson County, Kentucky* in 1996. This study focused on identifying NRHP-eligible resources within two designated zones. The larger of the two areas, Zone A, includes the Shawnee, Chickasaw, Parkland, Parkhill and California neighborhoods, and much of the West Broadway Corridor. Zone B encompasses the Portland neighborhood, a portion of which was included in the Broad

APE first developed in 1999 for the LSIORB Project. This survey did not result in the preparation of KHRI forms.

Building on the 1996 Gray & Pape study, in 1999, John Milner Associates completed a *Historic and Architectural Survey, West Louisville Zone C, Jefferson County, Kentucky* for the Louisville Development Authority. A portion of Zone C is located within Area 1 of the downtown APE. One of the recommendations from this survey was the proposed 15th Street Industrial District, which runs along the east and west sides of 15th Street from West Main Street to Portland Avenue and the east and west sides of 16th Street from West Main Street to Rowan Street. The proposed district includes 16 contributing resources, with a period of significance from 1890-1945. This district was combined with the Peaslee-Gaulbert/Manufacturing District, a district determined eligible during the Section 106 consultation process of the LSIORB Project. This survey did not result in the preparation of KHRI forms.

John Milner Associates prepared a *Historic and Architectural Survey of West Louisville Zone D Louisville, Jefferson County, Kentucky* for the Louisville Metro Department of Housing and Community Development in May 2005. This survey was not formally submitted to the KHC, but is on file at the Louisville Metro Planning and Design Services Office. The project area for this study sits between Zone A and B (Gray & Pape 1996) and Zone C (John Milner 1999). This survey did not result in the preparation of KHRI forms.

In 1999, the Country Estates of River Road Historic District was listed in the NRHP. The nomination, prepared by consultant Carolyn Brooks and sponsored by River Fields, Inc., recognized the unique juxtaposition of contiguous historic and cultural landscapes along River Road. The district runs along River Road and Wolf Pen Branch Road from Longview Lane to just west of US Highway 42. The new district encompassed a number of previously listed individual sites and districts, including Nitta Yuma Historic District, Glenview, Harrods Creek Historic District and Drummanard.

A third version of the historic sites survey within Jefferson County was published in 2000 by the Jefferson County Office Historic Preservation and Archives. The second edition of *Historic Jefferson County* (following up on the previously mentioned 1992 edition) included some 200 historic sites within the county. This was the last survey publication produced by the county before the city/county merger.

A 2003 merger combined Louisville and Jefferson County's separate governments and separate preservation programs. A joint committee convened to evaluate the two programs and provide recommendations for the most effective combination of the county and city ordinances. The City of Louisville's Landmark Ordinance, revised in 1997, became the foundation for the new merged government, with revisions to include provisions found in the county program. As a result, the commission was expanded to include 13 members, including one registered professional archaeologist. This study is the first comprehensive survey undertaken in Jefferson County under the direction of the merged government since the merger in 2003.

In 2006, a new preservation non-profit, Preservation Louisville, was founded. The citywide non-profit is based at the Brennan House Historic Home. The group focuses on advocacy and education efforts in preservation in partnership with other local, state and national groups.

Section 106 Undertakings

There are a number of cultural historic reports for Jefferson County, completed for Section 106 compliance, on file at the KHC. Given the number of federal undertakings within the county, only those reports within or adjacent to the study area are addressed. Numerous FCC undertakings have been conducted within or adjacent to the survey area; due to the restructuring of the FCC's 106 responsibilities in the 2005 Nationwide Programmatic Agreement, most of those submissions on file at the KHC do not provide any new information regarding cultural resources and most are not discussed in this chapter.

The largest Section 106 undertaking within the survey area is, of course, the LSIORB Project. The Section 106 process for the LSIORB Project began in 1999 with a study of the NRHP-listed or sites pending listing within the identified project area. The results were compiled in *A Cultural Resource Overview for the Ohio River Bridges Louisville, Jefferson County, Kentucky*. This report was submitted to the Kentucky Heritage Council in June 1999. It did not include any field work or identification of previously unsurveyed historic resources; it merely compiled a list of listed properties within the project area. Properties determined eligible through the 106 process were not considered in this report.

Although the Section 106 consultation process was not officially completed until the execution of the MOA in 2003, since the work began two years before the adoption and publication of the KHC *Specifications*, none of the newly identified historic resources were actually recorded on KHRI forms. Additionally, the examination of existing cultural historic reports and KHRI forms was scant, as many previously surveyed properties were not identified as such in the project documents, or were identified incorrectly.

In July 2000, a *Cultural Resource Survey for the Louisville-Southern Indiana Ohio River Bridges Project* was completed. This report was intended to satisfy the requirements of the NHPA, and identified all historic resources 50 years of age or older not already listed in the NRHP. The resources in the report were divided by their location: either downtown or in the east end. Again, no KHRI forms were completed for these resources.

The complex nature of the LSIORB project resulted in a fluctuating APE. The APE was expanded primarily due to indirect and cumulative effects of the proposed

project due to noise and visual effects. An *Addendum Expanded APE Kentucky Cultural-Historic Sites* was completed in February 2002.

The *Final Determination of Eligibility* (FDOE) report was finalized in June 2002. This document provided the eligibility for all 280 sites in Kentucky and Indiana that had been considered as part of the Section 106 consultation process, either through the previous Section 106 reports, or through consulting party meetings. Forty-four individual historic sites and 12 historic districts were either listed in the NRHP or determined eligible for listing in Kentucky. There were 73 properties in Kentucky, including both districts and individual resources, determined to not be eligible for listing in the NRHP.

Other cultural resource studies consulted during the research phase of this project include FHWA/KYTC, FCC and U.S. Army Corps of Engineering (COE) undertakings.

The *Baxter-Campbell Connector Street Alignment Study* was completed for the City of Louisville by Schimpeler-Corradino Associates in 1983. Part of the ongoing Urban Renewal projects focused on Phoenix Hill, this project resulted in the construction of the Chestnut Street Connector, which demolished 28 houses on East Gray, East Chestnut, South Campbell, East Madison, South Wenzel, Marshall Street and Baxter Avenue.

In 1997, Ogden Environmental and Energy Services completed a *Cultural Historic Resource Evaluation of the Jefferson County Kentucky Widening of River Road between Beargrass Creek and Zorn Avenue* (Item No. 5-19.01). A portion of this project's APE overlaps with the study area.

Cultural Resource Analysts completed a *Cultural Historic Survey of the Proposed Second Street Widening Project (5-430.01), Louisville, Jefferson County, Kentucky* in 2000. The proposed undertaking consisted of widening Second Street from four lanes to seven from Jefferson Street to Broadway. This project's APE is outside of the study area.

In 2002, HMB Professional Engineers prepared *A Historical Analysis for the Expansion of the Butchertown Historic District Jefferson County, Kentucky*. According to the abstract, the purpose of the study was to determine if the NRHP boundaries of Butchertown should be expanded southeast of I-64 to the south side of Beargrass Creek and if "Geiger's Mill was located within the project." It is unclear what is meant by the *project*, although it can be inferred that it means the LSIORB Project. The main concern of the report appears to be the Mellwood and I-64/Story interchanges; the body of the report states that plans for these interchanges were obtained from the Kentucky Transportation Cabinet.

The report reached a number of conclusions, including that Geiger's Mill is located near the corner of Frankfort Avenue and Mellwood Avenue under approximately 20 feet of fill and that the Butchertown NRHP District should not be extended southeast of the interstate.

A Cultural Historic Resources Report for the Harrod's Creek Improvement Project in Jefferson County, Kentucky (Item No. 5-405) completed by Palmer Engineering, was submitted to the KHC in April 2002. While the APE for this bridge replacement project was very limited in size, it is in within the study area. The author identified eight new historic resources, and while KHRI numbers were obtained from the KHC, no survey forms are on file at the KHC, nor have they been entered into the KHC Historic Sites Survey Database.

In 2004, the KYTC Division of Environmental Analysis completed two bridge replacement projects over Beargrass Creek. *A Cultural Historic Survey for the Reconstruction of the Breckinridge Street Bridge over the South Fork of the Beargrass Creek, Jefferson County Kentucky (Item No. 5-402.3)* and *A Cultural Historic Survey for the Reconstruction of the Payne Street Bridge over the Middle Fork of the Beargrass Creek, Jefferson County, Kentucky (Item No. 5-402.1)*. Both projects are located outside of the study area.

A Cultural Historic Survey For the Proposed Development Of The Lime Kiln Lane Property In Louisville, Jefferson County Kentucky, completed by Cultural Resource Analysts for Redwing Ecological Services, was submitted to the KHC in 2005. The report focused on the proposed development of some 77.5 acres containing one previously surveyed resource, the J.J. Bate House (JF-538). This project's APE is adjacent to the study area.

In 2006, Cultural Resource Analysts submitted the *Cultural Historic Assessment for the Bass-Shirley Sanitary Sewer and Drainage Improvement Project, Louisville, Jefferson County, Kentucky* to the KHC. This project, completed for the Louisville and Jefferson County Metropolitan Sewer District, examined several sites within the East End of the study area, including the James Taylor Subdivision, the Jacob School Road Historic District, the Jefferson Jacob School (JF-840), the Jane S. Carslaw Addition and the William Baas House (JF-839).

AMEC Earth and Environmental submitted *A Determinations of Effect Report for the Proposed Crossings at Irish Hill Development, Louisville, Jefferson County, Kentucky* to the Louisville Corps of Engineers in 2007. The author proposed 86 buildings for inclusion in the NRHP as a potential Irish Hill District. The project APE extends to the Butchertown Neighborhood boundaries on the southeast side.

Methodology of the Survey

The area to be examined by this study was defined using the Alternate Specific Area of Potential Effect, which is described in chapter 1. In consultation with Louisville Metro and the Kentucky Heritage Council, it was determined that the parameters of the study were to:

- Intensively survey all of the historic structures in the Butchertown and Phoenix Hill Districts.

- Survey every previously unsurveyed property identified in the Area 1 of the Downtown APE and the East End of the study area during the LSIORB Project.
- Develop an archaeological and historic context for the study area.
- Develop recommendations for future preservation efforts in the survey area and policies regarding archaeological resources.³²

All properties were recorded on the Kentucky Individual Buildings Survey Form (2007-1). Digital photographs were taken of the exterior of each resource, including each elevation, if visible, as well as any noteworthy architectural features or associated historic outbuildings on the property. Resources were closely examined on the exterior in order to not only fully capture the current condition of the historic resource, but also to determine any changes in orientation, configuration, major additions or renovations and any integrity altering modifications.

Given the scale of the study project, and the necessity of working during the week, property owners were often not at home during the day. The field team alerted the property owner to the study whenever possible and collected any historic/archival information and oral history the owner or occupant might possess.

A site plan was prepared for each resource that included outbuildings; rural properties included in the survey also utilized the Kentucky Historic Resources Barns/Outbuildings Survey Form (KHC 2006). A UTM was taken for each resource using a handheld GPS device. In addition to the UTM, the Louisville Metro parcel number was recorded and each resource mapped on LOJIC.

Every historic resource received a Kentucky Historic Resources (KHRI) Resource Number, and every effort was made to ensure that the number was accurate. When the first NRHP nominations in Louisville were prepared, there was no requirement that the proposed district be intensively surveyed. Thus, the surveyed resources were illustrative of the context of the district, not exhaustive. While the 1976 NRHP nomination of Butchertown encompassed some 460 buildings, only 64 of those were ever surveyed and placed in the Historic Sites Survey Database. Phoenix Hill fared a little better, with 164 resources out of 700 surveyed and placed in the Historic Sites Survey Database.

In addition to inadequately recording the diversity and breadth of the historic neighborhoods, this sampling survey method resulted in confusion regarding the contributing/noncontributing status of individual resources within the district. This situation, however, was not unique to Louisville.

In 2000, the Kentucky Archaeological Survey, the Kentucky Heritage Council, and the University of Kentucky Office of State Archaeology, with support from the Kentucky Transportation Cabinet, initiated development of the Historic Structures

³² Since the majority of the historic resources in the study area are already listed in the NRHP, registration requirements and integrity standards were not part of this project. A relatively small portion of the study area has been surveyed by professional archaeologists; rather than evaluation by NRHP criteria, archaeological resources are discussed in Chapter 6 and evaluated according to their research potential.

Geographic Information System (GIS database). This project was designed to better manage the information gathered during historic surveys and accurately map historic sites.

The GIS database made it possible to quantify the number of historic resources in districts like Butchertown and Phoenix Hill that had never been surveyed. As part of this effort, every contributing element within the NRHP districts in Louisville was assigned a KHRI survey number and added to the GIS database.

These survey numbers were recorded with an “EL” suffix in the Historic Sites Survey Database (for example JFCH-1163 EL), denoting that while the resource was recorded physically on the GIS, it was an electronic entry only, and no survey form existed for that resource. As part of this survey, all of the extant EL resources in Phoenix Hill have been surveyed, and there is now survey data to accompany the geographic location of that resource. Butchertown was the only NRHP district in Louisville to not receive EL survey numbers.

A map of the Butchertown NRHP district, on file at the Louisville Metro Planning and Design Services Office, was prepared in the late 1970s and early 1980s, with every structure labeled with a Kentucky Historic Resources Inventory number. This map was consulted as part of this study project and those numbers used whenever possible. Resources not assigned a survey number on this map received new KHRI numbers from the KHC.

Methods and Previous Archaeological Work

A thorough review of archaeological reports, site inventory forms, and other documents was conducted in order to assess the study area’s archaeological potential. As part of this review, all archaeological reports from and adjacent to the study area on file at the University of Kentucky Office of State Archaeology, the Kentucky Heritage Council, and the Kentucky Transportation Cabinet were examined. The review also included an examination of archaeological site inventory forms on file at the University of Kentucky Office of State Archaeology. Historic and modern maps, aerial photography, historical accounts, and published books and articles relevant to the study area also were consulted.

To date, 31 professional archaeological projects have been conducted in or adjacent to the study area (Table 1). Most are surveys associated with cultural resource management archaeology undertaken in advance of road, sewers, and commercial and riverfront developments. Slightly more than two-thirds of the projects took place in or near the East End area (n=21), with the remainder being conducted in Areas 1 and 2 of the Downtown area (n=10). These projects documented 44 archaeological sites within or directly adjacent to the study area. A total of 12 archaeological sites have been recorded within or near the study area outside of professional projects. These sites were recorded

based on historic accounts, reports from amateurs, or ad hoc salvage or informal records from professionals.³³

The presence of archaeological sites within the city center has been noted for almost 200 years. Based on a review of historic accounts, Anne Bader identified several sites within or near the Downtown study area that may have been stone box graves, and some that may have been Mississippian burial and platform mounds.³⁴ Based on the spatial distribution of these sites she concluded that the Green Street site (15Jf95) may have been a large administrative mound center.

The first professional archaeological projects, however, were not undertaken until the mid-1970s. They were conducted in advance of the Watterson Expressway improvement project and the construction of a wastewater treatment facility in northern Jefferson County. An extensive survey of the Watterson Expressway corridor associated with improvements and expansion of the highway extended into a small portion of the study area, near Interstate 71 in the East End. Although several archaeological sites were documented, none were found within or near the study area.³⁵

An archaeological survey associated with the development of a wastewater treatment facility and pumping station along the Ohio River just east of Zorn Avenue was conducted adjacent to and within the southwestern edge of the East End area. Again no archaeological sites were identified in the study area.³⁶

In the late 1970s, a small archaeological survey was conducted along the Ohio River near Hayes Kennedy Park in Prospect in association with a proposed pipeline crossing of the river. It also failed to locate any archaeological sites.³⁷

³³ Anne Tobbe Bader, "Late Prehistoric Occupation at the Falls of the Ohio River: Somewhat More than Speculation...Somewhat Less Than Conviction," *Currents of Change: Journal of the Falls of the Ohio Archaeological Society* 1(2003): 3-42; Raymond Cloutier, *Report on Sutherland Mound* (Louisville: University of Louisville Archaeological Survey, 1973); Reuben Durrett, *Centenary of Louisville: A Paper read before the Southern Historical Association, 1880.* (Louisville: J. P. Morton, 1893; Reprinted in 2009); Joseph E. Granger, Bettie McGraw, and Donald Janzen, *A Reconnaissance and Evaluation of "Known" Prehistoric Sites in the Falls of the Ohio Region* (Louisville: University of Louisville Archaeological Survey, 1973); John Hale, Kentucky Site Survey Form for 15Jf287. On file at the Kentucky Office of State Archaeology, 1986; Paul Janensch, *Louisville Courier Journal*. March 11, 1965; Donald Janzen, "Excavation at the Falls of the Ohio River Region," *Filson Club Quarterly* 45:4 (1971), 373-380.; *Ibid.*, "Archaeological Investigations in Louisville and Vicinity: Historical Sketch" *Filson Club Quarterly* 46:4 (1972), 305-321.

³⁴ Bader, 2003b.

³⁵ Joseph E. Granger, *An Archaeological Reconnaissance of the Preferred Alternate Proposed Improvement of the Watterson Expressway (Interstate 164) Dixie Highway to Shelbyville Road, Jefferson County, Kentucky* (Louisville: University of Louisville Archaeological Survey, 1976)

³⁶ John T. and Carolyn Glover, *An Archaeological Survey of the Proposed Waste Water Treatment Plant in Louisville (Northern Jefferson County), Kentucky* (Lexington: University of Kentucky Department of Anthropology, 1977)

³⁷ William Spencer, *Archaeological Reconnaissance Survey of a Proposed Ohio River Pipeline Crossing for Ohio River Pipeline Corporation* (Baton Rouge, Louisiana: Southern Archaeological Research, 1978)

During the 1980s, two archaeology projects took place in the study area. One consisted of a survey associated with the expansion of Westport Road and the development of an interchange at the Watterson Expressway. Only a small portion of this survey along the Watterson Expressway corridor extended into the study area and no archaeological sites were identified there.³⁸

The other focused on a small area near the confluence of Harrod's Creek and the Ohio River. Investigation of the Guthrie Beach area in advance of a marina development identified five prehistoric archaeological sites (15Jf548, 15Jf549, Habich [15Jf550], 15Jf554, and 15Jf555).³⁹ Of these, sites 15Jf548, 15Jf549, and 15Jf554 were determined to be not eligible for listing in the National Register of Historic Places (NRHP) and Site 15Jf555 was determined to be potentially eligible for listing in the NRHP. This site was avoided and preserved in place. The Habich site was determined to be eligible for listing in the NRHP. Excavation of this site in 1992 documented the presence of a Late Archaic base camp that contained storage/trash pits and burials.⁴⁰

Several other archaeological projects were conducted in and near the study area during the 1990s. A few were undertaken in advance of the construction of a sewer system in northeastern Jefferson County. These studies documented just one archaeological site, a historic barn (15Jf591).⁴¹

Three archaeological surveys were undertaken in the vicinity of River Road, just outside of Area 2 of the Downtown study area. Of these, two were associated with the Waterfront Redevelopment project, and the other the widening of River Road. An archaeological survey a 100-acre development situated between River Road and the Ohio

³⁸ Joseph E. Granger, *An Archaeological Reconnaissance on the Interchange and Proposed Alignments of Westport Road Between Herr and Hubbards Lane, Jefferson County, Kentucky* (Louisville, Kentucky: Granger Consultants, 1989)

³⁹ Charles M. Niquette, Robert B. Hand and Matthew Walters, *A Cultural Resource Assessment of the Fourth Avenue Corporation's Guthrie Beach Development Area, Jefferson County, Kentucky* (Lexington, Kentucky: Cultural Resource Analysts, Inc., 1988) Contract Publication Series 06-186

⁴⁰ Joseph E. Granger and Anne Tobbe Bader, *Intensive Test Excavations and Site Discovery at Guthrie Beach, Jefferson County, Kentucky* (Louisville, Kentucky: Granger Consultants, 1988); Joseph E. Granger, Edgar E. Hardesty, and Anne Tobbe Bader, *Phase III Data Recovery Archaeology at Habich Site (15Jf550) And Associated Manifestations at Guthrie Beach, Jefferson County, Kentucky, Volume I: The Excavations* (Louisville, Kentucky: Archaeology Resources Consultant Services, Inc, 1992); *Ibid.. Phase III Data Recovery Archaeology at Habich Site (15Jf550) And Associated Manifestations at Guthrie Beach, Jefferson County, Kentucky, Volume II: Special Analyses* (Louisville, Kentucky: Archaeology Resources Consultant Services, Inc, 1993)

⁴¹ Anne Tobbe Bader and Edgar E. Hardesty, *A Phase I Archaeological Reconnaissance of Three Segments of the North County Sewer System in Jefferson County, Kentucky* (Louisville, Kentucky: Archaeology Resources Consultant Services, 1991); Anne Tobbe Bader and Martin C. Evans, *Phase I Archaeological Investigations on the Little Goose Creek, Upper Little Goose Creek, Old Brownsboro Road and the Falls Creek/Glenview Segments of the North County Wastewater Facilities in Jefferson County, Kentucky* (Louisville, Kentucky: Archaeology Resources Consultant Services, 1992); Thomas J. Nohalty, *Phase I Archaeological Reconnaissance of a Portion of the Winding Falls Sewer Project in Jefferson County, Kentucky* (Louisville, Kentucky: Archaeology Resources Consultant Services, 1995)

failed to locate any archaeological sites.⁴² However, a survey of the Municipal Harbor and Thurston Park just to the east documented significant historic and prehistoric archaeological sites (15Jf592-15Jf599).⁴³ These sites were found to be eligible for listing in the NRHP.⁴⁴ They were found to contain significant Archaic and Woodland deposits, including hearths, storage/trash pits and burials, and nineteenth century residential and industrial remains.

A survey associated with the widening of River Road, which also was located just outside the study area between Area 2 and the East End area, documented five archaeological sites ([Railway Museum] 15Jf630, [Tollhouse] 15Jf643, [Jacob House] 15Jf644, 15Jf645, and [Eva Bandman] 15Jf668).⁴⁵ The Railway Museum site was determined to be eligible for listing in the NRHP. Artifacts, storage pits, hearths, and burials associated with a Late Archaic base camp were documented at the site.⁴⁶ The Tollhouse and Jacobs House sites were determined to be potentially eligible for listing in the NRHP. Testing at the Jacobs House determined that it was eligible for listing in the NRHP, as stratified intact deposits dating to the mid-nineteenth century were documented. The Tollhouse site has not been tested and contains artifacts and structural remains of a mid-to-late-nineteenth century tollhouse.⁴⁷ Site 15Jf645 was not eligible for listing in the NRHP. The Eva Bandman site was determined to be eligible for listing in the NRHP. This contained the remains of a small Mississippian village. Midden deposits, trash/storage pits, and burials were documented at this site.⁴⁸ A small survey of a flood protection system on Beargrass Creek near Area 2 did not identify any archaeological sites.⁴⁹

⁴² Mark E. Esarey, *Phase I Cultural Resource Survey of Twenty City Blocks in the 100 Acre Downtown Master Plan Section of the Proposed Waterfront Redevelopment Project, Louisville, Jefferson County, Kentucky* (Lexington: Program for Cultural Resource Assessment Report No 311, University of Kentucky, Lexington, 1993)

⁴³ *Ibid*, *Phase I Cultural Resource Survey of Twelve City Blocks in the 50-acre Municipal Harbor/Thurston Park Section of the Proposed Waterfront Redevelopment Project, Louisville, Jefferson County, Kentucky* (Lexington: Archaeological Report No. 275. Program for Cultural Resource Assessment, University of Kentucky, 1992)

⁴⁴ Henry S. McKelway, *Historic and Prehistoric Archaeology at Falls Harbor, Jefferson County, Kentucky* (Lexington, Kentucky: Cultural Resource Analysts, Inc., 1995) Contract Publication Series 95-63.

⁴⁵ Joseph E. Granger, *Phase I Archaeological Resource Analysis: Jefferson County, Kentucky, Widening of River Road Between Beargrass Creek and Zorn Avenue* (Louisville, Kentucky: Archaeology Resources Consultant Services, 1996); Michael W. French, *Phase I Archaeological Survey and Management Overview for the Widening of River Road Between Beargrass Creek and Zorn Avenue, Jefferson County, Kentucky (KYTC Item No. 5-91.01)* (Louisville, Kentucky: AMEC International, Inc., 2001)

⁴⁶ C. Michael. Anslinger, Albert M. Peacora, Charles M. Niquette, and Jonathan P. Kerr, *Salvage Excavations at the Railway Museum Site (15Jf630), Jefferson County, Kentucky.* (Lexington, Kentucky: Cultural Resource Analysts, 1994) Contract Publication Series 94-15

⁴⁷ Susan C. Andrews and Duane Simpson, *Phase II Archaeological Investigation of the Jacob's House Site (15Jf644) and Additional Phase I Investigations of the Tollhouse Site (15Jf643) along River Road, Jefferson County, Kentucky, (KYTC Item No. 5-91.01)* (Louisville, Kentucky: AMEC Earth & Environmental, Inc. 2004)

⁴⁸ David Pollack, ed., *The Archaeology of Kentucky: An Update, Volume One and Two* (Frankfort: Kentucky Heritage Council, 2009)

⁴⁹ Donald B. Ball, *A Phase I Cultural Resources Reconnaissance of the Proposed Beargrass Creek Local Flood Protection Project, Jefferson County, Kentucky* (Louisville, Kentucky: U.S. Army Corps of Engineers, 1998)

By far the most archaeological projects to be conducted in or near the study area have taken place since 2000, primarily in advance of transportation and private development projects. A major private development project located adjacent to the I-71 and I-265 interchange was surveyed on the edge of the East End area. A total of six archaeological sites were identified during two separate surveys (15Jf704, 15Jf705, 15Jf707, 15Jf708, 15Jf738, and 15Jf739).⁵⁰ A survey associated with another development project in the East End area located at Harrod's Glenn documented two sites 15Jf722 and 15Jf723.⁵¹ None of these sites were determined to be eligible for listing in the NRHP, although the Von Allmen Dairy house (JF682) associated with 15Jf738 is listed.

Surveys associated with the Ohio River Bridges within the East End area documented six archaeological sites (15Jf677-15Jf680, 15Jf683, 15Jf710, and 15Jf720).⁵² More work was recommended for sites 15Jf677, 15Jf678, 15Jf680, and 15Jf720. Sites 15Jf679 (Rosewell/Barber House) and 15Jf683 (Allison Barrickman House) are associated with structures already listed on the NRHP. Additional investigations were conducted at sites: 15Jf720 and 15Jf679. Features in the basement of the Rosewell/Barber House were excavated and site 15Jf720 was not considered to be eligible for listing in the NRHP.⁵³

Archaeological projects associated with the Ohio River Bridges project in Area 2 of the study area included survey, monitoring of geotechnical borings, and excavation.⁵⁴

⁵⁰ Edward E. Smith and others, *Phase I Archaeological Investigation of the Proposed Location of the Old Brownsboro Crossing Development near Worthington, Jefferson Co., Kentucky* (Louisville, Kentucky: Joseph E. Granger, Ph.D., Consultant, 2003) Jonathan Kerr and others, *A Cultural Resource Survey of the Proposed Norton Healthcare Outpatient Pediatric Center in Jefferson County, Kentucky* (Lexington, Kentucky: Cultural Resource Analysts, Inc., 2008) Contract Publication Series 08-154.

⁵¹ James Kompanek and others, *An Archaeological Survey of the Proposed Harrods Glen Development in Jefferson County, Kentucky* (Lexington, Kentucky: Cultural Resource Analysts, Inc., 2006) Contract Publication Series 06-076

⁵² Matthew D. Reynolds, Steven D. Creasman, and R. Berle Clay, *An Archaeological Reconnaissance of the Proposed Ohio River Bridges Project, Jefferson County, Kentucky* (Lexington, Kentucky: Cultural Resource Analysts, Inc., 2001) Contract Publication Series 00-10; Richard Herndon and Paul Bundy, *Phase I Surface and Surface Survey for the Proposed East End Bridge of the Ohio River Bridges Project (LSIORBP) in Jefferson County, Kentucky* (Lexington, Kentucky: Cultural Resource Analysts, 2006) Contract Publication Series 06-028.

⁵³ Susan C. Andrews, *Exploring the Rosewell/Barber House Basement 15Jf679 Jefferson County, Kentucky Phase II Investigations of Two Cultural Features* (Louisville, Kentucky: Prepared by AMEC Earth and Environmental, Inc., Prepared for Kentucky Transportation Cabinet, Frankfort 2008); Andrew V. Martin and Robert C. Donahue, *A Phase II National Register Evaluation of Site 15Jf720 for the Proposed East End Bridge of the Louisville-Southern Indiana Ohio River Bridges Project (LSIORBP) Jefferson County, Kentucky (Item Number 5-118.00)* (Lexington, Kentucky: Cultural Resource Analysts, Inc., For Kentucky Transportation Cabinet, 2008)

⁵⁴ Matthew D. Reynolds, et al, 2001; Richard L. Herndon and Tanya Faberson, *Archaeological Monitoring of Geotechnical Borings for the Proposed Kennedy Bridge Interchange Area of the Ohio River Bridges Project in Jefferson County, Kentucky: Phases 1 through 5 (Item No. 5-118.* (Lexington: Prepared by CRAI, for Kentucky Transportation Cabinet, 2006); Tanya A. Faberson, *Erstwhile Days Along Pearl and Lafayette: Physical and Social Change in a Louisville Neighborhood, 1850-1960* (Lexington, Kentucky: Cultural Resource Analysts, Inc., 2008) Contract Publication Series 06-201.

Of this work, only the salvage project within the right of way of I-65 near the Kennedy Bridge documented and assessed archaeological sites, 15Jf716-15Jf718, historic-period urban sites.⁵⁵ Sonar scans of bridge locations in the Ohio River within the East End area and Area 2. The project identified a portion of a millrace associated with the nineteenth century Smith and Smyser Mill (15Cl806), which was not considered eligible for listing in the NRHP.⁵⁶

Other archaeological projects within or adjacent to the study area included salvage and research projects. A salvage project associated with the construction of the Muhammad Ali Center adjacent to Area 1 documented one archaeological site, (15Jf697), features associated with the historic Robinson Pharmacy.⁵⁷ The Falls of the Ohio Archaeological Society conducted limited excavations at site 15Jf711, a nineteenth-century log cabin in the East End area.⁵⁸ The Kentucky Archaeological Survey excavated a mid-nineteenth century pottery kiln at the Lewis Pottery site (15Jf658) adjacent to Area 2.⁵⁹ Archaeologists with KYTC conducted salvage work to document architectural remains associated with the Joseph Stein brewery (15Jf556) in advance of road improvements in the Phoenix Hill neighborhood.⁶⁰

⁵⁵ Ibid.

⁵⁶ M. Jay Stottman and Steven R. Ahler, *Archaeological Interpretation of Results of Side-Scanning Sonar Survey of Sections 2 and 5 of the Ohio Bridges Project in Jefferson County, Kentucky (State Item Number 5-118.00)* (Lexington: University of Kentucky, 2007) Program for Archaeological Research Technical Report No. 573; M. Jay Stottman, Steven R. Ahler, and C. Brian Mabelitini, *Follow-Up Diving Documentation of Side-Scanning Sonar Anomalies in Sections 2 and 5 of the Ohio Bridges Project in Jefferson County, Kentucky and Clark County, Indiana (State Item Number 5-118.00)* (Lexington: University of Kentucky, 2008) Program for Archaeological Research Technical Report No. 602

⁵⁷ Anne Tobbe Bader, *Archaeological Data Recovery at the Muhammad Ali Center Parking Garage Construction Site Louisville, Jefferson County, Kentucky* (Louisville, Kentucky: AMEC Earth and Environmental, Inc., 2003a)

⁵⁸ Ibid, Personal Communication, November 5, 2009

⁵⁹ J. Garrison Stradling and others, "Amidst the Wads and Sagers: Test Excavations at the Lewis Pottery Site, Louisville Kentucky." (Paper presented at the Annual Meetings of the Society for Historical Archaeology, Atlanta, 1998); Diana Stradling and J. Garrison Stradling. "American Queensware-The Louisville Experience 1829-1837," in *Ceramics in America*, ed. Robert Hunter (Hanover: Chipstone Foundation, University Press of New England, 2001)

⁶⁰ Ron W. Deiss, and Kurt H. Fiegel, *Archaeological and Archival Documentation of the Joseph Stein Brewery Site 15Jf556, Within the Baxter Avenue-Campbell Street Connector Louisville, Jefferson County, Kentucky* (Frankfort: Kentucky Transportation Cabinet, Division of Environmental Analysis, 1989)

Chapter III. Context

Introduction to Context Statement

A context statement, whether relating to prehistory or history, is intended to provide a framework through which a resource or a set of resources can be viewed. A successful historic context will address trends, themes, and sub-themes related to property types discovered during the course of architectural, archaeological, or historic survey. Ideally, survey work and context development occur simultaneously. Without a historic framework, resources cannot be understood to represent their full history and value judgments, such as evaluation, can be flawed as a result.

This chapter presents the Prehistoric context, followed by the historic context. One aim of this study was to integrate the assessment of above-ground resources with an assessment of the potential archaeological resources of a surveyed building or structure. Together, these two disciplines provide a fuller, richer picture of the study area.

Paleoindian Period (9,500-8,000 B.C.)

The Paleoindian period (ca. 9,500 to 8,000 B.C.) represents the initial documented colonization of all the major physiographic regions within Kentucky.¹ Until the late 1990s, the view of Late Pleistocene hunter-gatherers in the Americas was largely dominated by the “Clovis-first” paradigm.² However, new discoveries have resulted in a rather surprising amount of data that cannot be explained under the Clovis-first hypothesis. The discovery of the well-dated occupation of the Monte Verde site, located in southern Chile has made it clear that humans were in the Americas by at least 11,000.³ In addition, as more sites are documented in North America that contain cultural assemblages in depositional contexts that are stratigraphically below Clovis layers it is becoming increasingly clear that there are sites in North America that predate Clovis.⁴ Several of these pre-Clovis sites are located in regions close to Kentucky, such as Cactus Hill in Virginia, Topper in South Carolina, Big Eddy in Missouri, and Meadowcroft Rockshelter in Pennsylvania.⁵ Although people may have lived in what is now Kentucky

¹ Greg J. Maggard and Kary L. Stackelbeck. “Paleoindian Period,” in *The Archaeology of Kentucky: An Update*, ed. David Pollack (Frankfort, KY: State Historic Preservation Comprehensive Plan Report No. 3. Kentucky Heritage Council, 2008), 109-192.

² *Ibid.*, 109

³ Tom D. Dillehay, *Monte Verde: A Late Pleistocene Settlement in Chile, Volume II: The Archaeological Context* (Washington, DC: Smithsonian Institution Press, 1997)

⁴ Maggard and Stackelbeck.

⁵ James M. Adovasio and others, “No Vestige of a Beginning Nor Prospect for an End: Two Decades of Debate on Meadowcroft,” in *Ice Age Peoples of North America: Environments, Origins, and Adaptations*, eds. Robson Bonnicksen and Karen L. Turnmire (Texas A&M University Press College Station, Center for Study of the First Americans, Department of Anthropology 1999), 416-431; Albert C. Goodyear, III. “The Early Holocene Occupation of the Southeastern United States: A Geoarchaeological Summary,” in *Ice Age Peoples of North America: Environments, Origins, and Adaptations*, eds. Robson Bonnicksen and Karen L. Turnmire (Texas A&M University Press College Station, Center for Study of the First Americans,

before 9,500 B.C., the archaeological evidence of such utilization and occupation of this region has yet to be found.⁶ With the exception of a radiocarbon date (9,010 +/- 240 B.C.) and a retouched blade recovered below Late Paleoindian deposits from the Enoch Fork Shelter in Perry County, Archaeologists currently know very little about the timing of pre-Clovis occupations in Kentucky.⁷

Based on projectile point styles, it is now relatively common across much of North America, including Kentucky, to refer to Paleoindian occupation in three distinct subperiods: Early, Middle, and Late Paleoindian. Kentucky's climate at 9,500 B.C. was much cooler and moister than today; however, a warming trend began around 8,500 B.C. This warming caused drastic changes in Kentucky's vegetation, and the composition of terrestrial resources.⁸ The Early Paleoindian subperiod in Kentucky ranges from 9,500 to 9,000 B.C. and is associated with Clovis projectile points. These early inhabitants of Kentucky had a distinctive toolkit adapted to hunting and processing big game. The primary tools used by Paleoindian groups included fluted and finely worked lanceolate projectile points.⁹ However, large bifaces, prismatic blades, chipped stone knives, side and end scrapers, graters and bone, ivory or antler implements, such as awls and sewing needles also are well-known.¹⁰

Research across North America is revealing that Clovis peoples living in small, highly mobile hunter-gatherer groups, relied on subsistence strategies more closely resembling the broad-spectrum Early and Middle Archaic subsistence practices than that of big game hunting specialization.¹¹ Although mastodon, mammoth, bison, horse, tapir, camel, and peccary are just a few of the big game mammals that Paleoindian groups hunted, they did not depend solely on mega-fauna resources but instead employed a mixed foraging strategy, exploiting small game, marine, and plant food resources.

Department of Anthropology 1999), 432-481; Neal H. Lopinot and others, eds. *The 1999 Excavations at the Big Eddy Site (23CE426)*, (Springfield, Missouri: Center for Archaeological Research, Southwest Missouri State University, Special Publication No. 3, 2000); Joseph M. McAvoy, and Lynn D. McAvoy, *Archaeological Investigations of Site 44SX202, Cactus Hill, Sussex County, Virginia*. (Sandston, Virginia: Virginia Department of Historic Resources, Nottoway River Survey Archaeological Research, 1997); David Pollack. "Mississippian Period," in *The Archaeology of Kentucky: An Update*, ed. David Pollack (Frankfort, KY: State Historic Preservation Comprehensive Plan Report No. 3. Kentucky Heritage Council, 2008), 605-738; Maggard and Stackelbeck, 115; Kenneth B. Tankersley. "Ice Age Hunters and Gatherers," in *Kentucky Archaeology*, ed. R. Barry Lewis (Lexington: University Press of Kentucky, 1996), 21; Gary Haynes, *The Early Settlement of North America: The Clovis Era* (Cambridge: Cambridge University Press, 2002); Tankersley, 24; Goodyear, 432-481; Lopinot and others; Joseph M. McAvoy and Lynn D. McAvoy, *Archaeological Investigations of Site 44SX202, Cactus Hill, Sussex County, Virginia* (Sandston, Virginia: Virginia Department of Historic Resources, Nottoway River Survey Archaeological Research, 1997)

⁶David Pollack, "Mississippian Period" in *The Archaeology of Kentucky: An Update*, ed. David Pollack (Frankfort, KY: State Historic Preservation Comprehensive Plan Report No. 3. Kentucky Heritage Council, 2008), 605-738.

⁷ Maggard and Stackelbeck, 115.

⁸ Kenneth B. Tankersley. "Ice Age Hunters and Gatherers," in *Kentucky Archaeology*, ed. R. Barry Lewis, (Lexington: University Press of Kentucky, 1996), 21.

⁹ Maggard and Stackelbeck, 2008.

¹⁰ Haynes, 2002; Tankersley, 24.

¹¹ Maggard and Stackelbeck, 2008.

The Middle Paleoindian subperiod (9,000-8,500 B.C.) is similar in most respects to the preceding Early Paleoindian Clovis subdivision; however, it is marked by technological changes, greater stylistic diversity of projectile points, and increased economic regionalization.¹² During the Middle Paleoindian subperiod Gainey and Cumberland replace Clovis points and a core and blade technology is replaced by a technique called bipolar lithic reduction. These technological changes most likely occurred in response to the use of a wider range of raw material resources, including some poorer quality materials. Changes in lithic technology also accompanied the increased use of locally available chert resources. The Middle Paleoindian subperiod witnessed noticeable climatic changes, including the retreat of the Pleistocene glaciers and the replacement of spruce and pine forest with hardwoods. These changes resulted in environmental instability and the apparent extinction of most species of Pleistocene mega-fauna.¹³ Environmental changes also appear to have resulted in a subsistence shift toward an increased reliance on regionally available plants and smaller game resources within a mixed foraging economy.¹⁴

The Late Paleoindian subperiod (8,500-8,000 B.C.) is once again marked by changes in Paleoindian toolkits. Like Early and Middle Paleoindian points, Late Paleoindian points are bifacially-flaked, lanceolate forms; however, they lack the characteristic flutes that are diagnostic of earlier projectile point types.¹⁵ The earlier point styles were replaced by unfluted point types, such as Lanceolate Plano points and Dalton Cluster points.¹⁶ The toolkit became more diverse and included unifacial and bifacial tools, such as beveled and backed bifaces, unifacial and flake scrapers, adzes, retouched flakes, and drill/perforators.¹⁷ As in earlier periods, a changing environment was the driving force behind the addition of new tool types. Ray suggests that four major changes in lithic technology occurred between the Late Paleoindian subperiod and their earlier predecessors: 1) a more intensive use of a wider range of locally available chert resources, as later points are often manufactured from lower quality materials; 2) channel fluting is replaced with basal thinning; 3) a marked reduction in the size of projectile points and; 4) more extensive resharpening of projectile point blade margins. Clovis, Cumberland and Gainey points are usually resharpened only along the distal end of the point blade.¹⁸ Late Paleoindian points; however, are frequently resharpened along the lateral edges of the blade indicating substantial reuse.

¹² Ibid; Jack H. Ray, *A Survey of Paleoindian Points from the Upper Rolling Fork and Beech Fork Drainage Basins in Central Kentucky*. Research Report No. 1209 (Springfield: Center for Archaeological Research, Southwest Missouri State University, 2003)

¹³ Maggard and Stackelbeck, 2008.

¹⁴ Renee B. Walker. "Hunting in the Late Paleoindian Period: Faunal Remains from Dust Cave, Alabama," in *Foragers of the Terminal Pleistocene in North America*, eds. Renee B. Walker and Boyce N. Driskell (Lincoln: University of Nebraska Press, 8007), ix-xv.

¹⁵ Ray, 2003; Tankersley, 24.

¹⁶ Tankersley, 33.

¹⁷ Goodyear, 1999; Dan F. Morse, ed., *Sloan: A Paleoindian Dalton Cemetery in Arkansas* (Washington, DC: Smithsonian Institution Press, 1997); Tankersley, 24.

¹⁸ Ray, 2003.

By Late Paleoindian time, large herbivores, such as mammoth, mastodon, horse, moose, and elk, had become or were going extinct and open areas were most likely limited to karst barrens and sandy terraces along major streams.¹⁹ Game such as white-tail deer, bear, and turkey became important sources of food, and an extremely wide range of plants, including various nut species were collected.

Archaic Period (8,000 – 1,000 B.C.)

Retreating Pleistocene glaciers and the onset of the Hypsithermal climatic interval marked a shift in the climate of Kentucky and also in the lifeways of its inhabitants. The climatic changes that forced the northern migration/extinction of mega-fauna also changed the nature of Kentucky's forests. The once circum-glacial coniferous forests were replaced by mixed deciduous forests, thus allowing modern species of flora and fauna to expand. The Archaic period began around 8,000 B.C. with a slow shift from the exploitation of mega-fauna to a more varied subsistence strategy. Archaic groups began to exploit forest game like the white-tail deer as well as plant foods, especially nuts. Marine resources, such as freshwater mussels, also became important sources of food.

The Early Archaic subperiod (8,000-6,000 B.C.) is marked by numerous technological, social, and economic changes as hunting and gathering societies adapted to the climate change that occurred toward end of the last Pleistocene glaciations.²⁰ The appearance of corner and basal notched projectile points, such as the Kirk and LeCroy types, the relatively high percentage of projectile points made from high quality nonlocal cherts, and the lack of evidence for long-term occupation, suggested that mobile hunting groups continued to exploit relatively large territories much like their Paleoindian predecessors.²¹ Early Archaic assemblages contain few tools related to collecting or processing plant food, and the paucity of these tool types indicates that these subsistence activities were of relatively minor importance compared with hunting activities. The limited amount of Early Archaic material found at most sites, combined with a general absence of middens, features, and burials, suggests that most Early Archaic occupations were of short duration.²²

The Hypsithermal climatic interval, which began around 7,000 B.C., caused the midcontinent to gradually become warmer and dryer than today.²³ This shift in climate affected the plants, animals, and people of Kentucky. The Middle Archaic subperiod (6,000-3,000 B.C.) was a time of increasing regionalization of cultures reflected by a variety of technological, settlement, subsistence, and social traits (Jefferies 2008:203). One of the most distinctive characteristics was the development of regional projectile point styles, such as Morrow Mountain, Matanzas, and Big Sandy II in eastern and

¹⁹ Maggard and Stackelbeck.

²⁰ Richard W. Jefferies. "Archaic Period," in *The Archaeology of Kentucky: An Update*, ed. David Pollack (Frankfort, KY: State Historic Preservation Comprehensive Plan Report No. 3. Kentucky Heritage Council, 2008), 193-338.

²¹ Ibid, 203.

²² Ibid.

²³ Richard W. Jefferies. "Hunters and Gatherers After the Ice Age," in *Kentucky Archaeology*, ed. R. Barry Lewis (Lexington: University Press of Kentucky, 1996), 47.

central Kentucky.²⁴ Point types, such as Eva, Cypress Creek, and Big Sandy are found in western Kentucky.²⁵

During the Middle Archaic subperiod a variety of specialized tools appeared in the archaeological record. Additions to the Archaic toolkit, include formal and informal groundstone tools, such as axes, pitted anvils, grinding stones, and pestles, which were used to process plant foods.²⁶ Another important tool that appears during this period is the atlatl, which extended the range to which a spear could be thrown.²⁷ In many parts of Kentucky, the ephemeral nature of most early Middle Archaic occupations suggests high group mobility, not unlike that found during the Early Archaic subperiod.²⁸ In contrast with the early Middle Archaic, the presence of large late Middle Archaic sites containing deep middens, a high diversity of tool types, and burials indicates that some locations were intensively occupied on a long-term or year-round basis.²⁹

The climate in the eastern United States became more moderate around 3,000 B.C. and Late Archaic (3,000-1,000 B.C.) groups remained largely mobile as represented by the numerous small sites dating to this subperiod. Differences in the size, number, and distribution of settlements are suggestive of changes in settlement systems and social organization from the Middle to Late Archaic.³⁰ In some parts of Kentucky, Late Archaic sites appear to be more dispersed and less intensively utilized than during the late Middle Archaic.³¹

Late Archaic subsistence focused on hunting white-tail deer and collecting hickory nuts. A wide variety of small animals, birds, and fish supplied dietary protein and fat and in certain areas, mussels obtained from streams were an important source of food. The presence of native and tropical cultigens at some Late Archaic sites suggests that groups were beginning to experiment with horticulture/gardening.³² A wide range of flaked stone, groundstone, bone, and wood tools reflects this shift in subsistence.³³ Late Archaic projectile point types include an assortment of large straight, expanding, and contracting stem points, and smaller stemmed and side-notched types.³⁴ The presence of artifacts manufactured from nonlocal raw materials, such as copper and marine shell, at several sites along the Green River shows that some form of long distance exchange network existed during the Late Archaic.³⁵

²⁴ Jefferies, "Archaic Period," 203.

²⁵ Jefferies, "Hunters and Gatherers After the Ice Age," 47.

²⁶ Jefferies, "Archaic Period," 203.

²⁷ Jefferies, "Hunters and Gatherers After the Ice Age," 48.

²⁸ Richard W. Jefferies, Victor D. Thompson, and George R. Milner, "Archaic Hunter-Gatherer Landscape Use in West-Central Kentucky." *Journal of Field Archaeology*, no. 30 (2005): 3-23.

²⁹ Jefferies, "Archaic Period," 206.

³⁰ Jefferies, 209.

³¹ Ibid.

³² Jefferies, "Hunters and Gatherers After the Ice Age," 57.

³³ Ibid, 55.

³⁴ Jefferies, "Archaic Period," 210.

³⁵ Ibid.

Woodland Period (1,000 B.C. – A.D. 900 or 1,000)

Pottery technology is the defining characteristic of the Early Woodland subperiod; however, it was adopted at different times across Kentucky. While chronometric determinations place pottery in some parts of Kentucky at or before 1,000 B.C., there are few dates prior to 600 B.C. and many more after 400 B.C.³⁶ The oldest pottery in central and eastern Kentucky is typically thick-walled cordmarked, plain, or fabric-impressed vessels tempered with coarse grit and rocks. This type of pottery is known as Fayette Thick.³⁷ Fayette Thick vessels were barrel-shaped jars and large, deep, basin-shaped jars or cauldrons.³⁸ The most common pot was a limestone or sandstone tempered jar of the type called Adena Plain.³⁹

Early Woodland projectile point types mostly notched and stemmed forms, such as Wade, Gary, Turkeytail, and Camp Creek were used as knives, spears, or atlatl dart tips. Adena stemmed points became common after about 500 B.C.⁴⁰ Pestles and nutting stones were utilized in plant processing; hunting tools included atlatl weights. Hammerstones and abraders were used in tool manufacturing.⁴¹

Another archaeological characteristic of the Early Woodland is the appearance of social or ritual sites that are spatially segregated from domestic habitations.⁴² Among these are burial mounds, “sacred circles,” ditched earthworks, and other enclosures. By about 500-400 B.C., groups in some parts of Kentucky began to construct burial mounds and irregularly shaped enclosures; these sites were typically associated with Adena.⁴³ An early Adena site in central Kentucky is Peter Village. Peter Village is a large oval structure that was originally surveyed and mapped by Constantine Rafinesque in 1820.⁴⁴ The first large oval enclosure built at Peter Village was a wooden stockade; it was later replaced by a 2 m deep exterior ditch.⁴⁵ Artifacts collected from the surface of the site,

³⁶ Darlene Applegate, “Hopewell in Kentucky?” (Paper presented at Hopewell: Origins, Artistry, and Culture Conference, The Archaeological Society of Ohio, Columbus, 2006)

³⁷ James B. Griffin. “Adena Village Site Pottery from Fayette County, Kentucky” in *The Riley Mound, Site Be15 and the Landing Mound, Site Be17, Boone County, Kentucky with Additional Notes on the Mt. Horeb Site, Fa1 and Sites Fa14 and Fa15, Fayette County, Kentucky*, ed. William S. Webb (Lexington: University of Kentucky, Reports in Anthropology and Archaeology 5(7), 1943), 666-670.

³⁸ Jimmy A. Railey. “Woodland Period,” in *The Archaeology of Kentucky: Past Accomplishments and Future Directions*, ed. David Pollack (Frankfort, KY: State Historic Preservation Comprehensive Plan Report No. 3. Kentucky Heritage Council, 1990), 247-372.

³⁹ William G. Haag. “A Description of the Wright Site Pottery,” in *The Wright Mounds*, ed. William S. Webb (Lexington: University of Kentucky, Reports in Anthropology and Archaeology 5(1), 1940) 75-82.

⁴⁰ Jimmy A. Railey. “Woodland Cultivators,” in *Kentucky Archaeology*, ed. R. Barry Lewis (Lexington: University of Kentucky, 1996), 79-126.

⁴¹ Darlene Applegate. “Woodland Period,” in *The Archaeology of Kentucky: An Update*, ed. David Pollack (Frankfort, KY: State Historic Preservation Comprehensive Plan Report No. 3. Kentucky Heritage Council, 2008), 343.

⁴² *Ibid.*, 345.

⁴³ *Ibid.*

⁴⁴ Eric Schlarb. “The Bullock Site: A Forgotten Mound in Woodford County, Kentucky,” in *Woodland Period Systematics in the Middle Ohio Valley*, eds. Darlene Applegate and Robert C. Mainfort Jr. (Tuscaloosa: University of Alabama Press, 2005) 63-76.

⁴⁵ Berle R. Clay. “An Incident of Victorian Archaeology in Kentucky and Its Historic and Regional

include stemmed and other projectile points, drills, gravers, reamers, scrapers, knives, celts, hammerstones, sandstone tubular pipe fragments, worked pipestone, slate pendant fragments and gorgets, and hematite cones/hemispheres.⁴⁶ Items produced from barite or galena, such as boatstones or atlatl weights, beads, and cones/hemispheres, as well as Fayette Thick and Adena Plain ceramics also were recovered from the surface.⁴⁷ Despite its name, Peter Village did not function as a habitation site.⁴⁸ According to Clay, the stockade and ditch-embankment features could have served defensive functions and/or defined “an area for secular or sacred purposes.” Peter Village was a special activity site or “defensive resource exploitation center” where barite/galena was acquired from a nearby vein deposit and processed into rectangles and cones that commonly occur as grave goods at Adena mortuary sites.⁴⁹ Food preparation and mortuary feasting, pottery manufacture, and chipped stone tool manufacture also occurred at the site.⁵⁰

Early Woodland (1,000-200 B.C.) subsistence patterns in Kentucky witnessed a slight change from Late Archaic times. Hunting and gathering continued as the main subsistence activities, with garden crops supplementing more of the diet.⁵¹ Animal protein was obtained from a variety of sources, including white-tail deer, box turtles, small mammals, birds, and in some areas, fish and mussels.⁵² Much as they were in the Archaic period, nuts continued to be an important food source and they were gathered and stored for year-round consumption. However, an important development that occurred during Early Woodland times was the intensified utilization and cultivation of weedy plants and cucurbits.⁵³ Indigenous plant cultigens of the Eastern Agricultural Complex (EAC) found at Early Woodland sites include sunflower, sumpweed or marsh elder, chenopodium or goosefoot, erect knotweed, giant ragweed, and maygrass. Gourd and squash, some species of which were indigenous cultivars, also are found in Early Woodland plant assemblages.⁵⁴

Subsistence practices were seasonal. Planting, tending gardens, and fishing were spring and summer activities, while harvesting wild and domesticated plant species, as

Implications,” in *Woodland Period Research in Kentucky*, eds. David Pollack, Thomas Sanders, and Charles Hockensmith (Frankfort: Kentucky Heritage Council, 1985)1-41; Berle R. Clay. “Peter Village 164 Years Later: 1983 Excavations,” in *Woodland Period Research in Kentucky*, eds. David Pollack, Thomas Sanders, and Charles Hockensmith, (Frankfort: Kentucky Heritage Council, 1985), 1041.

⁴⁶ Applegate, “Woodland Period,” 461.

⁴⁷ Griffin, 1943; William S. Webb, *The Mt. Horeb Site Earthworks, Site 1, and the Drake Mound, Site 11, Fayette County, Kentucky* (Lexington: University of Kentucky, Reports in Anthropology and Archaeology 5(2), 1943)

⁴⁸ Applegate, “Woodland Period,” 461

⁴⁹ Clay, “Peter Village 164 Years Later: 1983 Excavations.”

⁵⁰ Applegate, “Woodland Period,” 461.

⁵¹ Ibid.

⁵² Ibid, 344.

⁵³ Ibid.

⁵⁴ Ibid, 344; Patty Jo Watson. “Impact of Early Horticulture in the Upland Drainages of the Midwest and Midsouth,” in *Prehistoric Food Production in North America*, ed. Richard I. Ford (Ann Arbor: Museum of Anthropology, Anthropological Papers No. 75, University of Michigan, 1985), 99-147.

well as gathering and storing mast products, were autumn activities.⁵⁵ Hunting deer and other game was a late autumn and winter activity.

The aboriginal use of subterranean caves became popular for a relatively short time during the Early and Middle Woodland subperiods. Caves across Kentucky, Tennessee, Indiana, and Alabama have been identified, through radiocarbon dating, as having been explored by prehistoric humans during both subperiods. These people exploited caves to mine minerals, such as gypsum and mirabilite; to quarry chert for tools; to bury their dead; and to reach dark zones deep within caves for ritualistic purposes.⁵⁶ Bundles of river cane and/or small sticks were used for lighting and often dabbed on the wall to keep the torch burning at an even rate for longer light usage; woven fiber slippers provided added foot protection; small rocks were used for battering gypsum off cave walls; and river cane and/or larger wooden digging sticks were used to prospect for and retrieve selenite crystals from the floor and wall sediments within caves. While it is not exactly clear why minerals like gypsum (hydrous calcium sulfate) and mirabilite (hydrous sodium sulfate) were mined so intensively during this period of prehistory, modern archaeological experiments with these minerals have determined that, with the addition of water or grease, gypsum powder makes a crude white plaster base similar to plaster of paris. Gypsum crystals (satin spar and selenite) could have been used in ritual or ceremonial purposes, and mirabilite and epsomite are both laxatives and have the additional medicinal properties of Glauber's salts and Epsom salts.⁵⁷ Mirabilite also tastes somewhat salty, hinting at its possible use in cooking and meat preservation.⁵⁸

The use of exotic raw materials, first documented at the end of the Early Woodland, peaked during the early Middle Woodland and continued into the Middle Woodland (200 B.C.-500 A.D.) subperiod in Kentucky.⁵⁹ Items, such as copper bracelets, breastplates and gorgets, copper and mica head ornaments, marine shell beads, and Vanport (Flint Ridge of Ohio) chert bladelets are among the types of artifacts found almost exclusively in mortuary-ritual contexts.⁶⁰

There is less information regarding Middle Woodland subsistence compared to earlier and later subperiods; however, faunal and floral assemblages indicate a generalized economy based on food collection and food production.⁶¹

The Adena and Hopewell concepts, which emerged in the early part of the twentieth century, were based on research that focused on the burial practices of Woodland peoples. These two concepts are the synthesis of the excavation of several

⁵⁵ Railey, 1996.

⁵⁶ George C. Crothers et al. "Woodland Cave Archaeology in Eastern North America," in *The Woodland Southeast*, ed. David G. Anderson and Robert C. Mainfort Jr (Tuscaloosa: University of Alabama Press, 2002), 502-524.

⁵⁷ Ibid.

⁵⁸ Ibid, 512.

⁵⁹ Applegate, 2008.

⁶⁰ Ibid, 346.

⁶¹ Ibid.

small burial mounds in Kentucky and southern Ohio.⁶² Most Kentucky archaeologists concur that Adena spans the late Early Woodland to early Middle Woodland.⁶³ The vast majority of Adena earthwork sites in Kentucky are thought to date from 500 B.C. to A.D. 250.⁶⁴ Adena burial mounds seldom represent a single event but instead contain several individual tombs, each tomb being covered with earth at the conclusion of the mortuary event.⁶⁵ Adena mortuary items include projectile points, stone gorgets, pipes, celts, simple and engraved tablets, galena, bone and shell tools, and beads.⁶⁶ Hopewell mounds differ from Adena mounds in that they tend to cover a single tomb.⁶⁷ Additional interments are distributed horizontally in Hopewell contexts instead of vertically, as in Adena contexts. Whole ceramic vessels, mica cut-outs, obsidian artifacts, platform pipes, terra-cotta figurines, and copper celts are items that appear in Hopewell contexts and are absent or rare in Adena.⁶⁸

Hopewell sites date from A.D. 1 - 500 and tend to be concentrated in southern Ohio. However, a number of Woodland sites showing Hopewell influence have been documented in Kentucky.⁶⁹ Clay has interpreted “Hopewell as an extension of the complexity that developed in Adena.”⁷⁰ Railey concluded that “Adena should be viewed as an early regional expression of Hopewell rather than its predecessor.”⁷¹ Applegate suggested a similar interpretation, stating that Adena developed during the late Early Woodland in Ohio and Kentucky.⁷² By the early Middle Woodland times in Ohio, the Adena mortuary-ritual complex morphed into or was superseded by Hopewell.⁷³ In Kentucky; however, the predominate mortuary-ritual complex continued to be Adena with limited and irregular influences from Ohio Hopewell, Appalachian Summit Hopewell, Copena Hopewell, and to a lesser extent, Illinois Hopewell.⁷⁴ In essence, the

⁶² Railey, 1996.

⁶³ See Clay, Henderson et al 1988; Pollack et al 2005; Railey 1996; Richmond and Kerr 2005; Schlarb 2005.

⁶⁴ David G. Anderson and Robert C. Mainfort Jr. “Introduction to Woodland Archaeology in the Southeast,” in *Introduction to Woodland Archaeology in the Southeast* (Tuscaloosa: University of Alabama Press, 2002) 1-19; Berle R. Clay. “The Cultural Historical Placement of Fayette Thick Ceramics in Central Kentucky,” *Tennessee Anthropologist*, no. 5:2(1980):166-178; Berle R. Clay. “Pottery and Graveside Ritual in Kentucky Adena,” *Midcontinental Journal of Archaeology* 8:1 (1983):109-126; James P. Fenton and Richard W. Jefferies. “The Camargo Mound and Earthworks: Preliminary Findings,” in *The Human landscape in Kentucky’s Past: Site Structure and Settlement Patterns*, eds. Charles Stout and Christina K. Hensley (Frankfort: Kentucky Heritage Council, 1991) 40-55.; Mark F. Seeman. “Adena “Houses” and Their Implications for Early Woodland Settlement Models in the Ohio Valley,” in *Early Woodland Archaeology*, eds. Kenneth B. Farnsworth and Thomas E. Emerson (Kampsville, Illinois: Kampsville Seminars in Archaeology No. 2. Center for American Archaeology, 1986), 564-580.

⁶⁵ Railey, 1996.

⁶⁶ Ibid.

⁶⁷ Ibid, 254.

⁶⁸ Ibid.

⁶⁹ Applegate, 2008.

⁷⁰ Berle R. Clay. “Adena Ritual Development: An Organizational Type in a Temporal Perspective,” in *The Human Landscape in Kentucky’s Past: Site Structure and Settlement Patterns*, eds. Charles Stout, and Christina K. Hensley (Frankfort: Kentucky Heritage Council, 1991), 30-39.

⁷¹ Railey, “Woodland Cultivators,” 100.

⁷² Applegate, “Hopewell in Kentucky?”

⁷³ Applegate, “Woodland Period.”

⁷⁴ Ibid.

distinction between Adena and Hopewell in Kentucky is much less clear-cut than it is in Ohio. This is not surprising, because Kentucky is located in an area that was a “hinterland” or “periphery” to classic Hopewell.⁷⁵

The transition from Middle to Late Woodland (A.D. 500-1000) times in Kentucky does not appear to have been abrupt. Instead it was a gradual process, linked to changes in plant subsistence practices and hunting technology, a decline in long-distance trade networks, and changes in ritual expression.⁷⁶ In some parts of Kentucky, the Late Woodland was “a time of appreciable cultural change,” including population increase, development of the bow-and-arrow technology, changes in the amount of mound construction, shifts in social organization, and subsistence change.⁷⁷ During the early Late Woodland wild plants and animals continued to be the foundation of the subsistence economy. Cultivation of native plants continued and may have intensified.⁷⁸ Though small amounts of maize are present in Middle and early late Woodland contexts, it was not until the terminal Late Woodland (ca. A.D. 800) that it became a significant component of regional diets.⁷⁹ Early Late Woodland ceramic assemblages are marked by a decrease in vessel wall thickness and a general increase in jar size relative to the Middle Woodland subperiod.⁸⁰ These larger vessels were used to cook nutrient rich starchy-oily seeded crops. Also during this period in time, important technological changes appear with the replacement of notched and stemmed projectile points with smaller, finely knapped corner notched points of the Jacks Reef type and triangular points, marking the introduction of the bow-and-arrow into Kentucky.

Late Prehistoric Period (A.D. 900-1750)

The Late Prehistoric period in Kentucky is defined by two different cultural traditions: Mississippian and Fort Ancient. The Fort Ancient tradition flourished in central, northern, and eastern Kentucky, as well as southeastern Indiana, southwestern Ohio, and western West Virginia. Mississippian peoples occupied western Kentucky, as well as the extreme southern and southeastern portions of the state.

The Fort Ancient tradition is generally believed to be a response by local populations to increased reliance on agriculture, increased sedentism, and an accompanying rise in sociopolitical complexity.⁸¹ Fort Ancient subsistence practices and their environmental focus appear to have developed early and stabilized quickly,

⁷⁵ Ibid.

⁷⁶ David Pollack and A. Gwynn Henderson. “Late Woodland Cultures in Kentucky,” in *Late Woodland Societies: Tradition and Transformation Across the Midcontinent*, eds. Thomas E. Emerson, Dale L. McElrath, and Andrew C. Fortier (Lincoln: University of Nebraska Press, 2000), 613-641.

⁷⁷ Anderson and Mainfort, 2002.

⁷⁸ Applegate, 2008.

⁷⁹ Ibid.

⁸⁰ Pollack and Henderson, 2000.

⁸¹ William E. Sharp. “Fort Ancient Period,” in *The Archaeology of Kentucky: Past Accomplishments and Future Directions*, ed. David Pollack (Frankfort, KY: State Historic Preservation Comprehensive Plan Report No. 3. Kentucky Heritage Council, 1990), 467-557.

changing little over a time spanning 750 years.⁸² Maize, beans, squash, and sunflower were staples of the Fort Ancient diet, but gourds and tobacco, and to a lesser extent, sumac was grown.⁸³ Relative to earlier Late Woodland peoples and contemporary Mississippian groups, there was much less emphasis on starchy-oily seeded crops, such as maygrass and marshelder.⁸⁴ The agricultural practices of Fort Ancient groups were supplemented by a variety of small mammals, reptiles, fish, and freshwater mussels. Fort Ancient peoples also depended on deer, elk, and wild turkey for subsistence.⁸⁵ There is evidence for domesticated dogs and possibly the keeping, but not domesticating, of wild turkey.⁸⁶

Kentucky Fort Ancient settlements consisted of autonomous villages and small camps. Throughout much of the Fort Ancient culture area, settlements were located along floodplains or terraces of the Ohio River and its major tributaries; however, villages also were located on interior ridges within close proximity of a variety of drainage types and springs.⁸⁷ These villages varied from circular/elliptical, to a linear arrangement of structures located along a ridge or terrace. Fort Ancient community size increased over time and early villages may have been occupied by no more than 40 or 50 people.⁸⁸ During the Middle Fort Ancient (A.D. 1200-1400) subperiod, villages may have held 90 to 300 individuals and by the Late Fort Ancient (A.D. 1400-1750) subperiod villages are estimated at between 250 and 500 people.⁸⁹ The development of circular villages and the construction of burial mounds during the Middle Fort Ancient subperiod provide evidence for long-term group planning and socio-political cooperation, and the formalized expression of social inequality.⁹⁰ During the Late Fort Ancient, houses take on the shape of large rectangular structures and differ greatly from older Fort Ancient houses. Distinctive artifacts were small triangular projectile points, bifacial end scrapers, disk pipes, bone and shell beads, copper or brass tube beads or pendants, and shell gorgets. European trade goods also have been reported from Late Fort Ancient sites. Copper tinkling cones and catlinite artifacts have been found in association with extended burials covered with shingled rock slabs.⁹¹

Ceramics are the most common and diagnostic Fort Ancient artifact class. Fort Ancient ceramic vessels were made from locally available clays and are grit, limestone, sandstone, and/or shell tempered. Stylistic differences among Fort Ancient Jars have been used to define regional divisions e.g., (Anderson, Jessamine, and Manion) within

⁸² A. Gwynn Henderson. "Fort Ancient Period," in *The Archaeology of Kentucky: An Update*, ed. David Pollack (Frankfort, KY: State Historic Preservation Comprehensive Plan Report No. 3. Kentucky Heritage Council, 2008), 739-902.

⁸³ Ibid.

⁸⁴ Jack Rossen. "Botanical Remains," in *Fort Ancient Cultural Dynamics in the Middle Ohio Valley*, ed A. Gwynn Henderson (Madison, Wisconsin: Monographs in World Archaeology No. 8. Prehistory Press, 1992), 189-208.

⁸⁵ Henderson, 2008.

⁸⁶ Ibid, 744.

⁸⁷ Ibid, 745.

⁸⁸ Ibid.

⁸⁹ Ibid.

⁹⁰ Ibid, 745.

⁹¹ Ibid.

the tradition prior to A.D. 1400.⁹² After A.D. 1400 ceramic vessel types such as bowls and salt pans become common. Vessel rims and necks can be decorated with incising, punctations, or notching.

Fort Ancient chipped stone tools were made from locally available high- to medium-quality cherts.⁹³ The lithic toolkit of Fort Ancient peoples included small, generally isosceles triangular arrow points as well as a variety of cutting, scraping, and drilling tools manufactured not only from stone but also animal bone.⁹⁴ Groundstone tools include sandstone abraders, manos, or nutting stones (Henderson 2008). Smoking pipes were manufactured from clay, sandstone, Ohio pipestone, limestone, and catlinite. Chipped limestone disks are diagnostic of the Middle Fort Ancient subperiod.⁹⁵ Fort Ancient tools also were manufactured from shell and bone. Fort Ancient peoples produced shell or bone spoons and hoes, bone awls, needles, drifts, and beamers. Ornaments in the form of beads, plain or engraved gorgets, earrings, and bracelets, were made of animal teeth and bone, shell (both freshwater and marine), and cannel coal.⁹⁶

Mississippian society has been exemplified as that of a chiefdom in which leadership roles were ascribed, society was ranked, and the power of chiefs could be great but was usually not absolute.⁹⁷ In addition, Mississippian groups shared a fundamental iconography.⁹⁸ Mississippian groups throughout the Southeast, including those in Kentucky, shared an economy based on hunting; the cultivation of maize, squash and native plants; and the collection of wild plants.⁹⁹ Gathered plants included hickory nuts, persimmons, and the seeds of goosefoot, erect knotweed, and maygrass. Animals commonly hunted for consumption, include white-tail deer, wild turkeys, turtles, and fish.

The Mississippian settlement system was made up of a hierarchy of habitation sites, most notably, administrative centers, that featured plazas flanked by buildings positioned on platform mounds and sizable populations.¹⁰⁰ The platform mounds constructed at these sites were home to elite members of society. Administrative centers were the social, political, and religious centers of Mississippian society. Other

⁹² Ibid.

⁹³ Ibid, 742.

⁹⁴ Railey, 1992.

⁹⁵ Henderson, 2008.

⁹⁶ Ibid, 743.

⁹⁷ R. Barry Lewis. "Mississippian Farmers," in *Kentucky Archaeology*, ed. R. Barry Lewis (Lexington: University of Kentucky Press, 1966), 127-159; David Pollack. "Mississippian Period," in *The Archaeology of Kentucky: An Update*, ed. David Pollack (Frankfort, KY: State Historic Preservation Comprehensive Plan Report No. 3. Kentucky Heritage Council, 2008), 605-738.

⁹⁸ Pollack, 2008.

⁹⁹ Ibid, 605.

¹⁰⁰ R. Barry Lewis, Charles Stout, and Cameron B. Wesson. "The Design of Mississippian Towns," in *Mississippian Towns and Sacred Spaces: Searching for an Architectural Grammar*, ed. R. Barry Lewis and Charles Stout (Tuscaloosa: University of Alabama Press, 1998,) 1-21; Pollack, 2008, 605.

Mississippian site types consisted of large villages, small villages, hamlets, farmsteads, and cemeteries.¹⁰¹ Hamlets were larger than a farmstead, but smaller than villages.

Large hoes, adzes, abraders, gravers, and picks joined the bow-and-arrow as the main components of the Mississippian toolkit. Non-local materials, such as marine shell and copper, also have been recovered from Mississippian sites. Muller notes that the appearance of these artifacts probably represents hand-to-hand exchange rather than the long-distance movements of traders.¹⁰² Ceramic assemblages consisted of jars, bowls, plates, and pans and the use of shell temper increased as the Mississippian period progressed. Most of the ceramics from lower Ohio Valley sites are plain wares, either finely or coarsely tempered.¹⁰³ Finely tempered ceramics were being used primarily for activities like eating, while coarsely tempered wares were being used for food storage and/or food preparation. Decorated ceramics, include incised or trailed designs often found on jars, and rarely negative painted and red slipped treatment found on bowls and bottles.

The centuries between A.D. 1300 and 1700 witnessed both the greatest development and the end of Mississippian culture in Kentucky and most Mississippian sites had been abandoned by A.D. 1400.¹⁰⁴ Changes in environmental conditions and the reduction of agricultural yields may have contributed to the downfall of a single chiefdom; however, disruption to Mississippian interaction spheres and access to prestige goods and esoteric knowledge may have undermined local elites' positions within their respective societies.¹⁰⁵ Without the goods they needed to validate their positions in society, local elites may have been unable to withstand the challenges to their authority, which ultimately led to their demise.¹⁰⁶ In the Caborn-Welborn region and in far southwestern Kentucky, Mississippian sites were occupied well into the 1600s.¹⁰⁷ Closer to the study area, Fort Ancient farming villages also were occupied into the 1600s.¹⁰⁸ The recovery of objects associated with European manufacture, have been found at several Caborn-Welborn sites, further indicating occupation into the seventeenth century.¹⁰⁹ Ultimately, the collapse of these societies and the subsequent abandonment of their respective settlements and regions are tied to Euro-American exploration and settlement of the Ohio and Mississippi river valleys, and the disruption of indigenous exchange networks.¹¹⁰

Between 1680 and 1730, the historical and archaeological record does not shed much light on the Native population in Kentucky. It appears likely that smallpox claimed

¹⁰¹ David Pollack. "Caborn-Welborn Ceramics: Intersite Comparisons and Extraregional Interaction," in *Current Research in Kentucky Archaeology, Volume Five*, eds. Charles D. Hockensmith, Kenneth Carstens, Charles Stout, and Sara J. Rivers (Frankfort: Kentucky Heritage Council, 1998), 163-202; Pollack, 2008.

¹⁰² John Muller, *Archaeology of the Lower Ohio River Valley* (New York: Academic Press, 1986), 251.

¹⁰³ *Ibid.*, 238.

¹⁰⁴ Lewis, 1996.

¹⁰⁵ Pollack, 2008.

¹⁰⁶ *Ibid.*, 608.

¹⁰⁷ *Ibid.*

¹⁰⁸ Henderson, "Fort Ancient," 741; 751; 783-787; 834.

¹⁰⁹ *Ibid.*

¹¹⁰ *Ibid.*

many lives during this period. “Kentucky’s native peoples would have died in numbers similar to those recorded for groups to the east: between 50 and 90 percent of the inhabitants.”¹¹¹ Kentucky's Native groups may have moved out of the region or been assimilated into other Native groups.

¹¹¹ A. Gwynn Henderson and David Pollack. “Kentucky,” in *Native America: A State-By-State History*, ed. Daniel S. Murphree (Santa Barbara, CA: Greenwood Press, 2010). In preparation.

Historic Context Statement

This historic context provides a narrative framework through which to view work undertaken for the Louisville River Bridges Survey Project. This information adds to our understanding of the diverse study area through illuminating important themes and trends, both in relation to Louisville and Jefferson County as a whole and in the study area itself. The period of significance for this context follows that established for evaluation in the National Register of Historic Places, that of fifty years of age or older, or as is the case in Kentucky, from 1780 to 1960. However, effort has been made to assess the study area into the early 1970s, in order to view more current trends. Additionally, given that the area probably will not be resurveyed again in ten years, it is useful to develop a working context to address the area in years to come.

Not every historic theme is examined in thorough detail in a historic context. Rather, themes and subthemes are more thoroughly assessed in the proceeding Property Types section. In this portion of the report, specificity with relation to historic or prehistoric resources is necessary to understand the material culture that comprises the study area.

For those readers wishing to access information about a particular period of time, the following temporal divisions have been made:¹¹²

Population Transition, 1750 to 1780

Early Settlement, 1780 to 1810

The Steamboat Era, 1810 to 1840

Growth at Mid-Century, 1840 to 1860

The Civil War and the Postbellum Period, 1860 to 1900

Early Twentieth Century, 1900 to 1930

Great Depression and War, 1930 to 1945

Suburban Growth and Rediscovery of the City, 1945 to 1975

A brief summary of significant trends related to the study area is situated at the close of the historic context section.

¹¹² At several points in this text, the term antebellum is used for brevity's sake (and by convention) if a trend encompasses all historic-era temporal divisions prior to the Civil War. Likewise, the term postbellum refers to the era from 1865 to 1900.

Population Transition, 1750 to 1780

The 30 years between the end of the Late Prehistoric Period (AD 900-1750) and the Early Settlement Period (1780-1810) are marked by a series of transitions, in terms of both the Native groups who lived in Kentucky and the diverse groups of Europeans seeking to claim and settle land in the Ohio River Valley.

In 1750, Dr. Thomas Walker of Virginia crossed through the Cumberland Gap to survey land for the Loyal Land Company. Walker was the first of many surveyors and opportunistic men looking for land to replace the tired soil of Tidewater farms. Christopher Gist, working for the Ohio Land Company, scouted out land in the Ohio Valley, and visited Indian villages along the river between 1750 and 1751.

At the start of the French and Indian War in 1754, native settlements still existed not far from the study area in the Bluegrass Region of Kentucky. These settlements were located at the heart of the rivers and trails that would ferry European settlers into the region in the following decades. But by 1760, however, “native peoples apparently did not occupy any villages in the state, and it is during this period that the Myth of the Dark and Bloody Ground begins.”¹¹³ Although archaeological data for this period is scant,

Written sources focusing on central and eastern Kentucky mention a few villages; a handful of isolated cabins, winter hunting camps and other temporary camps; salt processing locales; and a couple of places where native people had stripped off sections of bark from trees and painted red and black symbols on the exposed trunks.¹¹⁴

Long Hunters, known as such for their extended hunting excursions, trekked into Kentucky in the late 1760s. Their reports stirred the land surveyors into action. Despite the Proclamation of 1763, families began to supplant the Long Hunters. Successive treaties and the subsequent American Revolution failed to stem the tide of men and women who established forts and stations and occupied land that had not been officially surveyed.

¹¹³ Henderson and Pollack, “Kentucky.”

¹¹⁴ Ibid.

La Belle Riviere

I have often heard the praises of this majestic river sung, and had curbed my expectations lest I should be disappointed. The Ohio is a beautiful river...There are no points bare of beauty; but every mile is as rich in scenery as it was in verdure at the time of my passage down its 'winding way'. Englishman Abner Jones, travelling along the Ohio in 1838.¹¹⁵

There is hardly any way to understand historic or modern Louisville without understanding the role of the Ohio River and its tributaries. As the Ohio River snakes its way downriver from its initiation at the intersection of the Monongahela and Allegheny Rivers near Pittsburgh, it forms the border between Ohio and Kentucky; Kentucky and Indiana; Kentucky and Illinois; West Virginia and Ohio; and cultivates many small and large towns along its path – finally emptying into the Mississippi River, which continues onto New Orleans. This total path is 981 miles long and drains a watershed of 203,900 square miles in 14 states.¹¹⁶

Along this watery path flowed hundreds of thousands of immigrants to settle the newly-opened western areas, which included Kentucky, Ohio, and Indiana, in the late eighteenth and nineteenth centuries.¹¹⁷ Germans coming from Pittsburgh or New Orleans seeking land in the new world; Scotch-Irish settlers and free black persons from the eastern and southern U.S., also seeking lands and wealth; and African American slaves who came with their owners were among those who established homes in the west.

Louisville, Kentucky is situated at the most strategic naturally-created position along the expanse of the Ohio – the Falls. The Falls are more accurately a chute “with a fall of about twenty-four feet in three miles.”¹¹⁸ In any case, the Falls historically impeded river traffic from continuing downriver during times of low water and necessitated a settlement near the area since early frontier days. According to local historian Carl Kramer, “Louisville’s triumph can be attributed in large measure to natural advantages. These were frequently cited by early visitors such as Christian Schultz, a German traveler, who in 1807 commented that Louisville ‘is very handsomely situated on an elevated bank’ and that the surrounding country ‘is perfectly level for some miles.’”¹¹⁹ In other words, advantages such as a good, calm harbor and level countryside for on-land expansion, coupled with the impediment of the Falls, made Louisville a prime candidate for a large town focused on commerce.

¹¹⁵ R.E. Banta, *The Ohio*, Foreword by Dr Thomas Clark. (New York: Rinehart and Company, 1949; reprint, Lexington: University Press of Kentucky, 1998), 9.

¹¹⁶ Banta, 11.

¹¹⁷ The areas were newly opened for European and African American settlement. Native peoples had lived in this area for some time.

¹¹⁸ Banta, 14.

¹¹⁹ Carl E. Kramer, *History: Two Centuries of Urban Development in Central and South Louisville*. Unpublished manuscript on file at the Louisville-Metro Historic Preservation Office, n.d., 33.

Though located in the Outer Bluegrass Cultural Landscape Planning Region, as developed by the Kentucky Heritage Council, the city can best be described as relating both to the Outer Bluegrass and to the Ohio River, much like the majority of Kentucky's Ohio River towns. Louisville/Jefferson County of today has a metropolitan population of 1.4 million people and a land area of 368 square miles.¹²⁰ It is among the thirtieth largest metropolitan regions in the United States.¹²¹ But in the early nineteenth century, Louisville was a small fledgling town. Lexington, situated in the rich Inner-Bluegrass region, had a far greater population and cultural life in the late eighteenth/early nineteenth centuries. All of this changed with the coming of steamboat travel along the Ohio. From that point in the 1810s, Louisville began an intense period of growth, though experiencing a few declines, that has continued to the present-day.

Early Settlement, 1780 to 1810¹²²

Near three-hundred large boats have arrived at the Falls this spring with families...We have six stations on B.Grass with not less than 600 men. You would be surprised to see 10 to 15 waggons at a time going to and from the Falls every day with families and corn.
Settler John Floyd of Virginia, May 5, 1780.¹²³

The first settlement at the Falls was on an island directly adjacent to Twelfth Street in downtown Louisville. General George Rogers Clark established Corn Island¹²⁴ in 1778 on his way to a military expedition in the Illinois Country against the British and Native Americans during the Revolutionary War (1775-83). The island location was not meant to be permanent, but merely a safeguard against military deserters and protection for the first colonists from attack by Native American tribes. As Clark noted, the civilians “ware of little expence, and with the Invalids would keep possession of the Little post until we should be able to Occupy the Main shore...”¹²⁵

Around eight months later, in the fall of 1778, the settlers established a stockade on the mainland near Corn Island, located at present-day Twelfth and Rowan Streets. In April 1779, a town plan was inaugurated as a “Plan of the Town of Louisville on the Ohio,” based upon advice from the Kentucky County Court in Harrodsburg.¹²⁶ The town was named in honor of French King Louis XVI, who supported the Americans in the Revolutionary effort against the British. Interestingly, the first colonists were not allied with traditional Virginia politics and culture. They were largely middle-class

¹²⁰ Louisville Convention and Visitor's Bureau, Louisville Facts. Online at: <http://www.gotolouisville.com/media/facts-about-louisville/index.aspx>

¹²¹ Wikipedia entry, *Louisville, Kentucky*. Online at: http://en.wikipedia.org/wiki/Louisville,_Kentucky

¹²² Early settlement in the historic era refers to European, African, and other settlers not native to the North American continent.

¹²³ George H. Yater, *Two Hundred Years at the Falls of the Ohio: A History of Louisville and Jefferson County* (Louisville: The Heritage Corporation, 1979), 15.

¹²⁴ Corn Island is no longer extant.

¹²⁵ Yater, 4.

¹²⁶ *Ibid*, 8. Kentucky County was a political division of the Commonwealth of Virginia until Kentucky obtained statehood in 1792.

working people of German or Scottish/Irish descent, attempting to make good in the new country. As a result, the first town plan provided for one owner per plot with no one able to own more than one plot.¹²⁷ Clearly, their vision for Louisville was one based upon equality of opportunity, befitting prevailing liberal thought of the day. At the same time, Virginia opened a land grant office to administer sales in the new region.¹²⁸ This coupled with a vision of prosperity was appealing to many others as the spring and summer of 1780 saw the influx of numerous flatboats on the Ohio carrying hundreds of settlers into the new town.¹²⁹

Further prompting growth, the old stockade was demolished and a new fort, Fort Nelson, was constructed at the corner of Main and Seventh Streets near the river in 1781. While strengthening Louisville's strategic position against Native American attacks, the city would not be fully safe from either Native forces or the British until the end of the American Revolution.¹³⁰

The founding of Louisville, like many towns of the new west, was clouded with conflicting land titles, speculation, and lawsuits. Five years before, the unnamed town had been drawn up on paper by wealthy Pennsylvania and Virginia interests, based upon at least two land surveys. These surveys had set out large 1,000-2,000 acre lots that were awarded as land grants for service in the French and Indian Wars (1754-63). The main center of Louisville was owned by a wealthy Tory doctor named John Connolly. His lands were seized during the American Revolution, as he remained loyal to the British government in America.

In 1780, the Virginia legislature confirmed the current ownership of the land that was now Louisville in a town charter. Instead of investing title in yeoman settlers through popular local vote, the Assembly gave town title to trustees appointed in Virginia. Trustees were asked to get top price for marketable land and as a result, a few wealthy individuals owned several plots; the opposite of the spirit of Louisville embodied in the 1779 town plan. John Campbell, who was imprisoned during the Revolutionary War by the British, reappeared and asserted claim to land both in Louisville proper and to the west. In 1790, Campbell was finally awarded title to land he held in common with the Tory John Connolly to the west of central Louisville; he then attempted to develop a town called "Lower Falls." The town site, which failed, eventually became Shippingport.

As for Louisville, it developed on the banks of the Ohio River along an east-west axis; Main Street was the most prominent thoroughfare intersected by a series of twelve numbered streets.¹³¹ Main Street extended northward, following the river, past 12th Street. Most growth occurred to the west and south in this plan. By the late eighteenth century, trustees laid out several more streets, in anticipation of further growth south of

¹²⁷ Ibid, 10.

¹²⁸ Kramer, 35.

¹²⁹ Yater, 15.

¹³⁰ Ibid, 23. The British organized various native tribes for warfare against the new settlers, until they were defeated in the American Revolution.

¹³¹ Kramer, 35.

Main Street to include: Market, Jefferson, Green (Liberty), Walnut (Muhammad Ali), and South (Chestnut).¹³² Market and Jefferson were intended to be the prominent thoroughfares at ninety feet in width, as opposed to the more standard sixty feet in width.¹³³ Water Street was also founded at this time, directly north of Main Street. In general, “early streets were dusty in the summer and virtually impassable during soggy winters. Little was done to improve them other than to fill in the mud holes and low places. Sidewalks were placed along the streets using boards from dismantled flatboats.”¹³⁴

According to an early map study by historian Carl Kramer, the majority of residences in the early city of Louisville were along Main Street, between Fourth and 12th Streets, and north of Main and east of 10th Streets.¹³⁵ Gardens and farms are depicted east of Beargrass Creek.

Approximately 96 percent of Jefferson County lived outside Louisville early on.¹³⁶ This number was little changed in 1820, when 82 percent of the population was engaged in rural activities, including milling.¹³⁷ Before 1830, typical crops and animals cultivated included hemp, corn, and hogs.¹³⁸ Markets for such products were opened up by steamboat trade in the early 1810s. Land cultivated and slave labor utilized was adjusted accordingly. The Beargrass Creek watershed in the eastern portion of the county was particularly noted by early settlers as having great agricultural possibility.¹³⁹ The eastern third of the county was historically characterized by large-scale farming operations, near the Ohio River and its tributaries.¹⁴⁰

Also important to Jefferson County’s rural economy was the salt works at Mann’s Lick. Jefferson County was the largest producer of salt for the whole western country until the early nineteenth century.¹⁴¹ Hundreds of workers, enslaved and free, were employed in “around-the-clock” operations to produce salt from the natural salt licks.¹⁴²

Slavery in the early town and county grew slowly. In 1790, Jefferson County, which included a far greater land area, counted 903 enslaved persons.¹⁴³ Slaves

¹³² Ibid, 36.

¹³³ Ibid, 36.

¹³⁴ John E. Kleber. “Streets,” in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 857.

¹³⁵ Kramer, 36.

¹³⁶ Daniel Carey and Mark Thames, “Agriculture in Louisville and Jefferson County, 1800-1930,” Multiple Property Nomination to the National Register of Historic Places. Approved in May 1990, Section E, 21.

¹³⁷ Ibid, Section E, 21.

¹³⁸ Ibid, Section E, 16.

¹³⁹ Ibid, Section E, 5.

¹⁴⁰ Ibid, Section E, 12.

¹⁴¹ Yater, 18.

¹⁴² Ibid.

¹⁴³ University of Virginia Library, Geospatial and Statistical Data Center, Historical Census Browser, 2004. 1810 Population Census. Data columns for total free population, total slave population, and total state population. Online at: <http://fisher.lib.virginia.edu/collections/stats/histcensus/>

comprised approximately 19 percent of the total population. In 1800, this number had doubled to 2,406 enslaved African Americans in residence in the county and 23 other free persons, which totaled 27 percent of the total residents of Louisville and Jefferson County.¹⁴⁴ Very little is known of the lives of early enslaved African Americans in the county. Historian George Yater notes that there were enslaved blacks at the Beargrass stations, working at area salt works, and living in pioneer Louisville.¹⁴⁵

The town of Louisville's early development did not meet expectations. The 1790 census recorded 200 persons, while the 1800 enumeration counted 359 persons.¹⁴⁶ This number is more illuminating when compared to that of land-locked Lexington in 1800: 1,795 persons. Among the difficulties that initially slowed growth in the early city was a perceived fear of Native American attacks. Also, the Spanish prevented trade with New Orleans, crippling the city economically until the early nineteenth century.¹⁴⁷ But perhaps more pervasive was the dread of disease that Louisville had become famous for – the “miasmata” – fed by numerous stagnant ponds and generally unhealthy marshy conditions in the city.¹⁴⁸

Opening of the River and the Coming of the Steamboat Era, 1810-1840

It was related that ‘the passage of the Orleans’ along the Ohio and Mississippi through the solitude of that early day ‘was full of toil and peril.’ On the unexpected arrival of the boat before Louisville in the middle of a fine, still, moonlight night, consternation was created by the noise of escaping steam on ‘rounding to.’ Many of the people, used to the quiet gliding of the keels and flats, were aroused from their slumber and rushed to the wharf, thinking that a comet, then in the sky, had fallen into the Ohio.

W.P.A. Writer's Program, 1940.¹⁴⁹

You know I informed you when I landed here, This town was not handsome and living darned dear, The streets were all ponds, and I'm told the Trustees, Had sooner wade tho' them, quite up to the knees, Than incur the expense to have them drained off. Complain to their honors, they sneer, laugh or scoff, And say,

¹⁴⁴ University of Virginia. Data columns for total slave population, total free population, total state population, and total all other free population. No specific category was set in 1800 for free black persons. However, free whites were not included in this enumeration, so it is assumed that this number is fairly close to an accurate representation of free blacks in Jefferson County.

¹⁴⁵ Yater, 43.

¹⁴⁶ Kramer, 36.

¹⁴⁷ Ibid; Yater, 31. Spain retained control of New Orleans until governance reverted to France in 1801, who sold the territory to the United States in 1803. This sale is known as the Louisiana Purchase.

¹⁴⁸ Kramer, 37.

¹⁴⁹ Work Projects Administration Writers' Program. *Louisville: A Guide to the Falls City*. American Guide Series (New York: M. Barrows and Company, 1940), 19.

we've no money; and you very well know, Without the intercessor the mare will not go.

Poem in Ben Cassesdy's 1852 *History of Louisville*, regarding the state of the city in 1815.¹⁵⁰

The early nineteenth century was an encouraging time to live in Louisville and Jefferson County. River traffic from Pittsburgh to New Orleans increased dramatically, since the United States now had possession of the waterway and the city of New Orleans. Keelboats took commercial goods downriver at an average of 60,000 tons a year and upriver at an average of 6,500 tons.¹⁵¹ The difference, of course, was the inordinate amount of time and therefore money necessary to deliver a keelboat up the Mississippi and Ohio Rivers against the current. Until the advent of the steamboat, upriver traffic was fairly negligible.

The increase in downriver trade brought with it seeming prosperity. Visitor S.P. Hildreth noted in 1805 that Louisville was a "brisk little town;" the reason being "the obstruction to navigation by the Falls made it necessary for the barges to land a part if not all of their freight before attempting" to cross the Falls.¹⁵²

This strategic location on the river stimulated a henceforth sleepy economy. Put simply, Louisville became the center of a brisk commercial trade from within the state of Kentucky and between other states – north and south, east and west with the Ohio River as the prime industrial catalyst. In fact, Louisville was strategically located to benefit more than any city on the Ohio from favorable trade conditions ushered in during the early nineteenth century. Louisville and central Kentucky farmers began to produce commercially for downriver clientele. The warehousing industry grew exponentially as a result of the need for storage space before crossing the Falls. Ship-building became a notable industry with the creation of Shippingport by French-Pittsburgh immigrants John and Louis Tarascon.¹⁵³

In spite of some serious street maintenance problems and continuing marshy conditions, Louisville's population grew exponentially in the early nineteenth century. The 1810 census documents 4,012 persons in the city, not including the transient marine population centered around the Beargrass wharf.¹⁵⁴ By 1830, 10,341 persons resided in Louisville, making it the largest city in the Commonwealth.¹⁵⁵

By the early 1810s, Louisville had local newspapers, a permanent theater, a market house, churches, and other amenities, but it still lacked the ability to tap into the river's full potential.¹⁵⁶ That all changed with the invention and common use of the

¹⁵⁰ Quoted in Yater, 40.

¹⁵¹ Yater, 32.

¹⁵² Ibid.

¹⁵³ Ibid, 30.

¹⁵⁴ Kramer, 38.

¹⁵⁵ Ibid.

¹⁵⁶ Yater, 33.

steamboat. In 1811, the steamer *New Orleans* pulled into the Louisville harbor from Pittsburgh in just eight days.¹⁵⁷ It was intended to travel to New Orleans from the Falls City. Despite the general opinion that upriver travel would be too arduous for the new machine, the steamer quickly showed that the trip was not only possible but now probable by carrying travelers upriver to Cincinnati in record time. As a result, steamboat travel became the norm for all river travel by the late 1810s and 1820s, efficiently connecting Louisville with New Orleans and markets south. By 1820, “41 steamers had landed at Louisville at least once” and the Louisville-built and financed steamer the *Governor Shelby* was launched in 1816.¹⁵⁸

Between 1820 and 1830, steamboat traffic increased from Pittsburgh and points north to Louisville. Louisville, then, assumed the position of an important transshipment point. Economically, this situation necessitated the development of supporting industries, such as shipbuilding, warehousing, the livery business, hotels, fuel supply, provisions, and banking.¹⁵⁹ Additionally, Louisville furthered its position as the center for exporting agricultural commodities, such as tobacco, hemp, flour, beef, pork, and whiskey.¹⁶⁰

Given the growing river trade, city trustees began conversations on the need for a canal. The canal was intended to supply an artificial channel through which riverboats might avoid the Falls of the Ohio. Though discussed in earnest since the late eighteenth century, the Portland Canal did not become a reality until December 1830.¹⁶¹ Between the 1790s and early 1820s, rival factions in Indiana and Cincinnati attempted to finance a canal closer to the Indiana side of the river, but prohibitive cost prevented this measure. Finally, a Portland Canal Company was incorporated in 1823, and stocks were sold on the free market.¹⁶² By 1826 and again in 1829, the federal government intervened through purchase of stock worth \$233,500, in order to insure that the waterway was built; the remainder of the total cost of \$743,000 came from private investment.¹⁶³

The nascent banking industry received a boon when in 1812 the Bank of Kentucky opened a Louisville Branch on Main Street. Availability of credit as well as an increased demand for more housing spurred on land speculators in the rapidly growing town. Areas east and south of downtown, such as Preston’s Enlargement, were sites of “vigorous development.”¹⁶⁴ Preston’s Enlargement, which includes parts of modern-day Butchertown and Phoenix Hill, was annexed to the city in 1827 (Figure 3.1).¹⁶⁵

¹⁵⁷ Kramer, 38; Yater, 34.

¹⁵⁸ Kramer, 39.

¹⁵⁹ Ibid.

¹⁶⁰ Ibid.

¹⁶¹ Yater, 39.

¹⁶² Ibid.

¹⁶³ Ibid.

¹⁶⁴ Kramer, 40.

¹⁶⁵ Ibid.

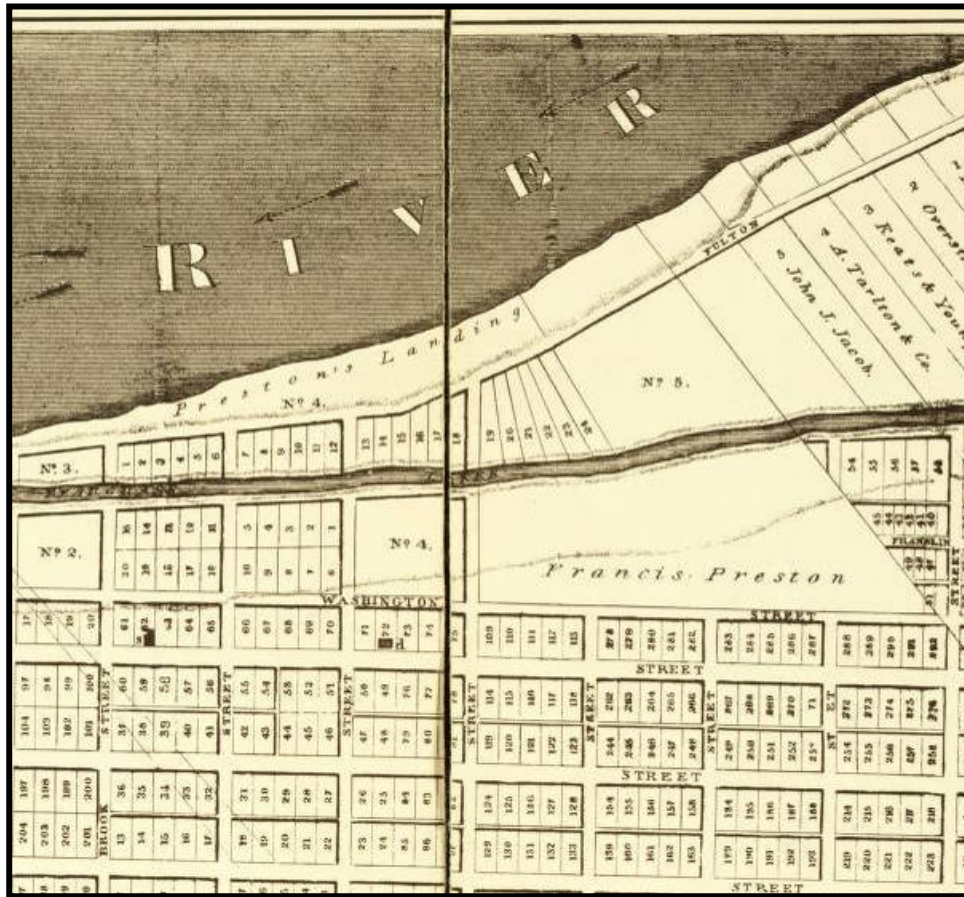


Figure 3. 1 Detail from the 1832 map *City of Louisville and its Enlargements*, showing the land of Francis Preston that would become the neighborhoods of Butchertown and Phoenix Hill.¹⁶⁶

The growth of the Falls City was encouraged by the development of new industry beyond that related to the steamboat. Louisville was not merely profiting from trade in raw goods, but also in manufacturing finished products. In 1816, for instance, “the Hope Distillery Company was built at the lower end of Main Street by a New England Company which located in Louisville because it combined the advantages of ‘uninterrupted navigation’ and a central location for “collecting grain from the rich and fertile districts in the vicinity and the country above it adjoining the Ohio and its tributary streams.”¹⁶⁷ Other industrial enterprises agreed with the New England Company’s assessment. By 1820, Louisville had a soap and candle plant, five tobacco processors, flour mills, saw mills, and a nail factory.¹⁶⁸

¹⁶⁶ ULUA *Louisville 1832*, University of Louisville Archives and Records Centers, University of Louisville, Louisville, Kentucky. Online at: <http://digital.library.louisville.edu/u/?maps,289>

¹⁶⁷ Kramer, 40.

¹⁶⁸ *Ibid.*

An essential and unfortunate part of Louisville and Jefferson County's economy was, of course, slavery. The 1810 census recorded 4,357 slaves, of which 1,124 resided in Louisville proper.¹⁶⁹ One-hundred and fourteen (114) free black persons were also enumerated that year.¹⁷⁰ In 1820, 6,886 slaves worked in Jefferson County and Louisville and 215 free blacks resided in the county.¹⁷¹ Approximately 5.4 percent of all Kentucky slaves lived in the county in 1820. By 1830, Jefferson County documented 6,934 slaves in residence, an increase of only 48 slaves in a ten-year period.¹⁷² By contrast, Kentucky's enslaved population increased by 38,481 African American persons. The count of free blacks living and working in the county was 331 persons.¹⁷³

Given a lack of sufficient secondary source data, it is difficult to determine what types of work many enslaved or free blacks were engaged.¹⁷⁴ George Yater, in his seminal work on Louisville, discusses urban working conditions, as opposed to farm or plantation slavery.¹⁷⁵ He notes that many enslaved persons were "hired out," that is they were hired by someone without slaves to perform certain set duties based upon their skill set. An enslaved carpenter might be hired out by a house builder, or a field hand might be hired out to work in the factory in the winter season. Yater notes that enslaved blacks were rented out and labored on street projects; in hotels and restaurants; and in many industrial complexes. Whatever the case, sources note a strong African American presence in the city and the county, engaged in agriculture and other industries.

Agriculturally, Jefferson County had diversified very little from its earlier focus on corn, hemp, and hogs.¹⁷⁶ However, opening of new markets to the south and north for Jefferson County farm produce resulted in the continuing clearance of unimproved land, purchase of slaves, and the development of smaller yeoman farming operations. Other rural non-farming activities were also stimulated by the economic boom, such as milling, salt production, and rope walks.¹⁷⁷ By 1830, the county population decreased, while the city population now comprised 43 percent of persons living in Jefferson County.¹⁷⁸ It is unclear whether rural people were moving to the city, or whether they moved out of Jefferson County to other counties with a stronger agricultural base.

¹⁶⁹ University of Virginia Library, Geospatial and Statistical Data Center, Historical Census Browser, 2004. 1810 Population Census. Data columns for total free population, total slave population, total free other persons, and total state population; Yater, 42.

¹⁷⁰ University of Virginia Library, *All other Free Persons* data column for 1810. No specific category was set in 1810 for free black persons. However, free whites were not included in this enumeration, so it is assumed that this number is fairly close to an accurate representation of free blacks in Jefferson County.

¹⁷¹ University of Virginia. 1820 Population Census. Data columns for total free whites, total free blacks, total slaves, and total state slave population.

¹⁷² University of Virginia Library. 1830 Population Census. Data columns for total free whites, total free blacks, total slaves, and total slave population.

¹⁷³ University of Virginia. 1830 Population Census.

¹⁷⁴ George C. Wright, *Life Behind a Veil: Blacks in Louisville, Kentucky, 1865-1930* (Baton Rouge and London: University of Louisiana Press, 1985). Wright's work concerns the post-bellum reconstruction period; Blaine Hudson. "African Americans," in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 14-15.

¹⁷⁵ Yater, 42-44.

¹⁷⁶ Carey and Thames, Section E, 22.

¹⁷⁷ *Ibid*, Section E, 21.

¹⁷⁸ *Ibid*.

The growth of Louisville's urban area in the 1820s and 1830s prompted the city government to develop municipal programs.¹⁷⁹ Improvements such as draining the city's many marshy ponds and the creation of a board of health were undertaken by city trustees to promote public health. Other improvement projects included formally naming city streets and paving major streets and sidewalks. In 1828, the Kentucky General Assembly approved incorporation for the new city and established the offices of mayor and city council.¹⁸⁰ This enabling legislation permitted the city to acquire land for streets, alleys, and public commons, as well as to approve construction of buildings and structures within city limits.

Alleys were an important part of Louisville's nineteenth century street system.¹⁸¹ When employed, they served the rear of properties, facing a main thoroughfare. Often associated with dilapidated housing, trash, and crime, alleys were essential in providing affordable houses to the poor and access to carriage houses and rear service structures. Service functions, such as trash pick-up and in the twentieth century, utilities, were also furnished from alleys. Paving materials ranged from cobble stones to dirt surfaces (Figure 4.201, page 370, Chapter IV).

¹⁷⁹ Kramer, 40.

¹⁸⁰ Ibid, 42.

¹⁸¹ Grady Clay. "Alleys," in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 25-26.

Growth at mid-century, 1840 to 1860

Whoever visits this city leaves it with the conviction that all the elements are at work, which must advance it to a great commercial town, and urge it on till it has passed all the towns on the Ohio in the race for supremacy.
Visitor from Frankfort, Kentucky, circa 1830.¹⁸²

I went to vote before my breakfast at around six o'clock. I found a crowd gathered round the polls [at the Court House] and great difficulty getting in...After breakfast I went directly into the courtroom where the votes were taken...Whilst there I heard the noise of several fights...and saw from the window Irishmen and Germans beaten and chased from the courtyard...It was not fighting man to man, but as many as could would fall upon a single Irish or German and beat him with sticks or short clubs...The foreigners came to the courthouse in the morning, not in crowds, but singly and without clubs or arms of any kind. I saw no foreigners misbehave or do or say insolent things, the Know Nothings had clubs and yelled incessantly.
Louisville Attorney James Speed, 1855.¹⁸³

*Kentucky suffers from the decided preference shown to the right bank of the Ohio by the best class of settlers from the northeastern states [who wished to stay away] from the slave state of the left bank.*¹⁸⁴
Sir Charles Lyell, English Geologist, late 1840s.

The period from 1830 to 1860 was a time of immense growth in the Falls city. The city's first public school was opened in 1830 to all white children from ages six to fourteen.¹⁸⁵ This was the first free public school in Kentucky and one of the first west of the Alleghenies. It was also an era of tension caused by a rapidly changing world: slavery was being challenged across the country; immigrants were pouring into the Ohio River area; and railroad transportation was beginning to alter the way Louisvillians transacted commerce.

Upon the successful completion of the Portland Canal in late 1830, there were nearly immediate difficulties.¹⁸⁶ The canal had been designed for smaller boats than those being designed by the mid-1830s. Further, the canal, like the river itself, had a dry season, during which no boats could pass. The goal of eliminating the need to transship around the Falls was, however, accommodated and meager savings were had, when adjusted to account for the canal toll. Eventually the federal government acquired a

¹⁸² Ben Casseday, *History of Louisville: From Its Early Settlement Till The Year 1852* (Louisville: Hull and Brother, 1852; reprint, Louisville: G.R. Clark Press, 1970), 187-88.

¹⁸³ Yater, 70.

¹⁸⁴ Ibid, 59.

¹⁸⁵ Ibid, 48.

¹⁸⁶ Kramer, 44.

majority share in the canal and reduced the tolls. At the same time, they also widened the canal.¹⁸⁷ In spite of such difficulties, the canal had a significant economic impact. In 1833, for instance, the canal carried, “1,584 vessels with 169,885 tons of cargo and collected nearly \$61,000 in tolls.”¹⁸⁸ An unforeseen consequence of the canal’s development was the discovery of cement rock, which initiated the manufacture of cement in the city.¹⁸⁹

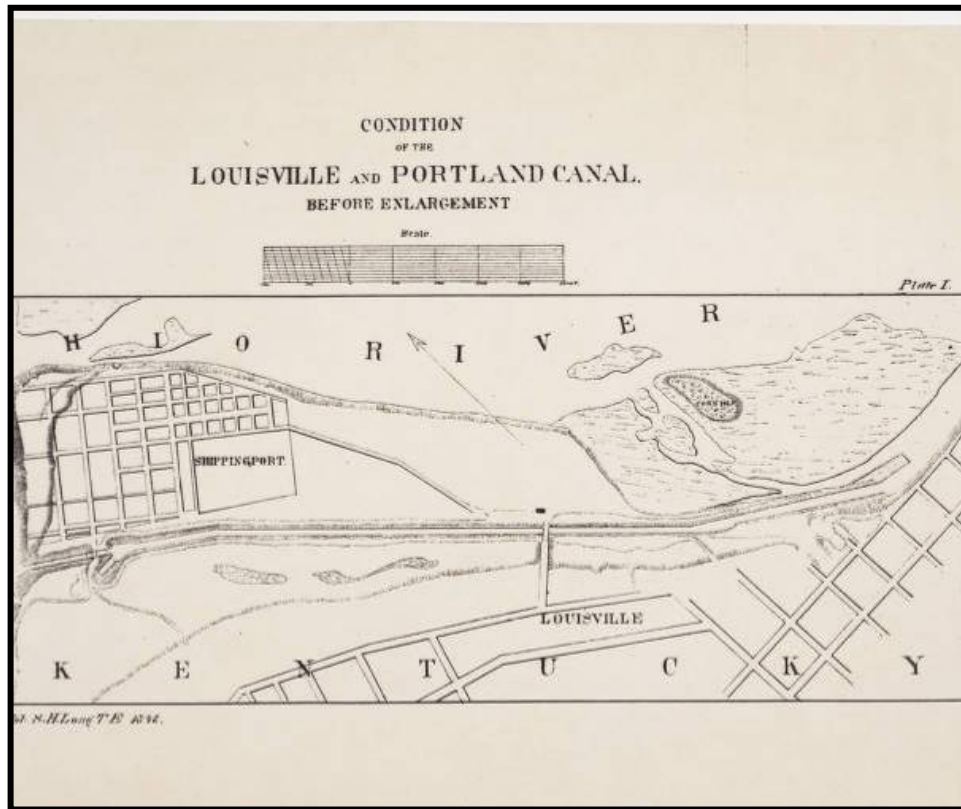


Figure 3. 2 Detail of a 1848 map showing the Louisville and Portland Canal.¹⁹⁰

As an alternative to the canal, city leaders began looking toward the new railroad experiments.¹⁹¹ Louisville’s goal was to expand its commercial network through multiple

¹⁸⁷ Ibid. This takeover was not accomplished through federal legislation. Rather, the canal company bought out all of the stockholders except one share. The effect was that by 1855 the only remaining stock was held by the federal government, who by default now retained ownership. It was not until 1874 that Congress approved a federal takeover and allowed for more significant investment into the canal’s physical plant.

¹⁸⁸ Kramer, 44.

¹⁸⁹ Yater, 59.

¹⁹⁰ ULUA Louisville Portland Canal 1848, University of Louisville Archives and Records Centers, University of Louisville, Louisville, Kentucky. Online at <http://digital.library.louisville.edu/u/?maps,286>

¹⁹¹ Yater, 55; Kramer, 45.

modes of transit and open up new markets before its rival Cincinnati. Land-locked Lexington initiated the first state effort to build a railroad line to the Ohio in 1830. A charter was granted to build a rail line from the Bluegrass city to Portland wharf. The Lexington company managed to reach the capitol at Frankfort in 1835 with assistance of Louisville financiers. A short line was constructed in Louisville, in anticipation of the connection to the Bluegrass region between Portland, Sixth, and Main Streets. However, this line was discontinued due to legal challenges from residents of Main Street, who noted that the railroad was “a nuisance that endangered life, ruined the value of property, and injured business.”¹⁹² The goal of establishing a major railroad centered on Louisville was moribund until the late 1850s.

Louisville officials also toyed with the notion of developing a bridge to cross the Ohio, in order to expand markets into Southern Indiana farmland.¹⁹³ This idea languished for many years due to a lack of capital and support on the Indiana side of the Ohio River.

Perhaps the most important antebellum event in Louisville history is the story of immigration to the area by countless German and Irish nationals in the 1840-1860 time period.¹⁹⁴ The Irish were fleeing their homeland due to the dire set of economic consequences from the Great Famine of 1845-52.¹⁹⁵

Typically, Germans left their country for less severe economic reasons. A great number of German people, known as the 48ers came after the failed Revolution of 1848, in which their liberal ideas were silenced. Both the Irish and Germans came to America hoping for equality and prosperity in the new land. The 48ers were the most controversial of all groups. Their leaders were intellectuals who espoused radical theories such as a minimum wage, women’s rights, immediate emancipation of slaves, and direct election of the president and congress.¹⁹⁶ The Irish, on the other hand, were poorly educated and had little wealth. With the exception of the 48ers, who were agnostic or atheist, most German and Irish immigrants to Louisville were Catholic. Many new churches, both Catholic and Protestant, were founded in this time period for German and Irish immigrants.

The scale of such immigration had not been seen previously. Total migration to the United States increased from 23,322 in 1830 to 369,980 in 1850.¹⁹⁷ The majority of immigrants settled in the Ohio Valley, in cities/areas such as Cincinnati and northern Kentucky, Louisville, and St Louis, where land could be had for cheap.¹⁹⁸ To reach their destination, immigrants traveled by boat from the east or through the port of New

¹⁹² Kramer, 45.

¹⁹³ Ibid.

¹⁹⁴ Yater, 62-65; Kramer, 58-62.

¹⁹⁵ Karl S. Bottigheimer, *Ireland and the Irish: A Short History* (New York: Columbia University Press, 1982), 178-182.

¹⁹⁶ Yater, 65.

¹⁹⁷ Ibid, 62.

¹⁹⁸ J. William Klapper. “Feuer Auf Der Kanzel,” in *Das Ohiotal-The Ohio Valley: The German Dimension*, ed. Don Heinrich Tolzmann (New York: Peter Lang Publishing, 1993), 185.

Orleans. By 1850, there were 7,537 German immigrants and 3,105 Irish immigrants living in Louisville.¹⁹⁹

This influx of immigrants encouraged the development of large swaths of land in the burgeoning city of Louisville. In general, German peoples settled in newly developed neighborhoods near Phoenix Hill Knob, known as Phoenix Hill²⁰⁰, Germantown, and Butchertown.²⁰¹ Most of Phoenix Hill and Butchertown was annexed earlier as Preston's Enlargement, but Germans placed their own cultural stamp on the neighborhoods. Irish immigrants also located in Phoenix Hill and Butchertown; however, they tended to cluster in the West End. To accommodate the significant population in Butchertown, the remainder of the neighborhood was annexed to the city in 1854.²⁰²

Antebellum development by German immigrants was considerable. Several German churches, of either the Protestant or Catholic faith, were established in the Phoenix Hill area – many of which held services in their native tongue. St John's German Evangelical Church (JFCH-23, Figure 3.3), for example, was founded in 1843 and is represented today by an 1866 building at Clay and Market Streets in Phoenix Hill (for additional discussion of this resource, see page 267, Chapter IV).²⁰³ Additionally, a new building for St. Boniface Catholic Church was dedicated in 1838 at Jackson and Greer, also in Phoenix Hill.²⁰⁴ Germans in Butchertown established the German-American Civic School in 1854. Social clubs, newspapers, and cultural societies were founded during this time period as well. Prominent among the newspapers was the Louisville Anzeiger (1849) and the radical Herold des Westen (1852).²⁰⁵ Singing societies, such as the Leiderkranz (1848), and gymnastic association, the Louisville Turngemeinde (Turners) of 1850, further added to the lively German cultural scene.²⁰⁶

¹⁹⁹ Yater, 62.

²⁰⁰ This area is known today as Phoenix Hill, in honor of Phoenix Hill Park. However, historically, the area was known as Uptown—to demonstrate its proximity to downtown Louisville. In this context, the area will be referred to as Phoenix Hill with the knowledge that the area was historically known as Uptown or the east end.

²⁰¹ Kramer, 59.

²⁰² Ibid, 56.

²⁰³ Klapper, 185.

²⁰⁴ Kramer, 59.

²⁰⁵ Ibid.

²⁰⁶ Ibid; Carolyn Brooks, "Life Along the Ohio: Recreational Uses of the Ohio River in Jefferson County, Kentucky." Historic Context Statement on file at the Louisville-Metro Historic Preservation Office, 1997, 24.



Figure 3.3 *St. John's Evangelical Church, circa 1933.*²⁰⁷

German Americans established businesses and developed industry in early Louisville as well. German butchers built tidy homes that included slaughterhouses at the rear of their properties in Butchertown.²⁰⁸ These sites tended to back up to Beargrass Creek for easy disposal of waste. In general, products of this small cottage industry, such as sausage, were marketed to local residents. Antebellum German butchers of significant note include: Leibold Kliesendorf, William and Gottfried Kriel, Conrad Schoel, Frank Hammer, and Fred Leib.²⁰⁹ Later in the nineteenth century, these smaller operations were consolidated into larger commercial enterprises (for additional discussion of the slaughterhouse industry, see page 329, Chapter IV).

Germans also participated in various related industries, such as tanneries, soap and tallow factories, cooperages, wagon and harness shops, and feed stores.²¹⁰ Breweries were among other operations dominated by Germans in mid-century Louisville. The Anglo-Saxon establishment looked on in wonder as Germans drank on

²⁰⁷ ULPA 1994.18.0238, Herald Post Collection, 1994.18, Special Collections, University of Louisville, Louisville, Kentucky. Online at: <http://digital.library.louisville.edu/u/?heraldpost,231>

²⁰⁸ Kramer, 59.

²⁰⁹ Reverend Father Diomedo Pohlkamp, *A History of the East End of Louisville, KY, including the Point, Butchertown, and the Vernon Club* (Louisville: Rogers Church Goods Co, 1946), 4.

²¹⁰ Kramer, 59.

Sundays and enjoyed live music at outdoor establishments such as the Woodland Gardens (1849) near Butchertown (Figure 3.4). Apparently, native-born Americans were joining in the fun, as the *Louisville Daily Courier* noted, “These make each Sunday a Saturnalia and with all their might are attempting to Europeanize our population. Americans are ever fond of novelties, especially if brought from across the water, and it is amusing to see how they perfectly adapt to enjoying German music and Lager Beer...in a pleasant retreat like that of the Woodland.”²¹¹



Figure 3. 4 Section of the 1884 Atlas of Louisville showing Woodland Gardens between Johnson and Wenzel Streets in Butchertown.²¹²

An unfortunate response to this largely peaceful migration was the activities of the Know-Nothing party in the city.²¹³ The Know-Nothings were the heir to the former Whig party whose platform was the exclusion of foreign-born (naturalized or not) and Catholics from public office.²¹⁴ Their tenets were based upon the fear that foreign elements might gain control of the United States government. From the illegal mayoral

²¹¹ Yater, 68. From the *Louisville Daily Courier*, 12 June, 1855.

²¹² LouAtlas1884 in University Archives and Records Center, University of Louisville, Louisville, Kentucky. Online at: <http://digital.library.louisville.edu/u/?maps,51>

²¹³ It is not within the scope of this context to analyze the complex motives that created the violence of Bloody Monday in 1855. Rather, this context seeks to demonstrate that the riots occurred in the project area and certainly had an effect on immigration to the Falls City in the post-bellum period.

²¹⁴ Some historians note that the Know Nothing party was created to avoid the central issue at hand---slavery and its expansion into new western territories.

election in April 1855 through the summer, vehemence and occasionally violence was directed at Germans and Irish throughout the city. On 6 August 1855, an election for Kentucky Congress and governor was held. The Know Nothing party, which was in control of city government, attempted to prevent Germans and Irish from voting in the election, which would insure, due to their sheer numbers, a win for the Democrats. Foreigners were beaten and prohibited from entering polling places. Eventually, a riot was started in Phoenix Hill, at Shelby and Green, which resulted in several murders and destruction of German and Irish property. William Ambruster's brewery, in the triangle at Baxter and Liberty Streets, was stormed and set on fire, but not before large quantities of beer were consumed by rioters.²¹⁵ The West End Irish population suffered greatly as well. Blocks of Irish tenement housing were destroyed, including Quinn's Row on Main Street between Tenth and 11th Streets.²¹⁶ Twenty-two persons, mostly foreign born, were confirmed dead.

The aftermath of this episode was significant for Louisville. Many talented immigrants chose to migrate to St Louis, Cincinnati, or points west.²¹⁷ Louisville missed a key opportunity to diversify economically, culturally and socially. Without this incident, it is difficult to say how Louisville might have developed, but likely the Falls City would have been a larger, more diverse place before the Civil War.

Slaves also lived and worked in the neighborhoods of Phoenix Hill and Butchertown. As documented by historian Carl Kramer, enslaved peoples were evenly distributed in the antebellum city. However, the east side of town, which would include Phoenix Hill, had a large concentration of slaves, probably due to the presence of a lively industrial district.²¹⁸ Louisville's slave population declined as a percentage of the total population beginning in the 1830s, from 23.3 percent in 1830 to 7.2 percent in 1860.²¹⁹ In surrounding Jefferson County²²⁰, the slave population increased from 8,596 in 1840 to 10,304 enslaved African Americans in 1860.²²¹ As a percentage of the population, these numbers represent a combined overall decrease from 24 percent of the population in 1840 to 11.5 percent in 1860. Free blacks were also enumerated in the census schedules. There were 763 free black persons in Jefferson County in 1840 and 2,007 free persons of color counted in 1860.²²² A large number of slaves were either sold south, or emancipated. Yater posits that slavery was "dying a natural death" in the area.²²³

In any case, enslaved and free black persons could be found in the east and central portion of Louisville in large concentrations. They typically worked as hack drivers, barbers, domestics, waiters, draymen, and factory workers. According to historian Carl

²¹⁵ Yater, 69.

²¹⁶ Ibid.

²¹⁷ Kramer, 63.

²¹⁸ Ibid, 57.

²¹⁹ Ibid.

²²⁰ This data includes Louisville.

²²¹ University of Virginia Library, 1840 and 1860 Population Census. Data Columns for Total Free Persons, Total Slaves, and Total Free Colored Persons.

²²² University of Virginia Library, 1840 and 1860 Population Census.

²²³ Yater, 80-81.

Kramer, the largest city slave holders were “business partnerships and corporations who employed their bondsmen in shops or factories. In 1850, for example, two firms – Crutchfield and Company and William Richardson Bagging factory – possessed over 40 Negroes apiece [sic].”²²⁴ Freedperson Washington Spradling is an example of a free black man of the upper class in Louisville. He was a barber by trade and owned property at his death valued at \$100,000.²²⁵

Commercial activity thrived during this time period. An 1831 report of the Louisville Branch of the United States Bank documented \$5 million in bills for exchange, and discounted notes at \$10 million.²²⁶ This continued prosperity is reflected in the growth of commercial establishments and banking in the mid-nineteenth century. Historian Kramer notes, “Crowded between Market Street and the river and along the adjacent numbered streets, one could find numerous wholesale and retail grocers, commission merchants, dry good merchants, ship chandlers, taverns, coffee houses, hardware stores, stationary and book stores, auctioneers, milliners and tailors, steamboat line offices, and other businesses which attested to the city’s expanding commercial sector.”²²⁷ Further, a financial district organically developed along Main and Market between Third and Sixth Streets.²²⁸ By 1850, Louisville had five banks and a steady supply of good credit.

Other commercial support services were created as a result of the expanding business sector. Attorneys and insurance agencies were part and parcel of the maturing commercial economy. For example, in 1842, the city contained ten insurance companies with a combined capital of \$1 million.²²⁹

Louisville’s nascent manufacturing sector began a period of intense development as well. Whereas in 1839, only \$864,000 was invested in manufacturing, by the mid-1850s, this number had risen to over \$4 million. The variety of operations in antebellum Louisville is impressive. Factories were established that produced goods such as jean cloth, carriages and wagons, farm implements, bricks, candles and soap, pork and beef products, lumber, flour, machinery, architectural ironwork, hemp rope and bags, pottery, railroad girders, steamboat engines, and boilers.²³⁰

Meat packing became big business in the 1850s, with Louisville second only in production to Cincinnati.²³¹ Approximately, 300,000 hogs a year were butchered with large packing houses exporting pork to the south and even to Europe. As noted previously, small German operations, mostly located in Butchertown, supplied pork products to local residents.²³² In Butchertown, the Bourbon House Inn, established in

²²⁴ Kramer, 57.

²²⁵ Yater, 81.

²²⁶ Kramer, 43.

²²⁷ Ibid, 46.

²²⁸ Ibid, 46-47.

²²⁹ Ibid, 46.

²³⁰ Yater, 57 and 75; Kramer, 47.

²³¹ Yater, 75.

²³² Ibid.

1834, accommodated drovers and their livestock coming from the Bluegrass region on foot (or hoof) east of the city (Figure 3.5).²³³ The inn grew into a large stockyard (Bourbon Stockyards, JFCB-621) and moved to its present location on Story Avenue in 1869 (for additional discussion of this resource, see page 334, Chapter IV).²³⁴ Also important to the antebellum economy was the shipbuilding industry. Between July 1854 and October 1855, 41 steamboats were constructed at the Louisville Yards on the Point.²³⁵

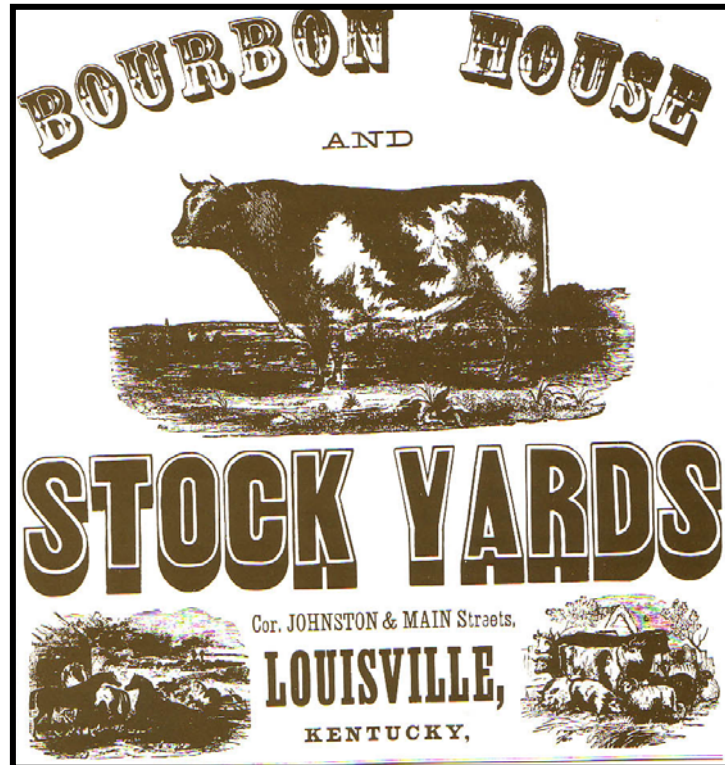


Figure 3. 5 December 1869 poster advertising the hotel and stockyards.²³⁶

²³³ Bill Pike, “Butchertown: When meat packers set up shop, it spawned a host of livelihoods for German immigrants,” in *A Place in Time: The Story of Louisville’s Neighborhoods*, eds. Nina Walfoort and Jean Porter (Louisville: Courier Journal and Louisville Times, Company, 1989), 22.

²³⁴ Pike, 22.

²³⁵ Yater, 75. The Point is an area north of Butchertown, adjacent to the river. The area was a narrow strip of land between Beargrass Creek, which was diverted in the late 1850s, and the Ohio River. Though the creek has been filled in for over 150 years, the area remains known locally as the Point.

²³⁶ Image from Carl E. Kramer, *Drovers, Dealers and Dreamers 150 Years the Bourbon Stock Yards* (Louisville: Bourbon Stockyard Company, 1984), 13.

Distinct industrial areas were created in mid-century Louisville to accommodate expansion. Though these areas were largely industrial, they were usually never single-use zones. Portions of Area 1 of the study area, including the West Main Street/10th Street Manufacturing Historic District and the 15th Street Industrial District, were historically industrial zones.

In Area 2 of the study area, residential areas were mixed into industrial areas, which provided workers for the burgeoning enterprises. The east end of downtown, now known as Phoenix Hill and Butchertown, in combination with neighborhoods west of town, contained the majority of the new factories. At Main and Preston in Phoenix Hill, for example, the Jefferson Cotton Factory employed “80 laborers and operated 1,056 spindles in processing 500 bales of cotton each year.”²³⁷ Two pottery manufacturers, Dover and Lewis’, were also situated in the Phoenix Hill area, both on East Main Street.²³⁸ Further the Louisville Linseed Oil factory could be found in the 1840s between Hancock and Clay on Main Street.²³⁹

Agriculture remained an important economic enterprise in the county in the late antebellum period. Jefferson County, in fact, led the state in market gardening and produce at mid-century. Small-scale commodity farming was stimulated both by the urban market available in Louisville, as well as the growing urban markets south and north. Produce such as vegetables and fruit, dairy, and goods related to nursery farming were extremely profitable by mid-century.²⁴⁰ In addition, land was cleared for cattle and other stock at a greater rate. Farming of large-scale, labor-intensive crops, declined precipitously in the late antebellum period and smaller middle-class farms became the norm for Jefferson County.²⁴¹

The average cash value of county farms was \$11 million and was exceeded only by the central Bluegrass farming counties.²⁴² Additionally, where Jefferson County had previously been held in large tracts of land, by the middle 1850s, land was divided into smaller farmsteads.²⁴³ In 1860, for instance, only one farm recorded was larger than 1,000 acres.²⁴⁴

By the late 1850s, Louisvillians had made substantial improvements in their shared cityscape. Under the city charter of 1851, each ward was required to have a free public school for white children. The first professional fire department was formed in 1858.²⁴⁵ City officials even lured Transylvania Medical professors from Lexington to Louisville to found the Louisville Medical Institute in 1846. Great city buildings and

²³⁷ Kramer, 47.

²³⁸ Ibid.

²³⁹ Ibid.

²⁴⁰ Carey and Thames, Section E, 15.

²⁴¹ Ibid, 22.

²⁴² Yater, 77.

²⁴³ Ibid.

²⁴⁴ Ibid.

²⁴⁵ Ibid, 79.

sites were completed in this time period, including the Louisville and Jefferson County Courthouse, Cave Hill Cemetery, and the Custom House and Post Office.

Progress was made in furnishing city amenities, such as potable water and lighting. The city waterworks was begun in the late 1850s and completed in 1860. The waterworks provided indoor plumbing for some residents by the early 1860s.²⁴⁶ Gas street lights were furnished in 1839 and were further expanded in the 1850s, until there were 400 street lamps and ten miles of line.²⁴⁷

Other important changes include the overhaul of the municipal property numbering system and creation of a horse/mule-powered street railway, though limited in geographic scope.²⁴⁸ Finally, the city wharf was enlarged by diverting the mouth of Beargrass Creek from its point of inception with the Ohio River between Third and Fourth Street in downtown Louisville to a site two miles upstream in 1854.²⁴⁹ In 1881, the creek bed was filled with the tracks of numerous rail lines that snaked across the city.²⁵⁰

Railroad travel began to be seen by many as an important alternative to supplement river travel. This mode of transportation was available throughout the year and did not require specific conditions, such as the correct water level, to proceed. City officials viewed development of rail lines as essential to the economic health of the area, especially as Charleston, Nashville, and Savannah were attempting to gain control of southern markets that Louisville and New Orleans dominated to some extent. To this end, the state chartered the Louisville and Nashville Railroad in 1850. The line was completed with some financial difficulties in 1860 from Nashville though Bowling Green, Kentucky.²⁵¹ Other lines were developed in Indiana that would link the area, via steamboat, to the Great Lakes. Finally, the Lexington line was finally extended to Louisville from Frankfort in 1851, entering the city at Jefferson Street.²⁵²

²⁴⁶ Kramer, 63.

²⁴⁷ Ibid, 50.

²⁴⁸ Ibid, 63.

²⁴⁹ Pohlkamp, 12.

²⁵⁰ Yater, 142.

²⁵¹ Kramer, 53.

²⁵² Yater, 74.

The Civil War and the Early Postbellum Period, 1860 to 1900

Thus Louisville...turns out to be in fact only a rival of Pittsburg. Masses of smoke, belched from numberless chimneys, keep the place in a perpetual fog, and descending in showers of soot, produce a monotone of color not cheering to the sight...Louisville is very thriving, and its population rapidly increasing. Property is held high and house rents are more exorbitant than in New York.
Harper's Weekly, 5 May, 1866.²⁵³

Louisville before the World Wars was one of the most charming and carefree communities, north or south, in this country or abroad...[Newcomers] soon learned they were in a city where personal eccentricities were accepted as normal, but civic, quasi-public and other institutions conformed to no rigid pattern and displayed along with a charming informality, an originality that was characteristic.

Elliot Paul, *My Old Kentucky Home*, 1949.²⁵⁴

Louisville greeted the Civil War much like the rest of the Commonwealth: with extreme weariness. Unlike areas in the south, Louisville was committed to preserving the Union and slavery. Across the country, tension had been building for some time regarding the fate of slaves and indeed the entire economic system.²⁵⁵ The debate was: would the United States have wage labor and a capitalist system or slave labor and a somewhat feudal economy. In the second quarter of the nineteenth century, Americans were moving westward and establishing new states. As territories became new states, a decision had to be made about whether the state would have free labor or slave labor. After the Missouri Compromise of 1850, which allowed slavery south of the 36-30' parallel, quiet was preserved for a while.²⁵⁶ However neither this agreement nor the Kansas-Nebraska Act of 1854 was able to satisfy either side on the debate. Abraham Lincoln's election in 1860 terrified the southern United States and many of these states seceded from the Union, beginning with the attack on Ft. Sumter, South Carolina in April 1861.²⁵⁷

In Louisville, as in Kentucky, this situation was not easily solved. While identifying with the southern view on slavery, Kentuckians were nevertheless committed to the Union. Many wealthy Louisvillians hoped that the slave question would never have to be raised in Kentucky, and therefore, slavery could be preserved. Working

²⁵³ Yater, 96.

²⁵⁴ Ibid, 162.

²⁵⁵ Ibid, 82. While there were some genuinely concerned northerners and southerners who formed a highly effective abolitionist movement, the majority of the north did not believe in the inherent rights of African American people. The notion of a north united in support of African Americans is a romantic tale, told after the fact. Racism was just as rampant in New York as it was in Georgia.

²⁵⁶ Lowell Harrison and James Klotter, *A New History of Kentucky* (Lexington: University Press of Kentucky, 1997), 182.

²⁵⁷ Yater, 82.

people, African Americans, and immigrants seemed to have an opposite perspective, hoping for an end to the “peculiar institution.”²⁵⁸ Ultimately, on 13 September, 1861, Kentucky became a Union state.²⁵⁹

While Louisville proper was never the site of a major Civil War battle, the city was a strategic point between north and south. The city’s location and mature transportation network was essential in Union operations in the south. The real battle in Louisville and Kentucky came after slaves were emancipated by the Thirteenth Amendment to the U.S. Constitution in December 1865.²⁶⁰ Kentucky slaves were not freed by the Emancipation Proclamation, as is commonly thought. Lincoln freed enslaved blacks only in rebellious states. However, Kentucky African Americans were already leaving their enslaved conditions to fight for the Union and their freedom across the state. The Thirteenth Amendment simply answered the question in perpetuity.

Upon the surrender of the Confederacy in April 1865, the national conflict was forever settled. Slave labor was abolished and the northern system of wage labor substituted in its place. Increasingly, Louisville began to shape its identity as a southern city, as opposed to the western city it was in the early-to-mid nineteenth century.²⁶¹ Whether this was for reasons of sympathy with the south or for marketing goods to the defeated south is unclear. The Louisville Board of Trade, founded in 1862, conducted a concerted effort to portray Union-dominated Louisville as a fellow compatriot in the southern cause.²⁶² For sure, there was a contingent of Confederate refugees from the Deep South who made Louisville their post-war home. However, there was also a small group of dedicated Republicans committed to reconstructing the southern way of life. In any case, one thing was certain: Louisville emerged from the sectional crisis intact and prepared to resume business – that business was committed to developing strong commercial ties in the New South.

The focus on the south might seem strange, given post-war poverty associated with Reconstruction, but as historian George Yater points out, there probably was little choice.²⁶³ As the country moved westward, new commercial centers were created, such as Chicago, and Louisville’s national dominance in trade had to be exchanged for a more regional commercial focus. The completion of the transcontinental railroad in 1869 to California further cemented this trend.²⁶⁴ Thus, Louisville truly was no longer a western city and had to create a regional identity to further its ambitions. Of course, Cincinnati experienced similar growing pains and in turn became a more direct commercial rival for Louisville.

²⁵⁸ Yater, 83.

²⁵⁹ Ibid, 85.

²⁶⁰ Ibid, 91.

²⁶¹ Ibid, 95-96.

²⁶² Kramer, 66.

²⁶³ Yater, 101.

²⁶⁴ Ibid, 101.

Population growth throughout the late nineteenth century was steady in the city and county. Louisville reported a 22.8 percent growth rate in 1870, as opposed to the 48.1 percent rate from the 1860s.²⁶⁵ Louisville's overall population was 68,033 in 1860 and the century closed with 204,731 persons in residence, ranking it eighteenth among all U.S. cities.²⁶⁶ Jefferson County grew as well from 89,404 in 1860 to 232,459 in 1900.²⁶⁷ If adjusted to subtract Louisville from the county enumeration, the figures would reflect 21,371 in 1860 and 27,728 in 1900. Much of the county population growth in the late nineteenth century, however, reflects suburbanization, as many smaller suburbs surrounding Louisville, such as Crescent Hill, would be included in county population figures.



Figure 3. 6 A view of Louisville from Indiana in 1876 shows a growing city.²⁶⁸

²⁶⁵ Yater, 118.

²⁶⁶ Yater, 118; John Marcum, Jr. "Population," in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 714.

²⁶⁷ *Ibid.*

²⁶⁸ A. Ruger, *Bird's Eye View of Louisville, Kentucky 1876*. Chicago, Chicago Lithographing Company, 1876. From Library of Congress, Geography and Map Division. Online at: <http://hdl.loc.gov/loc.gmd/g39541.pm002360>

Newly freed African Americans comprised a significant percentage of Louisville's population growth. In 1860, there were 6,820 blacks (free or slave) within the city, forming ten percent of the overall population.²⁶⁹ By 1900, however, African Americans from rural areas and small towns across the Commonwealth had flocked to the city and comprised 39,130 persons or 19.1 percent of the total urban population.²⁷⁰ Upon emancipation, newly freed blacks came to cities, looking for better opportunities and security in numbers. As the largest city in Kentucky and certainly the city with the most job potential, Louisville was a natural attraction.

Opportunities were plentiful in post-war Louisville. Early on, African Americans established a newspaper, restaurants, blacksmith and wagon shops and dray businesses. They had access to the Freedmen's Bureau Savings and Trust Bank.²⁷¹ In 1873, in fact, the Commonwealth's first free public school for African American children was founded near Limerick at Sixth and Kentucky.²⁷² By the 1880s demand was so great, that a public high school was added. In addition to these advantages, Louisville provided many unskilled and skilled positions in factory work that proved ideal for black workers and nascent industry.

As a result of de facto segregation and a desire for security, blacks founded neighborhoods to the east and west of the downtown core. Areas such as California on the west and Smoketown to the east became havens for African Americans seeking employment and a safe place to raise their families.²⁷³ These areas were comprised largely of small shotgun cottages, built by African American carpenters, though the land was often owned by a white landholder.²⁷⁴ Blacks were not entirely residentially segregated in this early period, or even later. African American pockets of population always existed across the city. For instance on the 1892 Sanborn Insurance Maps for the city, African Americans can be found living in Butchertown on Maiden Lane (now East Washington Street).²⁷⁵ A school for blacks and several "negro tenements" was situated in this pocket of settlement (Figure 3.7).

²⁶⁹ Hudson, 18.

²⁷⁰ Ibid.

²⁷¹ Yater, 109.

²⁷² Ibid.

²⁷³ Ibid, 108-109.

²⁷⁴ Kramer, 80.

²⁷⁵ Sanborn-Perris Map Company. *Insurance Maps for Louisville, Kentucky*. Volume III. (New York: Sanborn-Perris Map Co, LTD, 1892), Sheet 152. Online at: http://kdl.kyvl.org/cgi/i/image/image-idx?size=50;c=beasanic;back=back1256604089;subview=detail;view=entry;cc=beasanic;entryid=x-lou1892;viewid=LOU_1892_000

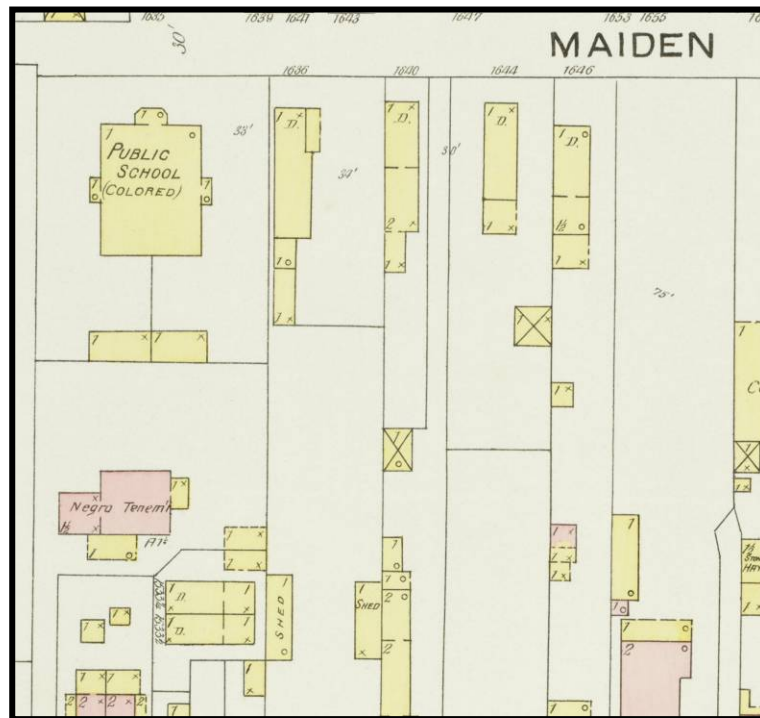


Figure 3. 7 Section of the 1892 Sanborn map showing school and “negro tenements.”²⁷⁶

Jefferson County also contained African American rural communities. Black families purchased farmland, often contiguous to other blacks, to form small farming-based communities. Historian Marion Lucas notes, “Between 1865 and 1870, farmers with accounts in the Freedmen’s Savings Bank spent an impressive amount of money for farms, supplies, and equipment. They put \$416,000 in land, with thirty of the largest purchases averaging seventy-five acres.”²⁷⁷ Early Jefferson County settlements include “The Neck” bottomlands adjacent to Harrods Creek.²⁷⁸

As before the war, Louisville’s economy was focused on commerce with a greater number of new enterprises involved in manufacturing. In 1869, at the height of southern reconstruction and thus a weak economy, Louisville’s exports were valued at \$137

²⁷⁶ Sanborn-Perris Map Company. Insurance Maps for Louisville, Kentucky. Volumes II and III. New York: Sanborn-Perris Map Co, LTD, 1892. Online at: http://kdl.kyvl.org/cgi/i/image/image-idx?rgn1=ic_all;op2=And;rgn2=ic_all;g=kdlmaps;c=beasanic;back=back1269874766;chaperone=S-BEASANIC-X-LOU1892%20LOU_1892_000A;q1=1892;evl=full-image;chaperone=S-BEASANIC-X-LOU1892 LOU_1892_000A;quality=1;view=entry;subview=detail;cc=beasanic;entryid=x-lou1892;viewid=LOU_1892_152;start=1;resnum=9

²⁷⁷ Marion Lucas, *A History of Blacks in Kentucky, Volume 1: From Slavery to Segregation, 1760-1891* (Frankfort: The Kentucky Historical Society, 1992), 276-277.

²⁷⁸ Orloff G. Miller, “The Historic African American Community of Greater Harrods Creek, Jefferson County, Kentucky,” Report for the Country Estates Historic District/River Road Corridor Historic Preservation Plan Ohio River Bridges Project. Unpublished paper on file at the Kentucky Heritage Council, 2007, 6.

million.²⁷⁹ Among the items dominating this trade were: alcohol, beer and ale, barley and barley malt, butter, brooms, cotton, coal, livestock, meat, corn, coffee, dry goods, flour, hops, oats, rye, wheat, and tobacco.²⁸⁰ Tobacco trade formed a large portion of Louisville's commercial economy in the late nineteenth century with over one-third of the national crop output handled in the city in 1885-86.²⁸¹ Along with this continuity in exports and imports, there was a sharp decline in commission merchants. They were replaced by wholesale and retail stores. Between 1871 and 1883, wholesale and retail stores expanded from 276 to 1,555, while commission merchants declined from 107 to 60.²⁸²

Louisville became a strong manufacturing town in this time period, as "the number of manufacturing establishments spiraled upward from 436 in 1860 to 1,108 in 1880, while capital investment jumped from \$5 million to \$21.67 million."²⁸³ As a result, employment in manufacturing rose from 7,396 in 1860 to 17,448 in 1880 with an output value estimated at \$14.2 million in 1860 and \$35.4 million in 1880.²⁸⁴



Figure 3. 8 *This view from the tower of city hall shows Louisville during the period of growth and expansion in the 1880s.*²⁸⁵

²⁷⁹ Kramer, 69.

²⁸⁰ Ibid.

²⁸¹ Ibid.

²⁸² Ibid.

²⁸³ Yater, 102.

²⁸⁴ Ibid.

²⁸⁵ Item no. 1999.36.074, Wilburn Stereograph Collection, University of Louisville Photographic Archives, University of Louisville, Louisville, Kentucky. Online at: <http://name.kdl.kyvl.org/KLGAL-ULPA-1999.36.074>

In spite of the 1890s depression, figures continued to climb upward. The 1900 census documented 2,307 factories with an annual product of nearly \$78 million. Employment rose as well in the decade before the turn-of-the-century, recording 32,810 industrial employees earning a total of \$13.8 million.²⁸⁶

Among the products made in the burgeoning city were: agricultural implements, cast iron architectural features, hydraulic cement, furniture, bourbon whiskey, beer, meat products, clothing, steam engines and boilers, and rope and bagging.²⁸⁷ The Kentucky Wagon Manufacturing Plant (JFSS-10), founded in 1879, was “one of the largest farm wagon manufacturing plants in the south in the late nineteenth century.”²⁸⁸ An 1895 advertisement for the plant claimed production of over 30,000 wagons annually. The complex covered some 30 acres of ground, with structures designed by local architects D.X. Murphy and H. Wolters (Figure 3.9).²⁸⁹

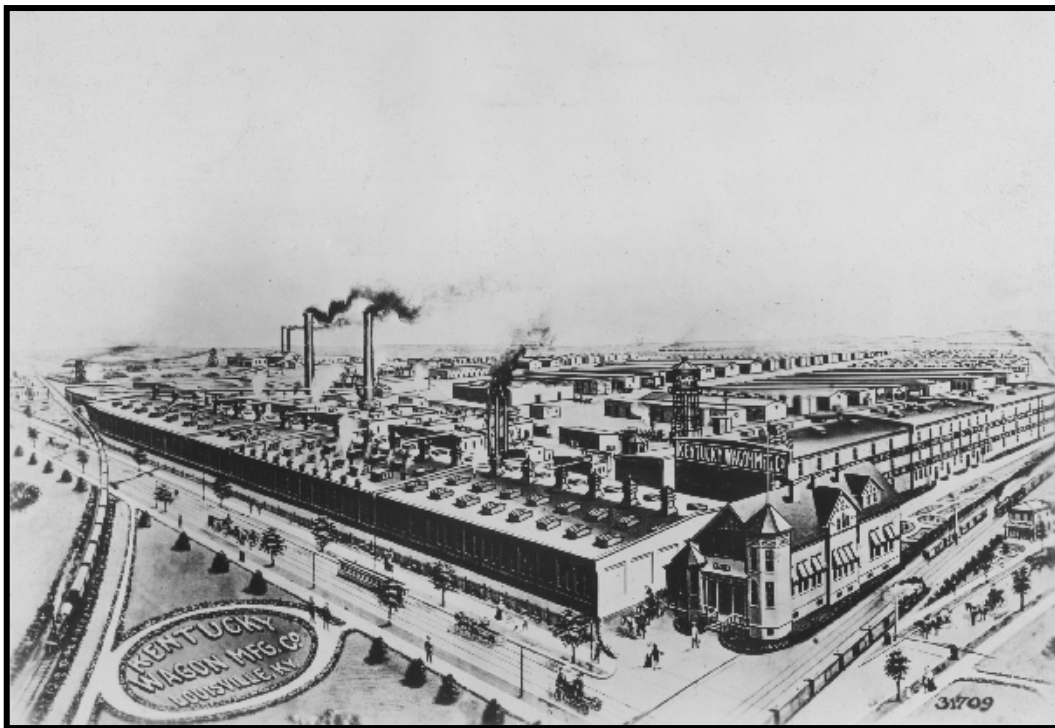


Figure 3. 9 The Kentucky Wagon Manufacturing Plant was established in 1878 and located at Third Street and Eastern Parkway.²⁹⁰

²⁸⁶ Kramer, 82.

²⁸⁷ Yater, 102.

²⁸⁸ M.A. Allegier, “Kentucky Wagon Works.” Part of the *South Louisville MRA Nomination to the National Register of Historic Places*. Copy on file at the Kentucky Heritage Council. Listed 1983.

²⁸⁹ Ibid.

²⁹⁰ Item no. 1994.18.0175. Herald Post Collection, 1994.18, Special Collections, University of Louisville, Louisville, Kentucky. Online at: <http://name.kdl.kyvl.org/KLGAL-ULPA-1994.18.0175>

In the late 1880s and early 1890s, there were on average 19 tobacco-product factories (chewing tobacco and cigars) and 21 distilleries.²⁹¹ Distilling was important in post-war Louisville; capital investment was estimated at \$3 million in 1887 and 35 million gallons of whiskey were produced.²⁹² Louisville was also a national leader in textile production. In particular, Kentucky jeans and jean cloth was produced at four area plants that employed 1,250 workers by the 1880s.²⁹³ Finally, the production of farm plows formed a large share of the local economy. In 1886, for instance, Louisville producers manufactured 190,000 plows.²⁹⁴ As was evident before the war, Louisville's industrial strength was due to a great diversity in manufactures.

In general, industry was located in the same areas as before the war: east and west of the central business core. It was not until the early twentieth century that industrial operations moved to newly developed suburban areas. To the east, the Point was transformed to serve as an industrial and working class residential district with the addition of new sawmills, shipyards, and railroad-related commercial endeavors. As a result of encroachment as well as frequent flooding, the Point's former residents moved from their sylvan retreat in the late 1860s/early 1870s to property along the bluffs on River Road beyond the new water works.²⁹⁵

In addition to booming industry along the Point, Butchertown was the new central manufacturing focus east of downtown. "The post-war years brought a wave of new development [to Butchertown]: Louisville's largest woolen mill, a chair factory, breweries, and a distillery."²⁹⁶ Louisville was one of the largest wool producers in the country during the nineteenth century; the woolen mill in Butchertown was likely the Kentucky Woolen Mills, located on Story Avenue (Hadley Pottery Building, JFCB-401, for additional discussion of this resource, see page 344, Chapter IV).

The Eclipse Woolen Mill, located on the outskirts of the Phoenix Hill NRHP District, was established in 1867 and construction on the site bordered by Chestnut, Baxter Avenue and Beargrass Creek began that year. In 1881, the mill employed 175 people. The woolen industry began to wane in the first decade of the twentieth century, and the mill ceased production. Today the two-story brick structure houses offices (Figure 3.10).

²⁹¹ Kramer, 70.

²⁹² Ibid.

²⁹³ Ibid.

²⁹⁴ Ibid.

²⁹⁵ Yater, 106.

²⁹⁶ Ibid, 107.



Figure 3. 10 *Eclipse Woolen Mill (JFCH-700), located at the edge of the Phoenix Hill NRHP District.*

In addition to these enterprises, Butchertown continued its mid-century preeminence in the meat industry. Local drovers herded stock from either the new railroad tracks adjacent to Bourbon Stockyards (JFCB-621) or from the Lexington turnpike to slaughterhouses, large and small, in the area. As a result of such diversification, Butchertown was host to middle-class butchers, who combined their large residences with slaughter house operations in some instances, and workaday employees – both black and white – who labored in the neighborhood’s new industries and lived in smaller shotgun cottages or worker tenements.

Displaying typical marketing savvy, Louisvillians hosted the first of a series of important industrial expositions in this time period. The first was the Louisville Industrial Exposition, which was held annually between 1872 and 1882, to display local manufactured goods to potential buyers and to develop awareness of the variety and growth in local production.²⁹⁷ Gas lights illuminated the site located at Fourth and Chestnut Streets.

From this impressive start, Louisvillians imagined a larger, more comprehensive show to include mercantile and industrial offerings from across the south. The Southern Exposition opened in 1883 on a 45-acre site south of town, in the location of present-day

²⁹⁷ Ibid, 102.

St James Court and Central Park (Figure 3.11).²⁹⁸ The fair presented “the varied products and attractions of the Southland and other regions as well; they saw operating machinery and floral displays; and they wandered through the field of growing cotton stretching southward beyond the main building, listened to concerts, and looked at displays of art.”²⁹⁹ The most surprising display of all was, perhaps, the incandescent electric lighting that was turned on each night to a startled crowd of on-lookers. The exposition building and grounds was the first large-scale space lit by incandescent bulbs.³⁰⁰ In some ways, the lighting was an attraction in and of itself. Further complimenting this new technology was the electric railway that circled Central Park. The Southern Exposition continued for four more years, closing in 1887. By this time, the exposition had, “attracted millions of visitors, stimulated southward extension of the transportation system, and triggered considerable new residential construction.”³⁰¹

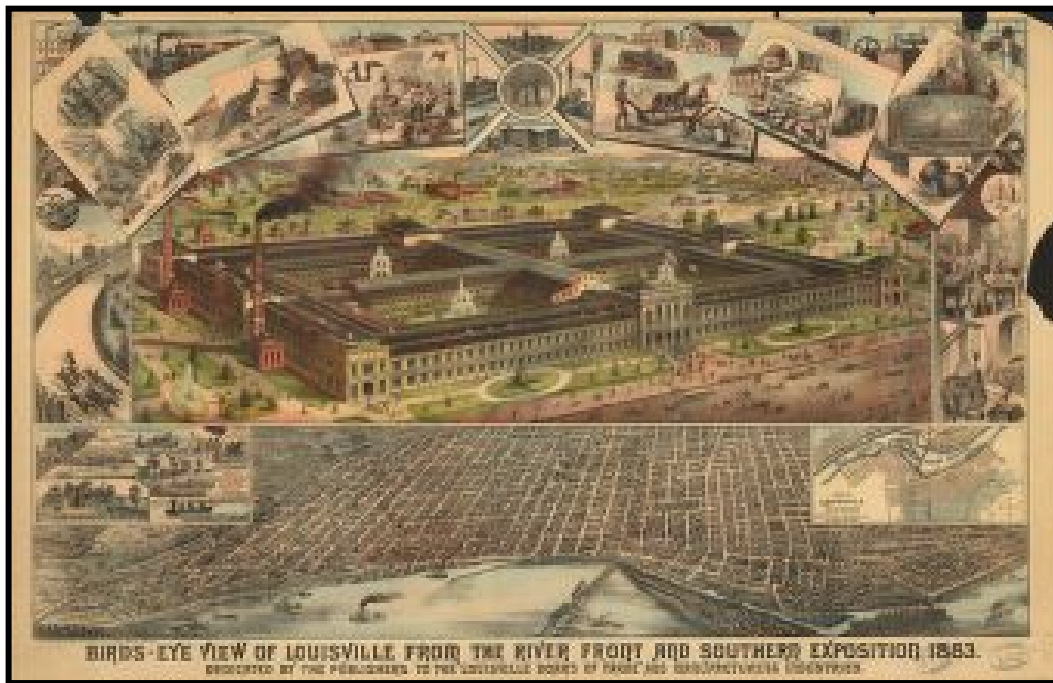


Figure 3. 11 Panoramic engraving showing the Southern Exposition Buildings, which covered 13 acres.³⁰²

²⁹⁸ Ibid, 121.

²⁹⁹ Ibid.

³⁰⁰ Ibid.

³⁰¹ Kramer, 76.

³⁰² William F. Clarke. *Birds-eye View of Louisville from the River Front and Southern Exposition, 1883. Cincinnati: M.P. Leveau & Co, 1883.* From Library of Congress, Geography and Map Division. Online at: <http://hdl.loc.gov/loc.gmd/g39541.pm002370>

The banking industry further developed in this era, in response to the need for capital. Due to the National Banking Act passed during the Civil War, which specified uniform national currency, several new banks opened in the city. By the 1880s, there were eight national banks capitalized between \$500,000 and \$200,000, including the German National Bank, Citizen's Bank, and City National.³⁰³ Additionally, several state-chartered banks remained in business, such as Farmers and Drovers, German Security (JFCH-6; for additional discussion of this resource, see page 278, Chapter IV), and Western Bank.³⁰⁴ "By 1887, the city's 21 state and national banks had a total capital of nearly \$9 million and deposits of almost \$20 million."³⁰⁵

The agricultural economy in Jefferson County was marked by "the end of the attempt to erect a Virginia planter society."³⁰⁶ Without enslaved labor, pre-war trends toward smaller farms and market farming predominated. Stock and garden farming became the norm, as large-scale mono-crops were untenable in the new environment. Thus, produce, such as vegetables, fruit, dairy, and poultry, formed a larger share of the local agricultural market, which was focused on the city of Louisville. Carey and Thames point to the example of Alanson Moreman, who purchased the Farnsley farm in southwest Jefferson County in 1862 and proceeded to convert it to a 1,500 acre fruit and livestock operation.³⁰⁷

Unlike the Moreman example, most Jefferson County farmers owned smaller farms.³⁰⁸ At the same time, farm values remained high at an average of \$16 million aggregate.³⁰⁹ In addition to smaller operations, local farmers turned to tenancy and part-ownership in the new environment. In fact, Jefferson County led the state in renting, as opposed to share-cropping, possibly due to monetary proceeds from the dynamic urban environment it served. Jefferson County farmers were also leaders statewide in expenditures on farm labor, fertilizer, and implements.

Between 1880 and 1900, Jefferson County agriculture began a slow decline, to be fully realized after the turn of the century.³¹⁰ While there was a peak in production of many items in the 1880s and 90s, such as hay, corn, dairy cattle, and horses, the new century witnessed a decline in farming activities throughout the county.³¹¹ The total number of farms and acreage in production was reduced over this time period. The sole exception to this decline was the expansion of tobacco as a cash crop in the 1890s.

The decline in agricultural production and farmland was related in part to the growing suburbanization of Louisville/Jefferson County. For the suburbs to expand, there had to be efficient transportation systems. Interestingly, in the early postbellum

³⁰³ Kramer, 71.

³⁰⁴ Ibid.

³⁰⁵ Ibid.

³⁰⁶ Carey and Thames, Section E, 23.

³⁰⁷ Ibid.

³⁰⁸ Ibid, Section E, 24.

³⁰⁹ Ibid.

³¹⁰ Ibid.

³¹¹ Ibid.

period, commercial interests were at odds with manufacturing interests over construction of an Ohio River Bridge as well as extension of a short line to Cincinnati. In sum, those invested in commerce were concerned that a bridge to Indiana or the Short Line would cause Louisville to become a mere way station. Manufacturing investors believed, however, that an expanded transportation network was necessary to cultivate new markets for Louisville-based goods. The first permanent bridge across the Ohio at Louisville was finally built in 1870, connecting Louisville at Fourteenth Street to Clarksville, Indiana with assistance from the L&N Railroad. The iron span, now known as the Pennsylvania Bridge (JFWP-327), successfully linked rail lines in the south to those in the north (Figure 3.12). The Short Line was completed in 1869. After these projects were finished, there was rarely controversy between industry and commerce regarding new infrastructure.



Figure 3. 12 *Pennsylvania Bridge, also known as the 14th Street Bridge, circa 1928.*³¹²

In this period, railroad expansions were extensive and served the booming manufacturing environment. These lines included: the 1872 Elizabethtown and Paducah (Illinois Central), the 1870 Ohio and Mississippi (Baltimore and Ohio), the 1889 Louisville, St Louis and Texas, and the 1880 Chesapeake and Ohio.³¹³ The L&N

³¹² ULPA 1994.18.0101 Herald Post Collection, 1994.18, Special Collections, University of Louisville, Louisville, Kentucky. Online at: <http://digital.library.louisville.edu/u/?heraldpost,34>

³¹³ Charles Castner. "Railroads," in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 744-746.

Railroad, which was based in the city, matured during the late nineteenth century, upon purchase of several less prosperous lines through the south. This acquisition provided connections to Atlanta, Chattanooga, Pensacola, and New Orleans.³¹⁴ The series of consolidations in the 1880s raised the profile of the L&N so much that eastern investors began buying up stock, gaining control of the formerly local line.³¹⁵ In addition to these changes in the transportation scene, Louisville gained another Ohio River bridge in 1886 from New Albany to Portland, known as the Kentucky and Indiana (K&I Bridge, JFWP-332, Figure 3.13).³¹⁶ And again in 1895, the Cleveland, Cincinnati, Chicago, and St. Louis (Big Four) bridge was built to span the river on downtown's east end (JFCB-608, Figure 3.14).³¹⁷ By 1900, three bridges were carrying rail, streetcar, and limited vehicular traffic to and from the region. By the turn-of-the-century, railroad service had largely made steamers obsolete.³¹⁸



Figure 3. 13 *Aerial view of the Kentucky and Indiana Bridge, circa 1905.*³¹⁹

³¹⁴ Yater, 119.

³¹⁵ *Ibid.* The city sold their shares of L&N stock in order to gain capital for street improvement projects.

³¹⁶ *Ibid.*, 141.

³¹⁷ *Ibid.*

³¹⁸ *Ibid.*

³¹⁹ Item no. 1994.18.0092, Herald Post Collection, 1994.18, Special Collections, University of Louisville, Louisville, Kentucky. Online at: <http://name.kdl.kyvl.org/KLGAL-ULPA-1994.18.0092>



Figure 3. 14 Early twentieth century postcard, date unknown, showing the Big Four Bridge.³²⁰

The most important transportation and indeed environmental innovations, though, occurred through the development of the streetcar. As early as 1864, mule-drawn cars began carrying passengers on the Louisville City Railway along a Main Street line that stretched from Wenzel Street to Twelfth Street.³²¹ Other lines followed shortly thereafter, including the Central Passenger Railway Company of 1865, the Citizens Passenger Railroad of 1866, and the Beargrass Railway of 1868.³²² By 1887, “there was hardly a resident in the city who did not live within a short walk from a streetcar.”³²³ The same year, there were 125 miles of intra-city streetcar and suburban lines to towns in Indiana as well as across Jefferson County.³²⁴

Among these interurban lines was the Louisville, Harrods Creek, & Westport Railroad that ran twelve miles along a narrow gauge from First Street in the city to Sand Hill (Prospect).³²⁵ The Louisville, Harrods Creek and Westport Railway Company was chartered in 1870, but the first section of line (from Louisville to Goose Creek) was not opened until 1874; the extension to Harrods Creek was completed in 1875 (Figure 3.15).³²⁶ The line was necessary to serve the area, which began suburbanizing after the war. Many wealthy residents moved from the Point and other areas, as noted earlier, to

³²⁰ ULUA.008.021 Newton Owen Postcard Collection, University of Louisville Archives and Records Center, Louisville, Kentucky. Online at <http://digital.library.louisville.edu/u/?ulua001,112>

³²¹ Yater, 97.

³²² Kramer, 74.

³²³ Ibid 75.

³²⁴ Ibid.

³²⁵ Yater, 106.

³²⁶ Carolyn Brooks, “Country Estates of River Road,” *Nomination to the National Register of Historic Places*. Copy on file at the Kentucky Heritage Council. Listed 1999, Section 8, 11.

create affluent country estates along River Road's high bluffs. Yet, rather than engaging in agriculture, the new residents worked downtown, and needed a way to travel to work each day.

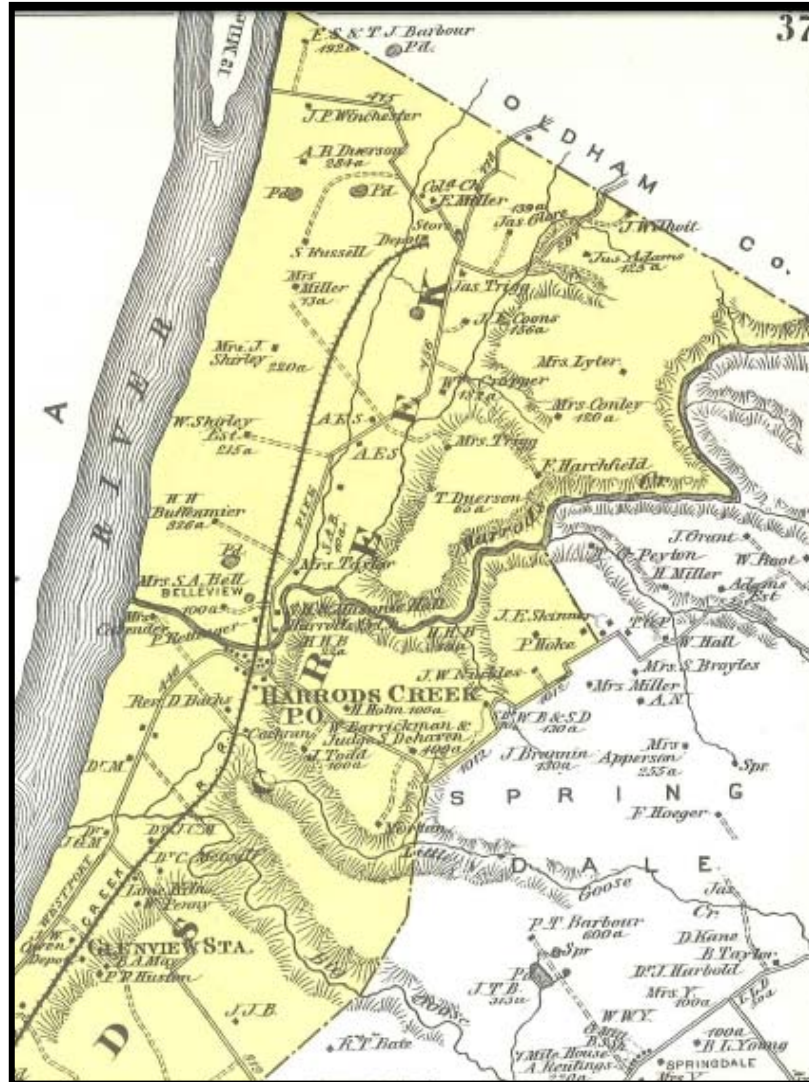


Figure 3. 15 Section of the 1879 Atlas of Jefferson and Oldham Counties, showing Harrods Creek and the Louisville, Harrods Creek, & Westport Railroad.³²⁷

³²⁷ D.G. Beers and J. Lanagan, 1879 Atlas of Jefferson and Oldham Counties (Philadelphia: Beers and Lanagan, 1879) Image courtesy Louisville Metro Planning and Design.

The diminutive steam line served this purpose reasonably well, until it was converted to electric in 1904.³²⁸ Additionally, some residents built summer houses or renovated older houses intended for limited occupancy.³²⁹ Over the course of the late nineteenth century, however, permanent residences were established and a daily commute became necessary.

Fare on the new mulecar lines was quite affordable. Whereas hiring a hack or riding the city's geographically-limited omnibus was cost-prohibitive, the new streetcar lines could be accessed for a mere five cent rate.³³⁰ Given the low cost, the mulecar began the process of suburbanization for working and middle class persons. Areas further south of Broadway and west toward Portland developed worker housing due to the presence of an affordable, convenient mode of transportation and the availability of jobs in the thriving manufacturing sector.

Perhaps the most important factor in the continued growth of the city's outer limits was the introduction and adoption of the electric streetcar in 1889.³³¹ The first line extended from city center along Fourth Street south to Churchill Downs, and provided easy access and indeed impetus to move to the growing Victorian district that would become known later as Old Louisville.³³² Other lines extended to new neighborhoods, such as the line south to Iroquois Park and the developing neighborhoods along Southern Parkway in 1892, and the line east to Cherokee Park and the Highlands neighborhood in 1893.³³³ Electrification of the lines required vast amounts of capital; consolidation into one streetcar company inevitably occurred in 1890.

Whereas city growth in the antebellum city followed the contour of the Ohio River and its various tributaries, suburban growth continued nearly endlessly south and west of the city in the nineteenth century. In general, suburban development from 1870s through the 1880s was concentrated to the west of downtown. Historian Carl Kramer notes, "The average homebuyer was precluded by cost, however, from purchasing a lot in the east. Not only was the land hilly, but it also contained many farms and estates of varying sizes...it commanded a high purchase price."³³⁴ By the 1890s, growth was mostly contained to the south of downtown and included such areas as Oakdale (1898), Highland Park (1890), and Beechmont (1891).³³⁵ Interestingly, Highland Park was the only subdivision specifically meant for working people and contained a large number of shotgun cottages. Called a "manufacturing suburb," the area gained a local industry in 1902, when the L&N built their new south Louisville shops directly adjacent to the community.³³⁶

³²⁸ John Kleber. "Harrods Creek," in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 374.

³²⁹ Brooks, "Country Estates of River Road," Section 8, 12-13.

³³⁰ Yater, 97.

³³¹ Kramer, 75.

³³² Yater, 136. The moniker *Old Louisville* was conceived in the late twentieth century to describe the neighborhood, much like that of Phoenix Hill. Historically, the area was known as the south end.

³³³ *Ibid.*, 136-37.

³³⁴ Kramer, 93.

³³⁵ *Ibid.*, 94-98.

³³⁶ *Ibid.*, 98.

Streetcar lines had a direct impact on the older downtown neighborhoods, such as Phoenix Hill (Figure 3.16). Put simply, some middle and working class white inhabitants left the area for life in the suburbs of Louisville, though the trend became much more pronounced in the early-to-mid twentieth century. Whereas the older neighborhoods had been diverse in terms of social status and income, this move eventually resulted in a district of indigent families who could not afford upkeep on their houses and a large group of impoverished renters. Additionally, these families needed to remain in the city core, in walking proximity to jobs, health care, and stores.



Figure 3. 16 East Market Street with a streetcar and Bourbon Stockyards in background.³³⁷

By the 1890s, the issue of poor housing conditions had become severe. The *Courier-Journal* noted in 1888 that, “scattered throughout the city one could find dozens of families crammed into large buildings unfit for human habitation...”³³⁸ The report identified instances of bad housing at “‘The Bee Hive’ at Clay and Market Streets; and Bowles Block, on Market Street; the cottages in ‘Limerick,’ known as the ‘Twenty-one Row;’ the old dilapidated building at Fifth and Kentucky streets occupied by Negroes; the large number of tenements about Clay and Main Streets; those about the ‘Point’ on

³³⁷ Item no. 1994.18.1089. Herald Post Collection, 1994.18, Special Collections, University of Louisville, Louisville, Kentucky. Online at: <http://digital.library.louisville.edu/u/?heraldpost,718>

³³⁸ Kramer, 80.

the river front...”³³⁹ No doubt, these areas developed as residences for unskilled factory labor, which was exacerbated by the trend of middle class and skilled working class’ departure from older neighborhoods for thriving new suburbs west and south of downtown. In fact, the first settlement house in Louisville was established in 1895 by Lucy Belknap at Preston and Jefferson, and called Neighborhood House (for additional discussion of settlement houses, see page 293, Chapter IV).³⁴⁰ Other efforts to assist the poor came through the creation of free citywide public kindergarten in 1887.³⁴¹

The streetcar lines had a positive impact upon the central business district, for the most part. Streetcar lines converged upon downtown, which was the center for shopping, entertainment, industry, and business.³⁴² During this time period, Fourth Street began to rival Market Street as the fashionable shopping district. The streetcar line, along with increased residential development, made this area accessible as a popular new shopping area.

Downtown Louisville changed drastically from the 1860s to the late 1890s. There was a fairly comprehensive rebuilding of the city center to provide more office space, theaters, apartment buildings, churches, and hotels.³⁴³ Examples of such buildings include: the 1878 Carter Dry Goods building on Main Street, First Christian Church at Fourth and Walnut, and the 1890 Columbia Building (Figure 3.17). Office space was especially at a premium to serve executives and staff of the new industrial operations. Given a high growth rate in the city core, it became necessary and was certainly architectural fashionable to build skyscrapers. These steel-framed structures permitted use of a small amount of costly land in the most efficient manner: vertically. The city’s first skyscraper was architect Mason Maury’s 1885 six-story Kenyon building, in proximity to Fifth and Main Streets.³⁴⁴ Other examples abounded through the period, such as the ten-story Columbia building and the ten-story Todd building.³⁴⁵ Architecturally, these buildings followed the fanciful Victorian styles of the day. Historian Yater has noted, “The buildings of Louisville’s construction boom of the 1830s had displayed an elegance as a contrast to frontier simplicity. The buildings of the post-war boom displayed amassed wealth.” Victorian styles and building methods were nearly custom-made for such displays of wealth, with expensive materials, complicated building plans, and grand spaces.

³³⁹ Kramer, 81.

³⁴⁰ Yater, 129.

³⁴¹ Ibid.

³⁴² Ibid, 137.

³⁴³ Ibid, 103-104 and 137-138.

³⁴⁴ Kramer, 85.

³⁴⁵ Ibid.



Figure 3. 17 *Columbia Building at Fourth and Main Streets (no longer extant), circa 1920.*³⁴⁶

The devastating tornado of 1890 also contributed to the rebuilding of the city, particularly in the West End and downtown (Figures 3.18 and 3.19). Over 100 people died and 600 buildings were demolished, including “five churches, the Union Railroad depot and Seventh and River, three schools, two public meeting houses, 32 industrial buildings, 10 tobacco warehouses and 532 private residences.”³⁴⁷ The West Main Street/10th Street Manufacturing Historic District and most of West Main Street below Sixth Street bore the brunt of the damage, as industrial complexes and tobacco warehouses were “shattered like tinder.”

³⁴⁶ Item no. 1994.18.0188. Herald Post Collection, 1994.18, Special Collections, University of Louisville, Louisville, Kentucky. Online at <http://digital.library.louisville.edu/u/?heraldpost,183>.

³⁴⁷ John Kleber. “Tornado of 1890,” in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 889.



Photographic Archives, Ekstrom Library, University of Louisville

Figure 3. 18 View of damage from the 1890 tornado at 10th and Main Streets, looking west.³⁴⁸



Photographic Archives, Ekstrom Library, University of Louisville

Figure 3. 19 View of damage from the 1890 tornado at Market Street between 10th and Eleventh Streets.³⁴⁹

³⁴⁸ Item no. 2000.89.27 in the George Yater History Collection, University of Louisville Photographic Archives, University of Louisville, Louisville, Kentucky. Online at: <http://name.kdl.kyvl.org/KLGAL-ULPA-2000.89.27>

³⁴⁹ Item no. 1999.36.006 in Wilburn Stereograph Collection, University of Louisville Photographic Archives, University of Louisville, Louisville, Kentucky. Online at: <http://name.kdl.kyvl.org/KLGAL-ULPA-1999.36.006>

To accommodate the expanding population base, the city began investing more steadily in infrastructure. City Hall was completed in 1873 at Sixth and Jefferson by architect John Andrewartha.³⁵⁰ Additionally, electric arc lights replaced all gas lights on Louisville streets by 1899.³⁵¹ By 1873, the city had established a street-cleaning department, which initially maintained 114 miles of paved streets, 22 miles of alleys, and removed 25,344 pounds of garbage.³⁵² Several types of paving materials were used during this period, including asphalt, wooden blocks, granite blocks, crushed boulders, gravel, and brick.³⁵³ Brick was not a common material until the 1890s. In 1893, the city created a Board of Public Works, which was responsible for street cleaning, constructing new streets and alleys, and maintaining existing streets and alleys (for additional discussion of alleys, see page 367, Chapter IV).³⁵⁴

Other than the Southern Exposition, one of the most significant city efforts was the establishment of a Board of Park Commissioners in 1890 and the founding of Iroquois, Cherokee, and Shawnee Parks in the 1890s.³⁵⁵ These parks and associated parkways, Southern, Eastern, and Northwestern, were designed by the firm of Frederick Law Olmsted.³⁵⁶ The citywide park system had a direct effect on suburbanization and the desirability of development beyond the central core. Other non-city funded institutions established in this time frame include: the Louisville telephone system (1879), Churchill Downs (1875), the Filson Club (1884), and the Louisville Philharmonic (1866).

Other than outdoor, healthy entertainment represented by city parks, recreational activities common in the time period are symbolized by Phoenix Hill Park and Brewery. The site was developed in 1865 on Baxter Avenue near Payne, Underhill (Barrett), and Overhill (Rubel) Streets.³⁵⁷ The park and brewery served as an entertainment complex which included a beer garden, 111-foot long bar, auditorium, bowling alley, and park area for picnicking.³⁵⁸ Notable political orators of the day, such as Theodore Roosevelt and William Jennings Bryant, often visited the park, and popular musical concerts were held there in the summertime.³⁵⁹ The brewery and park remained open until 1919, when the effects of the Prohibition movement forced declining sales.

Louisville at the turn-of-the-century had begun to alter its perspective on the Ohio River. Residential, commercial, and industrial developments were no longer tied to the riverfront, but rather depended on the myriad of railroad and streetcar lines that stretched

³⁵⁰ Yater, 105; Samuel W. Thomas, *The Architectural History of Louisville, 1778-1900* (Louisville: The Filson Historical Society, 2009), 126-128.

³⁵¹ Yater, 128.

³⁵² Kleber, "Streets," 858.

³⁵³ Ibid.

³⁵⁴ Ibid.

³⁵⁵ Yater, 134-135.

³⁵⁶ Louisville Olmsted Parks Conservancy homepage. Online at: <http://www.olmstedparks.org/>

³⁵⁷ Neil O. Hammon. "Phoenix Hill Park and Brewery," in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 702.

³⁵⁸ Ibid.

³⁵⁹ Ibid.

south, east, and west across the city and even north into Indiana. Put simply, the river was no longer the primary economic engine for the city, though it did still play a modest role. As this period ended, the river began to be viewed as a recreational resource. Not that recreation was absent from the river prior to 1900; however the utilitarian aspects of the river began to take a back seat to the recreational potential. This change, in combination with a growth in leisure time for Louisvillians, allowed for more recreational-oriented development on the river in the early-to-mid twentieth century.

An example of this shift can be seen with founding of the Louisville Country Club (JF-519) in 1899 (Figure 3.20).³⁶⁰ This site opened at River Road and Pipe Line Lane (Zorn Ave) on the site of the original water company reservoir, after the water company facilities moved to the Crescent Hill area in 1897. Swimming was among the activities that the club encouraged through its ready-made pool – the former reservoir.



Figure 3. 20 *Louisville Country Club on River Road, circa 1930.*³⁶¹

³⁶⁰ Yater, 144.

³⁶¹ Item no. 1994.18.0430. Herald Post Collection, 1994.18, Special Collections, University of Louisville, Louisville, Kentucky. Online at: <http://digital.library.louisville.edu/u/?heraldpost,419>

Early Twentieth Century, 1900-1930

Louisville, when she started her boosting, employed the slogan 'Gateway to the South.' She still employs it, but more and more she is now using 'Premier Industrial Location' instead. For Louisville, still sentimentally attached to the South, has discovered that modern industry...is not a matter of geography. A gateway, moreover, can not be open in the one direction without being open in the other. Louisville is finding herself equally a gateway to the North, and her prosperity is all tied up with prosperity in every other section.
*Forbes Magazine, August 15, 1927.*³⁶²

1900 dawned on a new era in Louisville's history. Most contemporary observers concluded that progress was not only necessary but inevitable. Automobile usage was becoming more commonplace and began to change the relationship between the city and outlying county, while other new technologies, such as the motion picture theater, altered old ways of spending free time amongst family and friends. Difficulties, such as disinvestment in center city or dilapidated housing, were thought solvable through scientific analysis and application of efficient findings.

In spite of a tone of progress across Louisville, the 1910 census shocked city leaders when it revealed that the ten-year growth rate was an increase of only 9.4 percent, the lowest number in city history.³⁶³ In fact, the mayor demanded a recount, suggesting that 25,000-30,000 residents were not documented. In response, a local census taker confirmed, "I found in my precinct...many vacant houses, empty lots and factories."³⁶⁴ Further, the number of factory workers had declined between 1900 and 1910 by 1,210 persons.

While population figures for the city seemed at best stagnant, the county had grown significantly. Growth was not, however, in rural farm-related enterprises, but rather in outlying suburban neighborhoods, connected to the city by streetcar lines and the interurban train system. Areas such as Germantown, Schnitzelburg, and Shelby Park to the southeast, rapidly developed and even included new industries. In Germantown, for example, the Peter and Melcher Stone Works was located on Logan Street and the Bradford Woolen Mill employed workers at Oak and Reutlinger.³⁶⁵ Further south, an L&N shop was established in 1902 near working class Highland Park and Oakdale.³⁶⁶ Also, with the development of streetcar lines to New Albany and Jeffersonville, another 30,000 to 40,000 persons commuted to Louisville daily for work, who might otherwise have been obliged to live in the city.

³⁶² Yater, 186.

³⁶³ Ibid, 145.

³⁶⁴ Ibid, 145.

³⁶⁵ Kramer, 91; Hugh Foshee, "Textile Mills of Louisville," *Nomination to the National Register of Historic Places*, Copy on file at the Kentucky Heritage Council. Approved October 1982.

³⁶⁶ Yater, 145.

Along with population, industrial growth slowed in early twentieth century Louisville. Before the First World War, there was an annual increase in manufacturing production with over \$100 million invested by 1910. Additionally, wages and salaries doubled, “rising to nearly \$28 million.”³⁶⁷ On the other hand, there were fewer factories and industrial employment decreased. These statistics indicate that the forces of consolidation were at play. In other words, fewer unskilled workers were using machinery to do the job of numerous skilled workers. Competitively, this meant that larger, national corporations bought up smaller local enterprises and either shut them down or retooled them for higher efficiency and better profits.³⁶⁸ An example of a Louisville-based consolidated enterprise was Ahrens and Ott Manufacturing Company. Under the leadership of Theodore Ahrens, the company consolidated nine smaller plumbing fixture manufacturers across the country to form the locally-based Standard Sanitary Manufacturing Company in 1900.³⁶⁹ Other small local industries were consumed by large national corporations. Local papermaking and leather work, for example, were no longer performed in the city after the turn-of-the century, due to consolidations.³⁷⁰ This trend continued throughout the twentieth century.

In addition to nineteenth century commodities, new factories were established to produce diverse goods in the early 1900s. These items include: “brass and copper products, cider vinegar and pickles, chewing gum, plumber’s supplies, monuments and tombstones, brick and paving materials, wooden and paper boxes, tool handles, and electrical and surgical instruments.”³⁷¹ However, Louisville capital remained invested largely in whisky distilling and tobacco products, which proved to be less than fruitful, given the impact of national prohibition in 1920 and the earlier limited wartime prohibition (Figure 3.21).³⁷² Also, tobacco markets were moving closer to the associated fields, possibly due to the flexibility furnished by the motor car/truck, leaving Louisville coffers somewhat bare.

³⁶⁷ Kramer, 82.

³⁶⁸ Ibid.

³⁶⁹ Yater, 156.

³⁷⁰ Ibid.

³⁷¹ Kramer, 82.

³⁷² Yater, 173; Kramer, 103.



Figure 3. 21 Men transporting hogsheads of tobacco on Main Street, between Sixth and Seventh Streets, circa 1907.³⁷³

Noting the quiet industrial growth rate, the Louisville Board of Trade inaugurated the Million Dollar Factory Fund in 1913.³⁷⁴ The overall goal was to raise \$1 million to aid in attracting new factories, to assist existing factories with expansion, and to market the area as a desirable locale for business. The fund was raised by 1916 with 3,118 citizen subscribers, and the Louisville Industrial Foundation (LIF) was created as a managing agent.³⁷⁵ The LIF offered loans to “promising manufacturing and commercial enterprises that could not obtain adequate capital...”³⁷⁶ The Foundation filled a needed role in obtaining industry for the city. Among the important industries recruited by the LIF was the Reynolds Company of Virginia, who intended to make cleaning powder, but ended up becoming an aluminum foil producer (Figure 3.22).³⁷⁷ By 1924, due to the efforts of LIF, the city was headquarters for 39 firms which led in their respective industries.³⁷⁸

³⁷³ [ULPA 1987.70.08](http://digital.library.louisville.edu/u2/kyimages,1), A.W. Terhune Collection, Special Collections, University of Louisville, Louisville, Kentucky, Online at <http://digital.library.louisville.edu/u2/kyimages,1>

³⁷⁴ Yater, 164.

³⁷⁵ Kramer, 105.

³⁷⁶ Ibid.

³⁷⁷ Yater, 164.

³⁷⁸ Kramer, 107.



Figure 3. 22 The national sales offices of Reynolds Metal Company at 2500 South Third Street.³⁷⁹

Other organizations provided marketing expertise in concert with the LIF in the postwar period, including the Board of Trade and journals, such as the *Louisville Civic Opinion*.³⁸⁰ Among the many advantages of Louisville touted in the press and among business boosters were the “absence of labor tension,” a native-born work force, and generous state and local tax breaks.³⁸¹ Other quality of life issues were also noted such as inexpensive housing, abundant coal, and mature cultural and religious institutions. With the concentrated efforts of city organizations, new industry was attracted. “From 1923 through 1927 the city gained 153 new plants, while the number of industries increased from 715 to 790...”³⁸² As a result, production rose from \$240.5 million in 1923 to over \$364 million in 1927.³⁸³ Earnings in this same period started at \$62.5 million and increased to \$66.1 million.³⁸⁴

During this period, new industries were small scale. In general, they employed few workers, had limited capital, and produced low-cost items.³⁸⁵ A minority of plants were, however, quite large and comprised the bulk of industrial growth in the city. “The

³⁷⁹ “Aluminum – Bright Giant of Industry.” *Louisville Magazine*, May 20, 1956.

³⁸⁰ Kramer, 105.

³⁸¹ Ibid.

³⁸² Ibid, 106.

³⁸³ Ibid.

³⁸⁴ Ibid.

³⁸⁵ Ibid, 107.

most extreme example of this phenomenon came in 1927, when four industries assisted by LIF were responsible for \$2.45 million in capital investment, \$3.85 million in annual production, 461 new jobs, and \$441,500 in payroll. The remaining 17 new operations accounted for only \$451,500 in capital investment, \$1.37 million in yearly output, 160 jobs, and \$175,200 in wages.”³⁸⁶

By the 1920s, Louisville’s industrial base had become more diversified. Though prohibition had made distilling and beer brewing illegal, Louisville entrepreneurs created other lucrative items for sale. Some, like Oertel’s Brewery in Butchertown, began brewing “cereal beverages” with legal alcohol content.³⁸⁷ Other industries began manufacture of novel items such as umbrellas, golf clubs, car wheels, canned goods, enamel ware, reed and pipe organs, pianos, millwork, optical equipment, minnow buckets, metal screens, awnings, and fireplace equipment.³⁸⁸

Important industries in the 1920s east of the central business district were the Ballard and Ballard Company on East Broadway, which produced wheat flour; Hillerich and Bradsby on East Finzer, manufacturers of golf clubs and baseball bats; and the Louisville Envelope Manufactory on East Market Street.³⁸⁹ In addition, Ford Motor Company expanded in 1925, closing its 1915 plant at Third and Eastern Parkway and opening a new plant on Southwestern Parkway.³⁹⁰

Also important was the Mengel Box Company, “a leading manufacturer of wooden boxes,” on Fourth Street at “G” Street and Preston and Roland Streets, among other locations, and Belknap Hardware Company on First at Main Street.³⁹¹ Belknap Hardware, a large wholesale hardware business, was founded in 1880 and grew to cover 42 acres in an area bounded by the Ohio River, Main Street, Second Street and Jackson Streets (Figure 3.23). It supplied consumers and retailers with a wide variety of goods including “revolvers, rifles, ammunition and hunter’s clothing to church bells, ‘fine English’ table knives, and croquet sets.”³⁹²

³⁸⁶ Ibid.

³⁸⁷ Yater, 174. These beverages were known as “near beer.”

³⁸⁸ Kramer, 107.

³⁸⁹ Ibid, 108.

³⁹⁰ Yater, 180.

³⁹¹ Kramer, 108.

³⁹² Thomas A. Stephens. “Belknap Inc.” in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 82.



Photographic Archives, Ekstrom Library, University of Louisville

Figure 3. 23 *Belknap Hardware Warehouse at 129-133 North Second Street. The structure, completed around 1906, is no longer extant.*³⁹³

The First World War also played an important role in the city's economic increases. "In 1916, bank clearings totaled approximately \$942.4 million, an increase of nearly \$300 million since 1914, the depth of the city's mid-decade recession. But during the war years, clearings surpassed the billion dollar mark, reaching \$1.03 billion in 1917 and nearly \$1.2 billion in 1918."³⁹⁴ Though clearings were significantly less following conclusion of the war, the stage had been set to move forward.

Perhaps the most significant late 1910s event was the advent of World War I. Though fought overseas, Louisville felt the impact of war through the loss of 353 promising young men and women to warfare as well as a recurrence, albeit more moderate in tone, of anti-German sentiment.³⁹⁵ Though German immigration to Louisville was minimal by this time, there were still citizens who identified themselves as German Americans. In some instances, they felt the sting of overzealous patriots eager to condemn all Germans as "Kaiserists." Socialist Henry Fischer, owner of Fischer Packing

³⁹³ ULPA 1984.01.094 in the Joseph & Joseph Collection, Special Collections, University of Louisville, Louisville, Kentucky. Online at: <http://digital.library.louisville.edu/u/?kyimages,156>

³⁹⁴ Kramer, 105.

³⁹⁵ Yater, 165 and 168.

Company in Butchertown, was targeted as an anti-war German communist.³⁹⁶ Other German Americans, such as Rev John Stille of St John’s Evangelical Church at Clay and Market Streets in Phoenix Hill, was also chastised for his anti-war beliefs and his German heritage. St John’s was considered the “cultural and social focus for a large portion of the ethnic Germans residing in Louisville’s East End...Members of this active congregation came from the immediate neighborhood as well as the ‘suburbs’...”³⁹⁷ Due to outside pressure, Stille was ousted from St John’s and moved a loyal portion of the congregation to a new church, which he called the People’s Church of Louisville. He defended his position in his first sermon saying, “We say this morning that at no time have we been pro-German or for the Kaiser, or disloyal...”³⁹⁸ In the end, German Americans across the city were obliged to prove themselves true patriots. “The German Security Bank became simply the Security Bank; the German Insurance Bank, the Liberty Insurance Bank; and the German Insurance Company, the Liberty Insurance Company.”³⁹⁹

The War, along with the efforts of the LIF, brought renewed economic prosperity after a prolonged period of stagnation. Among the important revenue producers was Camp Zachary Taylor, a military training camp flanking Audubon Park in the Preston Highway area (Figure 3.24).



Figure 3. 24 Postcard from the second decade of the twentieth century showing Camp Zachary Taylor.⁴⁰⁰

³⁹⁶ Yater, 167. Fischer was investigated but no charges were filed due to his good relationship with local labor leaders.

³⁹⁷ Klapper, 185.

³⁹⁸ Ibid, 187.

³⁹⁹ Yater, 168.

⁴⁰⁰ Boys resting after shooting practice, Y.M.C.A. in background : Camp Zachary Taylor, Louisville, KY. Item no. 008.010, Newton Owen Postcard Collection, University of Louisville Archives and Records Center, Louisville, Kentucky. Online at: <http://digital.library.louisville.edu/u/?ulua001,101>

Established in 1917, the camp prepared young men for battle overseas. Interestingly, as a requirement for creation of the camp, the army required that the “red light” district on West Green Street be permanently closed, as it was considered a distraction.⁴⁰¹ Given the publicity surrounding Green Street, residents and businesses asked that the name be changed to shed the negative image.⁴⁰² The name Liberty was selected for most of the route; east of Preston the street was known as Fehr for the Frank Fehr Brewery at Preston and Green.⁴⁰³ In any case, more than 10,000 persons were employed in the construction of the camp and approximately \$50,000 was added annually to the citywide payroll from soldier’s salaries. Upon the close of the war in 1918, Camp Zachary Taylor was auctioned off to private buyers.

African American residents also suffered from prejudice, albeit far more systemized than the German Americans, in the early-to-mid twentieth century. The 1896 Plessy vs. Ferguson, separate but equal decision cemented social mores, wherein separate facilities were required by law for African Americans. In theory, this meant that every public facility must be produced for whites and blacks. The state Day Law furthered separation of “races” by insisting on segregating whites and blacks in higher education.⁴⁰⁴ In response to the 1914 attempt to legalize residential segregation by city ordinance, Louisville African Americans formed a chapter of the National Association for the Advancement of Colored People (NAACP) and sued to overturn this legislation.⁴⁰⁵ In 1917, the U.S. Supreme Court declared the ordinance unconstitutional. Informal residential segregation, however, continued. This reality meant that African Americans could not live in white middle-class suburbs, even if they could afford such a purchase. In general, they were sequestered in certain zones of the city.

In Louisville, the African American population had risen from 15,000 in 1870 to 40,000 in 1900.⁴⁰⁶ Continuing pre-1900 trends, blacks “pushed north on Broadway on both the east and west sides of the central business district” from areas such as Smoketown and Limerick. In general, the black middle-to-upper classes lived west of downtown in larger houses on Walnut (Muhammad Ali) and Chestnut Streets, formerly owned by white families.⁴⁰⁷ Black families also settled in rural areas across Jefferson County.⁴⁰⁸ Berrytown and Griffytown near Anchorage, Petersburg (known as Newburg), and Harrods Creek had a growing early twentieth century black population.⁴⁰⁹ Schools, churches, and residences were founded in each of these rural communities.

⁴⁰¹ Yater, 166.

⁴⁰² Ibid, 170. It was only a small portion of West Green that contained the district, but the entire thoroughfare gained the unfortunate notoriety.

⁴⁰³ Ibid.

⁴⁰⁴ Ibid, 151.

⁴⁰⁵ Hudson,16.

⁴⁰⁶ Yater, 150.

⁴⁰⁷ Ibid, 151.

⁴⁰⁸ Regrettably, not much research has been done regarding Black rural settlements in Jefferson County. This history relies heavily on secondary sources, in which rural history is inadequately developed.

⁴⁰⁹ Hudson,16; Miller, 2.

One of the earliest African-American subdivisions in Louisville, the James T. Taylor subdivision is located in the East End of the study area north of Harrods Creek (Figure 3.25). Developed by James T. Taylor, an African American farmer, construction worker, quarry operator and freemason who grew up in Harrods Creek, the land where the subdivision was laid out was part of the A.E. Shirley farm. After Taylor purchased the farm, he raised cattle and hogs before, in 1922, platting the eventual development (for additional discussion of this resource, see page 290, Chapter IV). The subdivision's development reflected Taylor's background and its rural location – lots were large so that residents could keep livestock and raise enough crops for home consumption. Taylor, through the James T. Taylor Real Estate Company, which he founded in 1915, screened potential buyers and carefully managed the land sales. Many early residents were family members or members of the Green Castle Baptist Church (JF-838) on Rose Island Road.

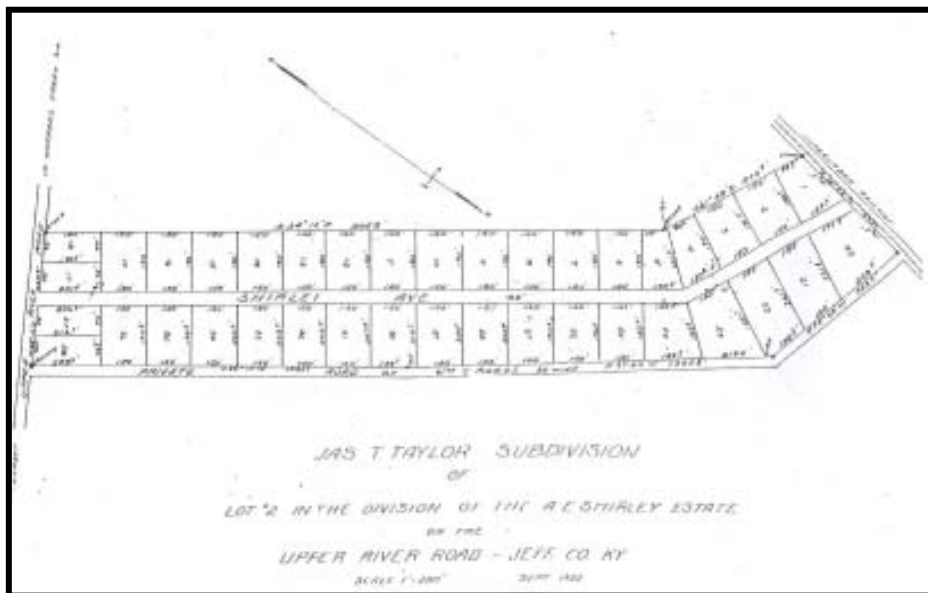


Figure 3. 25 1922 plat of the James Taylor Subdivision.

Keeping with the overall low growth rate of the 1910s, Louisville's black population experienced stagnation at best. From 1910 to 1920, African Americans comprised 40,522 and 40,087 of Louisville's population respectively.⁴¹⁰ By 1930, black population had grown, possibly reflecting 1920s economic opportunities, to 47,354 persons, or 15.3 percent of the population.⁴¹¹

African American community institutions developed as well during this period. The African American Main Street was located near 10th and Chestnut Streets from 1900-1930.⁴¹² In addition to founding the NAACP, the First Standard Bank (1920) furnished credit and banking to Louisville blacks and the Mammoth Life Insurance Company

⁴¹⁰ Yater, 174.

⁴¹¹ Hudson, 18.

⁴¹² Hudson, 16.

(1915) provided needed death benefits.⁴¹³ Samuel Plato, an African American architect and builder, was active in this time period, constructing numerous houses and post offices across the city/county. He was responsible for a small subdivision of co-op housing at the former Camp Taylor site circa 1941.⁴¹⁴ African Americans also were appointed to city positions in the police and fire departments with primary responsibilities in black areas only. Possibly the most significant victory was the prevention of a million dollar bond for construction of black facilities at the University of Louisville by black and sympathetic white voters in 1920.⁴¹⁵ The vote was approved in 1925 when money for black facilities was added.⁴¹⁶ The campus was finally established in 1930 on the old Simmons University site at Seventh Street and Kentucky.⁴¹⁷

Population growth was part and parcel of the developing economy in the 1920s. Though much of the growth was linked to a large-scale annexation in 1922 that consumed Oakdale, Churchill Downs, Highland Park, Beechmont, Southern Heights, Jacob's Addition, Hazelwood, and Iroquois Park, the city was able to attract newcomers with well-paying industrial positions.⁴¹⁸ From 1920 to 1930, a 31 percent population increase was recorded, from 234,891 in 1920 to 307,745 in 1930.⁴¹⁹

New middle-class white suburban areas developed exponentially in the 1920s. Subdivisions, such as Audubon Park, Edgewood, Schnitzelburg, and Parkway Village to the east and south of downtown, became high growth areas in the 1920s. The former Camp Zachary Taylor property was also a fashionable residential locale. Interestingly, the camp property was sold in small pieces in order to dispose of it rapidly. As a result of this and the lack of a centralized administrative body, the area developed in a "scattered and disorderly" pattern.⁴²⁰ Fifteen small subdivisions, some of which only contained a few blocks, were platted during the 1920s. Other parcels were small enough to have been developed for the use of a single individual. Water and other utilities became a difficulty due to issues with pre-existing lines used by the Army as well as a lack of adequate planning.

Some long-time institutions left downtown in the 1920s for newly developing areas. St. Joseph's Infirmary was moved from Chestnut and Broadway by the Sisters of Charity of Nazareth in 1926 to a spacious new structure on Eastern Parkway and Preston Street.⁴²¹ Also due to the commercial bustle downtown, the Southern Baptist Theological Seminary on Fifth Street and Broadway built a new campus on Lexington Road between 1921-26.⁴²² These departures did not reflect on the health of the city

⁴¹³ Hudson, 16.

⁴¹⁴ Ibid.

⁴¹⁵ Ibid.

⁴¹⁶ Yater, 184.

⁴¹⁷ Blaine Hudson. "African American Education," in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 13.

⁴¹⁸ Kramer, 122-23.

⁴¹⁹ Yater, 174.

⁴²⁰ Kramer, 120.

⁴²¹ Yater, 176.

⁴²² Ibid, 178.

center. In fact, institutions probably left for the same reasons as suburban dwellers – the desire for more space, quieter surroundings, and room for future expansions.

Upper-class suburban development was also fueled by the burgeoning early twentieth century economy, as well as the presence of the interurban train. Much of this type of suburban development took place along the Ohio River and at the headwaters of the Middle Fork of Beargrass Creek.⁴²³ A high percentage of upper-class Louisvillians chose areas on the high bluffs of River Road, where large family enclaves were constructed. In general, these sites were displays of familial wealth, obtained through industrial efforts or generational good fortune. Historians describe them as follows, “Country Estates were a reflection of the increased wealth and prosperity of the nation as a whole. Encouraged by the absence of a national tax structure...they searched for ways to exhibit their wealth, and construction of elaborately-detailed residences, particularly those set into exquisitely-contrived, manicured landscapes, served such a purpose.”⁴²⁴ The Avish, founded by Owsley and Laura Lyons Brown in 1911, is an example of such a site. Owsley Brown, the son of Brown-Forman Distillery founder George Garvin Brown, developed the site near Harrods Creek with a formally designed landscape, greenhouses, servants’ quarters, terraces, and main house over the course of the twentieth century (for more discussion of the Country Estates property type, see page 204, Chapter IV).⁴²⁵

The result of the enormous population shift to the suburbs was disinvestment in central city neighborhoods. The downtown remained healthy in terms of commerce and entertainment, as witnessed by a significant 1920s building boom along Broadway and Fourth Street, which included the 1923 Brown Hotel (JFCD-174, Figure 3.26), the 1928 Heyburn building, and the 1921 Rialto Theatre.⁴²⁶ The neighborhoods surrounding the core, though, experienced significant population loss. Former middle-class white residents increasingly found it affordable to move to the new suburbs to the east and south of the city. Historian Kramer notes, “Data compiled by the City Planning and Zoning Commission in 1932 indicate that nearly every census tract between 10th Street, the Ohio River, Wenzel Avenue, and Broadway lost one-fourth to one-half of its population between 1910 and 1930.”⁴²⁷ Neighborhoods, such as Butchertown, Phoenix Hill, Limerick, and portions of Old Louisville were affected. As noted previously, this movement left the core residential areas to indigent families and absentee landlords. Properties began to decline in appearance.

⁴²³ Leslee Keys, Mark Thames, and Joanne Weeter, “Suburban Development in Louisville and Jefferson County, 1868-1940,” *Multiple Property Nomination to the National Register of Historic Places*. Copy on file at the Kentucky Heritage Council. Approved December 1988, Section E, 10.

⁴²⁴ *Ibid*, Section F-III, 2

⁴²⁵ Brooks, Section 7, 25.

⁴²⁶ Kramer, 110-111.

⁴²⁷ Kramer, 116.



Figure 3. 26 *The Brown Hotel (JFCD-174), at Fourth Street and Broadway, circa 1931.*⁴²⁸

Following the late nineteenth century and early twentieth century decline in central city neighborhoods, city progressives began to spotlight the situation and determine solutions. As early as 1903, a *Louisville Times* feature story appeared that detailed appalling conditions in downtown neighborhoods. Discussed was 840-842 Franklin Street in Butchertown, where there were “four old, dilapidated frame tenements occupied by 40 Negro families.”⁴²⁹ Another Butchertown property, at 303 Mill Street, was featured as the basement home to eight people, one of whom had typhoid fever.⁴³⁰

Several measures were taken by city leaders to address the issue. At first educating the poor was emphasized, but it became clear that this was not the answer. In 1909, the city employed a professional investigator to report on the situation. Issues seriously examined in the report were a lack of adequate water, overflowing open privies, crowding, drugs, and prostitution.⁴³¹ The result was a local tenement house law passed in

⁴²⁸ Item no. 1994.18.0759. Herald Post Collection, 1994.18, Special Collections, University of Louisville, Louisville, Kentucky. Online at: <http://digital.library.louisville.edu/u/?heraldpost,859>

⁴²⁹ Kramer, 125.

⁴³⁰ Kramer, 125.

⁴³¹ Yater, 154.

1910 by the General Assembly that enabled officials to regulate occupancy conditions.⁴³² Non-tenement houses were not included in this law. Given this omission, in 1920 the General Assembly passed another housing law, known as the Roth-Hon Housing Act, which was patterned after the “Model Housing Law” of New York.⁴³³ Among its provisions were regulation of the height of dwellings and setback from the side and rear yards to admit proper air and light.⁴³⁴ Due to pressure from real estate and other business interests, the law was repealed in 1922. Again in 1922-23, the city drafted a new local ordinance based upon community input and put it in service to replace the 1920 Act. This legislation provided for inspection of all city structures, height restrictions (except for hotels), and a smaller percentage of the lot accorded to yard space.⁴³⁵

Another effect of increased suburbanization was a loss of land for agricultural purposes. Continuing trends begun in the late nineteenth century, there was a distinct rural decline. Whether due to suburbanization or occurring in tandem, farm production dropped during the 1900-1930 time period. “Improved acreage, hay, horses, dairy cattle, swine, vines and grapes, corn, orchard fruits, and wheat production all plummeted.”⁴³⁶ Additionally, cultivated acreage was at a low, in part related to soil exhaustion. Carey and Thames note that “Jefferson County farms were on at least their fourth generation of ownership. With some notable exceptions, rural land and rural society had both lost their vitality and their attractiveness to many young people.”⁴³⁷ As a consequence, farming became a “marginalized” way of life in Jefferson County for much of the twentieth century as suburban development spread across the county.

Among the rationales for moving to the new suburban areas was the ability to commute easily to and from the city core. Transportation in the 1910s and 1920s across the dispersed metropolitan area was accomplished through the streetcar, the interurban train, and increasingly the personal automobile.

Automobiles became more affordable in the early twentieth century, due to mass production methods introduced by Henry Ford. The other factor necessary to the widespread use of the car was the availability of good roads. By the 1920s, the popularity of the automobile and state/federal policies fostered the construction of new, evenly paved roads. In Louisville, in fact, there were 291 miles of paved streets within city limits and another 306 miles that remained unpaved in the mid-1920s.⁴³⁸ Downtown streets were overtaken by the car as early as the 1910s. It became such a problem that parking was limited to one hour in the city center.⁴³⁹ Other measures taken were installation of the first semaphores (early traffic controls) in town to regulate traffic and safety islands at streetcar stops to protect pedestrians exiting trains.⁴⁴⁰

⁴³² Kramer, 126.

⁴³³ Ibid.

⁴³⁴ Ibid.

⁴³⁵ Ibid, 127.

⁴³⁶ Carey and Thames, Section E, 25.

⁴³⁷ Ibid, Section E, 26.

⁴³⁸ Kleber, “Streets,” 58.

⁴³⁹ Yater, 170.

⁴⁴⁰ Kleber, 858.

Registered vehicles in the county had doubled from 1920 to 1930 to 54,524 automobiles.⁴⁴¹ As a consequence, streetcars carried far fewer passengers. For instance, in 1920, trolleys “carried eighty million passengers; by 1925 that total declined by nearly eleven million fares.”⁴⁴² Inner city streetcar routes were even more curtailed, as the population base moved elsewhere.⁴⁴³ Streetcar companies scrambled to extend their market share through establishing “feeder” bus lines to connect to trolleys, though little was accomplished through this move.⁴⁴⁴

Another harbinger of the primacy of the automobile was the development of a new Ohio River Bridge, the Louisville Municipal Bridge (JFCB-217, Figure 3.27), dedicated solely to auto traffic in October 1929 (for additional discussion of this resource, see page 393, Chapter IV).⁴⁴⁵

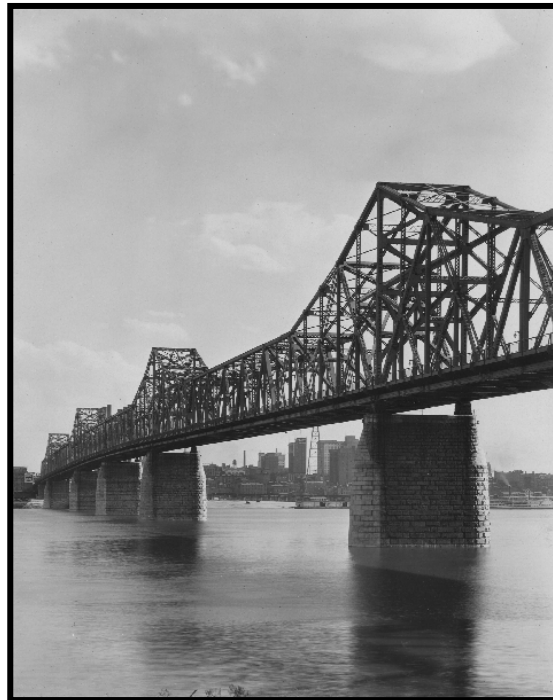


Figure 3. 27 *Municipal Bridge (now known as the Second Street or George Rogers Clark Bridge, JFCB-217) circa 1931.*⁴⁴⁶

⁴⁴¹ Yater, 174.

⁴⁴² Ibid, 176.

⁴⁴³ Ibid, 177.

⁴⁴⁴ Kramer, 114.

⁴⁴⁵ Yater, 185.

⁴⁴⁶ Item no. 1994.18.0099. Herald Post Collection, 1994.18, Special Collections, University of Louisville, Louisville, Kentucky. Online at: <http://digital.library.louisville.edu/u/?heraldpost,2>

Older bridges were updated at this time as well. The 14th Street Bridge (JFWP-327) was replaced in 1916-18 and the Big Four (JFCB-608) was redone in 1928-29 (for additional discussion of this resource, see pages 374 and 376, Chapter IV).⁴⁴⁷ Until 1929, the K&I Bridge (JFWP-332) provided the only vehicular crossing (for additional discussion of this resource, see page 375, Chapter IV).

The interurban train system was electrified in 1893 and by 1901 all lines operated on electricity, instead of steam.⁴⁴⁸ Service to eastern Jefferson County was electrified by December 1904 and included stops at Glenview, Harrods Creek, Transylvania, and Prospect.⁴⁴⁹ Other lines extended south to Jeffersontown, Okolona, Fern Creek, and as far as Shelbyville.⁴⁵⁰ Trains generally operated on an hourly schedule with additional runs in the morning and evening for commuters. As with the streetcar, competition was fierce for passengers with the development of better roads and the greater affordability of the car.

In addition to these transportation options, the late 1910s saw the beginnings of air travel. A.H. Bowman leased fifty acres of land near Taylorsville Road and erected a hangar (Figure 3.28).⁴⁵¹



Figure 3. 28 *Groundbreaking for the Administration Building at Bowman Field, 1936.*⁴⁵²

⁴⁴⁷ Yater, 185.

⁴⁴⁸ James Burnley Calvert, "Interurbans," in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 418.

⁴⁴⁹ *Ibid.*, 419.

⁴⁵⁰ *Ibid.*

⁴⁵¹ Yater, 178.

The site became known as an airport. By 1922, the army recognized the strategic possibilities of this site, and assumed responsibility for the lease. The potential for air travel remained nascent until much later in the twentieth century, but the U.S. Postal Service did use planes to fly mail on various routes across the country in the 1920s and 1930s, including a route from Cleveland/Cincinnati to Louisville.⁴⁵³

The Ohio River was improved in the 1910s and 1920s through efforts of the federal government. In addition to a river-length network of locks and dams, the Portland Canal was replaced by a new system known as Lock and Dam No. 41 (JF-1031, Figure 3.29).⁴⁵⁴ The canal was widened to 200 feet and hydroelectric power generation was achieved at the Falls by 1927 (Ohio Falls Hydroelectric Plant, JFWP-329, Figure 3.30).⁴⁵⁵ As a consequence of these improvements, river traffic increased from a low of 4.6 million tons in 1917 to eight million tons in 1924-25.⁴⁵⁶ Steel, coal, sand, gravel, and gasoline were among the items hauled by barge fleets, rather than steamer packets.⁴⁵⁷



Figure 3. 29 Lower part of locks, showing Dam 41 at Portland Canal and Lock, circa 1926.⁴⁵⁸

⁴⁵² Item no. 1994.18.0020. Herald Post Collection, 1994.18, Special Collections, University of Louisville, Louisville, Kentucky. Online at: <http://digital.library.louisville.edu/u/?heraldpost,31>.

⁴⁵³ Yater, 178.

⁴⁵⁴ Kleber, 667.

⁴⁵⁵ Kleber, 667.

⁴⁵⁶ Yater, 186.

⁴⁵⁷ Yater, 186.

⁴⁵⁸ Item no. 1994.18.0060. Herald Post Collection, 1994.18, Special Collections, University of Louisville, Louisville, Kentucky. Online at: <http://digital.library.louisville.edu/u/?heraldpost,82>



Figure 3. 30 *Louisville Hydroelectric Power Plant, circa 1930.*⁴⁵⁹

Recreational activities in Louisville and Jefferson County shifted after the turn-of-the-century. Whereas earlier forms of entertainment might have centered on family outings to experience nature (i.e. the picnic or family song night), new types of pastimes were purchased and consumed. From a trip to the movie theater to a boat ride to one of the booming new amusement parks, monetary outlay became necessary to pursue a good time. With more free time, due to progressive labor laws limiting the work day and additional money to spend, new forms of entertainment were created across the city and county.

Given the sylvan setting provided by the Ohio River, the banks surrounding the river succeeded in luring residents for free time pursuits. Driving one's automobile on River Road adjacent to the Ohio; biking in one of the many new riverfront parks, such as the west-end's Shawnee Park; swimming at one of the riverfront clubs, such as the German Turners' Club pier; sailing from the Louisville Boat Club's River Road docks; and even traversing the river on one of the many excursion boats, such as *the Idlewild*, became popular.⁴⁶⁰

Visiting amusement parks and resort areas was among the many new ways to spend money and leisure time on the Ohio River. Though on the Indiana shore, Rose Island was a fashionable retreat created in 1924 by Louisville businessman D.B.G. Rose

⁴⁵⁹ Item no. 1994.18.0135. Herald Post Collection, 1994.18, Special Collections, University of Louisville, Louisville, Kentucky. Online at: <http://digital.library.louisville.edu/u/?heraldpost,136>

⁴⁶⁰ Carolyn Brooks, "Life Along the Ohio: Recreational Uses of the Ohio River in Jefferson County, Kentucky." Historic Context Statement on file at the Louisville-Metro Historic Preservation Office, 1997.

(Figure 3.31).⁴⁶¹ Combining many desirable past times, the site featured a swimming pool, rental cabins, a small zoo, tennis courts, a miniature golf course, a roller coaster, rental rowboats, and a swimming pier by 1930.⁴⁶² The island was accessed by a steamboat or ferry leaving from downtown Louisville or a parking area off Rose Island Road.⁴⁶³



Figure 3. 31 *Pony rides were one of the attractions at Rose Island in 1929.*⁴⁶⁴

Other Louisvillians built summer homes along the river to provide more sustained enjoyment. Unlike wealthier residents who built grand summer homes along River Road in the late nineteenth and early twentieth centuries, these inhabitants were largely working and middle-class families seeking to experience relaxation on the river's edge on a weekend or summer time basis. Historian Brooks describes this process as follows: "Beginning in the 1910s and rapidly developing through the 1920s and 1930s in the Louisville area, many beach-front communities were built directly along the Ohio riverbanks on both sides of the river and on many of the islands within its banks. Some of these cabins or 'camps' were built in groups by land owners and rented to summer

⁴⁶¹ Brooks 1997, 13.

⁴⁶² Brooks, 1997, 13.

⁴⁶³ Brooks 1997, 13.

⁴⁶⁴ [ULPA CS 102911](http://digital.library.louisville.edu/u/?cs,1049), Caufield and Shook Collection , Special Collections, University of Louisville, Louisville, Kentucky. Online at: <http://digital.library.louisville.edu/u/?cs,1049>

tenants. Others were individually built by families on leased land. Still others were constructed on land that had been subdivided for purchase so that each owner built a cabin on his own small lot.”⁴⁶⁵

In any case, summer camps were a near ubiquitous presence along the bank of the Ohio in proximity to River Road. Some of the important communities in this area included: Waldoah Beach (1919-20, Figure 3.32), Turner Village (1917-20), Transylvania Beach (1923), Juniper Beach (1925), Eifler’s Beach (late 1920s), and an African American retreat on the Merriwether property east of Upper River Road (circa 1890).⁴⁶⁶ As was the case with many twentieth century subdivisions, beachfront communities had a prolonged period of development. Although many were started by the 1920s and 1930s, construction of new houses continued over the course of the mid-to-late twentieth century. In some cases, the proximity to the river and thus flooding entailed periodic rebuilding campaigns (for additional discussion of this resource, see page 297, Chapter IV).



Figure 3. 32 Gate posts at entrance to Waldoah Beach.

The unprecedented economic expansions of the 1920s brought with it difficulties that would eventually lead to the Great Depression of the 1930s. Careful observers noted the erratic state of investments as early as the 1920s. An example of such volatility can

⁴⁶⁵ Brooks 1997, 13.

⁴⁶⁶ Ibid, 32-38.

be found in the case of the Shriners and Elks Club. Both the Elks and the Shriners embarked on separate, ambitious plans to build multi-story downtown meeting and entertainment complexes. In just a few short years, both buildings were sold for a substantial loss after “financial troubles.”⁴⁶⁷ The Shriners building was constructed at a cost of \$1.25 million and sold two years later at foreclosure for \$481,000.⁴⁶⁸

In addition, the state of banking in the city was in flux. Louisville eccentric Jim B. Brown, known for his financial acumen and gambling, was symbolic of the plight of investments. Throughout the 1920s, National Bank of Kentucky President Brown made a series of imprudent investments. Kramer notes, “As early as 1925, the consequences of Brown’s faulty judgment had begun to appear in the books of the Bank of Kentucky. Almost annually between 1925 and 1930, federal bank examiners pointed out the bank’s excessive quantities of bad debts, slow assets, and doubtful paper...”⁴⁶⁹ In an effort to keep the bank afloat, Brown merged with the Louisville Trust Company and formed a holding entity called BancoKentucky. Three months later, the stock market crashed in New York, and credit became very tight. By January 1930, Brown merged again with Nashville-based Caldwell and Company, in order to shore up the troubled institution. Unfortunately, both BancoKentucky and Caldwell were near bankruptcy. A quiet run on the bank began in November 1930 by knowledgeable major investors, such as the L&N Railroad and Standard Oil. With few remaining options, BancoKentucky directors closed the bank and placed it in receivership later that month.

The ripple effects of this closure were felt across Jefferson County. Smaller banks closed because their assets were tied into BancoKentucky, such as the African American First Standard Bank and Bank of St Helens.⁴⁷⁰ Borrowers were pressed to immediately repay debts by the receivership. Mortgage foreclosures and bankruptcies proliferated.⁴⁷¹ The Great Depression had come to Louisville.

⁴⁶⁷ Yater, 190.

⁴⁶⁸ Yater, 190.

⁴⁶⁹ Kramer, 129.

⁴⁷⁰ John Kleber. “The Great Depression,” in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 354.

⁴⁷¹ Yater, 193.

Great Depression and War, 1930-1945

The year 1930 has been a most trying one on all business interest...the year 1931 will doubtless develop many losses in various lines of business with the result that some of the assets owned by the Louisville Industrial Foundation and based on commercial life will suffer material losses.

Louisville Industrial Foundation Vice-President John W. Barr, Jr.⁴⁷²

The flood has come and gone, but the things that produced Louisville's greatness were not washed away. Founded in 1780, this city during the 156 years of its life has experienced Indian raids, wars, floods, and tornadoes, but after every adversity it always had marched on to better times. Louisville will take the flood of 1937 in stride and continue to be one of the most prosperous cities in America. Mayor Neville Miller, Announcement over WHAS Radio.⁴⁷³

Louisville of the early 1930s was severely impacted by the Great Depression. Some observers, such as LIF president Frank Ayres, felt that the situation was akin to the numerous panics of the nineteenth century that would surely be righted in good time. Historian Yater notes that many Louisvillians thought the affair would be brief and was only, "a healthy corrective to an overheated market."⁴⁷⁴ Others were less hopeful.

Statistics indicate that, while Louisville did continue to attract new businesses, the phenomenal growth rate of the 1920s was preserved solely in memory. During the worst three years of the downturn (1930-1933), "bank debits to individual accounts stood at \$1.24 billion, a mere 49 percent of the peak level attained in 1929...Similarly, the recession which had hit the building industry during the mid-1920s became a depression in the early 1930s. The number of building permits issued annually dropped from an already low figure of 1,107 in 1930 to 675 in 1931, 516 in 1932, and 293 in 1933."⁴⁷⁵ The total value of buildings constructed also declined from \$6 million in 1930 to approximately \$1 million in 1933.

Though the LIF recruited small industries to the city each year, albeit in reduced numbers, manufacturing was also impacted by the Great Depression. In 1930, for instance, "11 manufacturing firms with net liabilities of over \$1.3 billion went bankrupt. Industrial losses by fire also increased substantially..."⁴⁷⁶ Given a diminished industrial sector, unemployment soared throughout the early 1930s. The official unemployment count for 1932, which probably does not reflect all Louisvillians looking for work,

⁴⁷² Kramer, 133.

⁴⁷³ Ibid, 150.

⁴⁷⁴ Yater, 192.

⁴⁷⁵ Kramer, 133.

⁴⁷⁶ Ibid, 132.

hovered at 23.5 percent for white workers and a whopping 37.2 percent for African Americans.⁴⁷⁷

African Americans experienced great deprivation due to the weakened economy. Due to the massive unemployment rate reported in the early 1930s, black businesses increasingly failed. They “lost their limited capacity to support businesses in their own neighborhoods, and these businesses failed in droves.”⁴⁷⁸ In spite of such hindrances, new businesses were created, such as the *Louisville Defender* newspaper (1933). The first black Louisville legislator, Republican Charles Anderson, was chosen to represent a primarily African American district in 1935.⁴⁷⁹ Other than public housing options discussed below, neighborhoods available to black Louisvillians were limited due to segregation practices.

Some Louisville industries did grow in the depressed economy. In general, manufacturers with affordable products did well. Smoking apparently became a popular pastime, as Louisville’s major tobacco manufacturers reported a three-fold increase in production of inexpensive cigarettes.⁴⁸⁰ Other Louisville-based industries also profited during the early 1930s, including the Kentucky Macaroni Company and the Enro Shirt Company.⁴⁸¹ Contemporary observers noted that the Depression was far less destructive to Louisville’s diversified economy than was the case in cities with single industries, such as Detroit’s auto-based economy.⁴⁸² Nonetheless, the crisis severely affected Louisville’s economy and working people.

As a political consequence of the effects of the depression, Louisvillians voted for the Democratic candidate for president in 1932, Franklin Delano Roosevelt. Before Roosevelt could take office in March 1933, the state ordered all banks closed so that the new administration could stave off a potential collapse of the banking industry. Among the first items of business, the Roosevelt administration pushed through the Volstead Act to allow for the manufacture and sale of beer with a 3.2 percent alcohol content.⁴⁸³ By November 1933, Kentuckians voted overwhelmingly to repeal prohibition, joining a two-thirds national majority needed for repeal of the Eighteenth Amendment.⁴⁸⁴ Distilleries and breweries opened nearly immediately. Stitzel Distillery on Story Avenue in Butchertown was among the first distillers to renew production of whiskey for public consumption. During the prohibition era, they had survived by selling medicinal whiskey.⁴⁸⁵

⁴⁷⁷ Kleber, “The Great Depression,” 354.

⁴⁷⁸ Hudson, “African Americans,” 16.

⁴⁷⁹ Ibid.

⁴⁸⁰ Kleber, 354.

⁴⁸¹ Yater, 194.

⁴⁸² Kleber, 354.

⁴⁸³ Ibid.

⁴⁸⁴ Ibid.

⁴⁸⁵ Michael Veach. “Stitzel-Weller Distillery,” in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 852.

The Roosevelt administration greatly improved public infrastructure in the city. Through New Deal-era programs, such as the Works Progress (Projects) Administration (WPA) and the Public Works Administration (PWA), the city gained new schools, sidewalks and roads, city buildings, libraries, parks improvements, sewers, and campus buildings. Between 1933 and 1940, the city/county received federal assistance through workers or partial funding to build hundreds of miles of paved streets and sidewalks, new above-grade railroad crossings at eleven dangerous intersections, the Iroquois Branch Library, the Iroquois Park Amphitheatre, an addition to the Theodore Ahrens Trade School (JFCD-314, Figure 3.33; for additional discussion of this resource, see page 248 Chapter IV), the Jefferson County Children’s Home, and the County Fiscal Court Building – to name a few projects.⁴⁸⁶ By 1938, approximately 6,000 Louisvillians were working for the WPA.⁴⁸⁷



Figure 3. 33 1938 portion of the Ahrens School (JFCD-314).

⁴⁸⁶ Kramer, 145-146.

⁴⁸⁷ Kleber, 354.

The most unique federal undertakings of the 1930s were public housing projects. The federal government established a public housing program in 1933 in order to stimulate the economy through construction jobs and to adequately house the poor. Though the administrating agency changed over the years from the PWA Housing Division to the United States Housing Authority (USHA), the goal remained the same: to demolish so-called slum housing and replace it with clean, affordable new housing built with taxpayer money.⁴⁸⁸

At least since the late nineteenth century, concerned Louisvillians and city officials had collaborated to address the issue of blighted housing in the city. The availability of federal funds to assist with this effort was a great boon, and contrasted significantly from the restrictive housing codes that attempted to regulate, rather than build low-cost housing.

By early 1934, the city had selected a site in the Phoenix Hill area for revitalization (Figure 3.34). The 30-acre tract was bounded by Preston, Shelby, Walnut, and Jefferson Streets and was intended to provide housing for 900 families.⁴⁸⁹ The area was described as “blighted” and costly in terms of social services. “In the Phoenix Hill target area...a typical lot 20 x 200 feet in size, containing an eight-room house occupied by seven families, required \$1,538 in public expenditures for such services as public welfare, hospitalization, and care of juvenile delinquents. The same lot returned \$38 to the city in taxes.”⁴⁹⁰ Further, the housing was considered dilapidated as “80 percent of the area’s families had no means other than stoves to heat their homes; approximately 40 percent still used oil lamps; about 45 percent still used open vaults...”⁴⁹¹

⁴⁸⁸ Kramer, 137.

⁴⁸⁹ Ibid, 139.

⁴⁹⁰ Ibid.

⁴⁹¹ Ibid.



Figure 3.34 Photograph labeled “Housing in Phoenix Hill 1934.” The location is between Jefferson and Chestnut Streets and Jackson and Clay Streets.⁴⁹²

In order to demolish buildings in the area, the federal government, as the program was conceived in 1934, had to gain all property either through purchase or condemnation proceedings. Several Phoenix Hill property owners sued on the grounds that the federal government did not have the right to take property for this purpose.⁴⁹³ Higher courts agreed and the Phoenix Hill proposal was tabled for a while.

In the meantime, the city began taking steps to build public housing projects on vacant land, financed by the PWA Housing Division. Shortly after a negative Appeals Court decision, city officials pursued acquisition and demolition of so-called slum housing using municipal condemnation proceedings. Two housing projects were built using this model; one of which was College Court. The project, located at Seventh Street and Kentucky, was completed in 1937 on the grounds of the old Eclipse Baseball Park for African American families.⁴⁹⁴

In 1936, the Louisville Municipal Housing Corporation was created and charged with issuing revenue bonds to participate in PWA grant-match programs for housing.⁴⁹⁵

⁴⁹² Item no. 131223. Caufield and Shooks Collection, Special Collections, University of Louisville, Louisville, Kentucky. Online at: <http://digital.library.louisville.edu/u/?/cs,893>

⁴⁹³ Kramer, 139-140.

⁴⁹⁴ Ibid, 138 and 141.

⁴⁹⁵ Ibid, 141.

The federal government had, by this time, relinquished its former role as the direct developer and transferred the housing division of PWA to the newly created United States Housing Authority (USHA).⁴⁹⁶ Several public housing projects were built during this second era of federal involvement.

The largest project and the first completed by both the Louisville Municipal Housing Corporation and USHA was the 1940 Clarksdale project in the Phoenix Hill neighborhood. This revived project was built on a “29-acre, six-square block area bounded by Jefferson, Shelby, Walnut, and Jackson Streets in Phoenix Hill,” where earlier historic houses had existed.⁴⁹⁷ It was comprised of 58 buildings with 786 separate residences designed as either apartments or rowhouses, depending on anticipated family needs.⁴⁹⁸ Interestingly, the Clarksdale project was specified to use materials from out-of-state. Local contractors appealed the opportunity to provide locally-produced wood window sash and brick.⁴⁹⁹ Their concerns were heard, but the project was required to be held within certain cost parameters, which could not be met by issuing a change-order. Keeping with the edicts of segregation, Clarksdale was open to white families. A contemporary project west of Ninth Street, called Beecher Terrace, was built to accommodate 800 black families (Figure 3.35).⁵⁰⁰ Generally speaking, public projects were built for white or black families in areas already established as white or black neighborhoods. In all, 1,930 units of public housing were built between 1936 and 1940.⁵⁰¹

⁴⁹⁶ Ibid, 141.

⁴⁹⁷ Ibid.

⁴⁹⁸ Ibid.

⁴⁹⁹ Ibid, 142.

⁵⁰⁰ Ibid, 141-142.

⁵⁰¹ Ibid, 142.



Figure 3. 35 *A medical clinic at Beecher Terrace, circa 1943.*⁵⁰²

During the curtailed growth of the early 1930s, the city began to legally address planning and zoning issues that had been dormant since the 1920s. As noted previously, the proliferation of the automobile and lack of adequate subdivision planning had created a confusing, traffic-ridden cityscape. Gas stations rapidly encroached into residential areas, and traffic flow throughout the city and county was a serious complaint.⁵⁰³ As early as 1901, the Engineers & Architects Club held a series of forums to bring awareness to these types of issues. However, it was not until 1927 that an ordinance was passed to create a City Planning Commission.⁵⁰⁴ The difficulty was that the state General Assembly had failed to approve enabling legislation for planning and zoning since the first attempt in 1924. As a consequence, the 1927 Commission had no zoning powers and limited ability to regulate use.⁵⁰⁵

The new commission retained Harland Bartholomew and Associates of St Louis to develop a comprehensive municipal plan in 1929.⁵⁰⁶ In the interim, the state legislature finally approved the City Planning and Zoning Act, and the Major Street Improvement Act in 1930.⁵⁰⁷ By 1932, the city comprehensive plan was completed by

⁵⁰²ULPA R_07660_00_n, , Royal Photo Company Collection, Special Collections, University of Louisville, Louisville, Kentucky. Online at: <http://digital.library.louisville.edu/u/?royal,3940>

⁵⁰³ Yater, 182.

⁵⁰⁴ Kramer, 135-136.

⁵⁰⁵ Yater, 182.

⁵⁰⁶ Kramer, 136.

⁵⁰⁷ Ibid.

the St Louis consultants, and was placed into service in October.⁵⁰⁸ The plan included a major street plan; rules concerning land subdivision in the city and five miles outside the urban boundary; and recreation, riverfront, and civic art components.⁵⁰⁹ Though having to endure several setbacks, the plan gave focus to many New Deal-era improvements, such as the elimination of at-grade railroad crossings as well as street and sewer paving projects.

Among the provisions of the new comprehensive plan was the elimination of several streetcar lines, because they “interfered with automobile traffic.”⁵¹⁰ The streetcar and interurban lines had experienced decreased ridership due to the Depression as well as the rising popularity of the automobile. Throughout the 1930s, the interurban lines gradually disappeared. The Indiana Railroad discontinued service between Louisville and Jeffersonville in 1932, and the Jeffersontown line was dissolved the same year.⁵¹¹ The last interurban line in operation, from Louisville to Prospect, ceased service on 31 October, 1935.⁵¹² Streetcar service remained solvent for a longer time, finally ending in the late 1940s. With the renewal of the Louisville Railway Company’s franchise in 1940, city officials pressed for the use of more buses and an end to trolley service.⁵¹³ The substitution would have to wait until the end of the World War II, due to rubber and gasoline rationing. The last streetcar ran to the Kentucky Derby in May 1948.⁵¹⁴

As a result of the federal government’s pump-priming and efforts of the LIF, the economy did improve, though not to the levels reached in the 1920s. “The 1935 Census of Manufactures showed that output for that year was over \$7 million or 2.6 percent greater than the peak of 1929 and nearly \$87 million or 45.5 percent greater than 1933.”⁵¹⁵ Growth in the cigarette, distilling, and brewing industries assisted greatly with recovery. In the distilling industry, for example, the city had 13 operating establishments by 1936 that produced over 54 million gallons of liquor in the previous year.⁵¹⁶ Overall wages and employment did not experience great gains during the 1930s in any sector. This state of affairs was altered only with the industrial gains that followed engagement of the United States into World War II.

In spite of the economic crisis or perhaps due to greater opportunity in Louisville, city and county population expanded during the 1930s. Jefferson County, in fact, gained 30,000 new residents for an overall growth rate of 8.4 percent.⁵¹⁷ As in previous decades of the twentieth century, a much slower population expansion was recorded for the city. Whereas Jefferson County suburban areas increased by 18,710 new residents, the city

⁵⁰⁸ Ibid, 137.

⁵⁰⁹ Ibid, 136.

⁵¹⁰ Yater, 204.

⁵¹¹ Calvert, 420.

⁵¹² Yater, 204.

⁵¹³ George H. Yater. “Streetcars,” in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 857.

⁵¹⁴ Yater, 857.

⁵¹⁵ Kramer, 147.

⁵¹⁶ Ibid, 148.

⁵¹⁷ Yater, 204.

counted only 11,332 new dwellers.⁵¹⁸ The loss of residents in city neighborhoods can be attributed the combination of good suburban housing, improved roads, increased automobile use, and a perceived lack of decent housing opportunities in the city core. All these elements united to continue trends of disinvestment in central city neighborhoods as well as encroachment into former agricultural areas. Another important factor in suburban expansion was the availability of Federal Housing Administration (FHA) mortgages for new housing in suburban areas. Prior to the late 1930s, a home purchase typically required a substantial down payment, then several smaller payments over a brief period of time. The FHA allowed for smaller payments over an extended time frame and a minimal down payment. The first house purchased with FHA loan assistance in Louisville was 520 Emory Street near Iroquois Park.⁵¹⁹

Suburban construction projects all but halted during the early-to-mid 1930s. It wasn't until June 1936 that the Parkway Vista subdivision was brought to the new City Planning and Zoning Commission for approval.⁵²⁰ That year, three more subdivisions were approved in south Louisville, but a minor economic downturn in 1937 slowed land subdivision again to reflect only two new suburban communities.⁵²¹ In general, suburban growth throughout the 1930s and early 1940s was confined to previously developed areas. No new areas were platted; most subdivisions were directly adjacent or within older areas. During the 1940s, suburban growth increased dramatically. "Of 43 subdivisions recorded in central and southern Louisville between 1930 and 1945, 33 were approved during this four-year period [1939-1942], 25 of them in 1941 and 1942 alone."⁵²² After 1943, building materials were rationed for the war effort and only three subdivisions were approved between 1943 and 1945.

With the exception of federally-sponsored PWA or WPA projects, very little private downtown construction occurred. From 1930 to 1937, only four major projects were completed; three of which were done prior to 1932.⁵²³ Downtown buildings constructed in the early 1940s reflected the concern with household economy engendered by the Depression. Both Woolworth and Kresge established dime-stores in the urban core in the 1940s.⁵²⁴ Demolition in the central business district, though, far out-performed new construction. Historian Kramer notes, "there was a noticeable decline in the intensity of utilization of buildings in the central business district, especially south of Jefferson and west of Fourth Streets."⁵²⁵

Wealthy country estates continued to be built during the 1930s, especially on River Road and in the Anchorage area.⁵²⁶ According to historian Brooks, "The resplendent properties of the truly wealthy were joined by a new group of more

⁵¹⁸ Ibid.

⁵¹⁹ Kramer, 144.

⁵²⁰ Ibid, 143.

⁵²¹ Ibid, 144.

⁵²² Ibid.

⁵²³ Ibid, 152.

⁵²⁴ Ibid.

⁵²⁵ Ibid.

⁵²⁶ Brooks, Section 8, 30.

moderately sized and detailed domestic properties for the upper middle class.”⁵²⁷ Cobble Court (JF-548, circa 1938) is an example of this type of estate. It contains an Olmsted-designed landscape, a fairly sizable house, and an attached garage (Figure 3.36).⁵²⁸ Many of the country estates designed in the late 1920s and early 1930s contained the garage as an integral part of the design. Reflecting the nearly wholesale adoption of the automobile, the interurban ceased operations in the area and a new portion of Route 42 near Brownsboro Road and Rudy Lane was opened in the late 1930s to more effectively serve automobile traffic.⁵²⁹ Though the River Road area remained a tremendously important site for upper-middle class developments, the 1940s-1970s era witnessed subdivision of land into smaller plots and the construction of relatively modest houses (for additional discussion of this resource, see page 215, Chapter IV). Subdivisions, such as Boxhill, Longview, and Berry Hill, were developed during this later era.⁵³⁰



Figure 3. 36 *Cobble Court, facing northwest (JF-548).*

⁵²⁷ Ibid.

⁵²⁸ Ibid.

⁵²⁹ Ibid.

⁵³⁰ Ibid, 31.

The flood of 1937 could not have occurred at a worse time in Louisville history. The city was beginning to recover from the effects of the Great Depression and scarcely needed a natural disaster to impede economic and social progress. Historian Yater describes the flood as follows: “On January 6, 1937, scarcely a week into the year when Louisville’s economic recovery would become apparent, it began to rain. Nearly an inch fell that day. Three days later the rains began in earnest up and down the Ohio Valley; more showers one day, torrential downpour the next...Nearly half the rainfall for a full year fell during one month...The muddy water left a bedraggled community that counted ninety flood-related deaths, nearly \$50 million in property damage, and a giant clean-up job...Most shotgun houses in areas near the river had been lifted off their foundations, tossed about, and deposited every way, but right side up (Figure 3.37).”⁵³¹

The entire central portion of the city was inundated, along with the west end and portions of south Louisville, the south end west of Beechmont; and the low-lying areas along Beargrass Creek, “except for an island bounded roughly by Market, Sixth, Chestnut, and First Streets.” Broadway became a raging torrent from Barrett Avenue on the east to the Ohio River on the west.”⁵³² Electrical power to the entire city/county failed due to flood waters and water from the tap was unsafe for consumption. High ground was sought in non-flooded areas, such as the Highlands, Germantown, Audubon Park, and Crescent Hill—all outside the central residential neighborhood districts.

By February 1937, flood waters receded, but the damage had not. Physical damage included a need for \$6-\$10 million for sewer repairs, removal of water from downtown basements, and restoration of electricity. To a certain extent, the psychological effects were more troubling for residents of the central city. There was a recession not only of floodwaters but of faith in living so near the beloved Ohio River. Father Diomedede Pohlkamp of St Joe’s in Butchertown noted in 1946, “the big floods of the years 1884-1907-1913-and the largest one of them all, the flood of 1937, were the cause of Butchertown’s decline as a business and meat center. After the flood, old and new families sought homes in higher localities outside the flood zone.”⁵³³ The floods, then, contributed to the desire to move to suburban areas on high grounds and further spelled a period of decline for Butchertown and other downtown neighborhoods, such as Phoenix Hill.

⁵³¹ Yater, 200.

⁵³² Kramer, 149.

⁵³³ Pohlkamp, 14.



Figure 3. 37 Men rowing household items to safety during the 1937 flood.⁵³⁴

For residents of the Point, there was no choice but to seek new homes, as it was completely destroyed by the 1937 flood. Pohlkamp notes, “Several weeks ago the writer visited the Point to view the old landmarks which are fast disappearing...The old street pumps with its excellent drinking water have disappeared, the old Cherry Gardens and the Black Diamond Baseball field cannot be traced...”⁵³⁵ City officials declared the area as unsafe for residential use and cleared the area of most buildings and structures. The city developed Thurston Park on the Point after the 1937 disaster.⁵³⁶

⁵³⁴ KUKAV-64M1-4777, Goodman-Paxton Photographic Collection, University of Kentucky Special Collections, Lexington, Kentucky. Online at: <http://name.kdl.kyvl.org/KUKAV-64M1-4777>

⁵³⁵ Pohlkamp, 12.

⁵³⁶ John Kleber. “The Point,” in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 711.

A flood control system was among the recommendations to protect central and western portions of the city. The US Army Corps of Engineers (USACE) Louisville District office was asked to develop an effective flood control plan, which included “4.5 miles of concrete wall in the downtown area, 12.5 miles of earthen levee, 13 pumping stations, and 50 street closures (Figure 3.38).”⁵³⁷ This first phase was begun in 1948 and completed in 1957.⁵³⁸ A further project, intended to extend protection to southwestern Louisville, was finished in 1988.⁵³⁹



Figure 3. 38 A portion of the floodwall in Butchertown at Adams and Quincy Streets.

Without a doubt, World War II was a time of great economic and social expansion. Though citywide unemployment hovered at 11.5 percent in 1940, a sizeable decrease from the early 1930s, the economy had not truly recovered.⁵⁴⁰ With the beginning of war in Europe and America’s eventual assistance to English forces, Louisville’s manufacturing sector gained many new industries. Largely administered by the federal government under the auspices of the War Production Board (WPD),

⁵³⁷ Charles E. Parrish. “Floods and Flood Controls,” in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 297.

⁵³⁸ Ibid.

⁵³⁹ Ibid.

⁵⁴⁰ Yater, 204.

industrial output greatly increased in a coordinated fashion in order to supply the troops as well as for curtailed needs on the domestic front. Basically, the WPD constructed needed plants with federal monies and transferred them to private industry for operation. President Roosevelt placed the issue into perspective in a speech to Congress in January 1942 following the Pearl Harbor attack:

The superiority of the United States in munitions and ships must be overwhelming, so overwhelming that the Axis nations can never hope to catch up with it. In order to attain this overwhelming superiority, the United States must build planes and tanks and guns and ships to the utmost limit of our national capacity. We have the ability and capacity to produce arms not only for our own armed forces, but also for the armies, navies and air forces fighting on our side...We must raise our sights all along the production line. Let no man say it cannot be done. It must be done---and we have undertaken to do it.⁵⁴¹

Louisville's manufacturing tradition, mature transportation network, and access to cheap hydroelectric power gave the city an obvious advantage. Before the U.S. entry into the war, the Louisville area gained an artillery powder plant in Clark County, Indiana that employed over 4,000 workers.⁵⁴² The site near the city was selected based upon federal criteria for powder plants which required an isolated area near a large, skilled urban work force. A naval ordnance plant was also constructed in this time period, near the L&N's Strawberry Yards.⁵⁴³ It was operated by Westinghouse Electric and Manufacturing Company and also employed 4,000 persons.

Upon the U.S. entry into World War II, the Louisville metropolitan area remained the center for several important industries in the "arsenal of democracy." Among important factories established were those within the Rubbertown complex in western Jefferson County. These plants were operated by National Carbide Company, Du Pont Industries, and B.F. Goodrich Company, and produced synthetic rubber and acetylene (a necessary ingredient).⁵⁴⁴ Louisville's distilling tradition figured largely in the founding of a synthetic rubber industry, as alcohol was a necessary ingredient for butadiene production.⁵⁴⁵ At peak operation in 1944, Rubbertown plants produced 195,000 tons of synthetic rubber for the war effort.⁵⁴⁶ Existing factories were also expanded and companies heeded the call to assist with the war effort. For instance, Ford Motor Company produced military jeeps, while Hillerich and Bradsby manufactured gun stocks, rather than baseball bats.⁵⁴⁷ In addition to these economic engines, Louisville was also home to two new army hospitals south and east of downtown.⁵⁴⁸ The Louisville Medical

⁵⁴¹ Donald Nelson, *Arsenal of Democracy: The Story of American War Production* (New York: Harcourt, Brace and Company, 1946) 186-187.

⁵⁴² Yater, 206.

⁵⁴³ Ibid, 207.

⁵⁴⁴ Ibid, 208.

⁵⁴⁵ Ibid, 209.

⁵⁴⁶ Ibid.

⁵⁴⁷ Ibid, 210.

⁵⁴⁸ Kramer, 155.

Depot and the Nichols General Hospital were large regional employers intended to assist wounded soldiers.

In all, Louisville's defense sector employed approximately 80,000 persons at its peak in 1944.⁵⁴⁹ The type of workers differed from previous years, due to a severe labor shortage. Where young white men had comprised the majority of the industrial workforce before the War, women and older African American men became gainfully employed during the conflict.⁵⁵⁰ For both groups, the experience of making an adequate salary and being considered for well-paying jobs was novel. The Louisville Urban League "noted that previous educational and union apprenticeship opportunities meant that many blacks did not possess the skills for jobs that were now opening to them."⁵⁵¹ To a certain extent, the experiences of women and black Louisvillians in the war led to a demand for more equality both in the workplace and in society as a whole.

This industrial expansion lured rural Kentuckians of all races and genders to the city. Consequently, housing and transportation systems were stretched to meet unusual demands. Public transit was an especially popular option, given rationing of items necessary for auto production and maintenance. For example, the Louisville transit system recorded 92 million passengers in 1942 compared to 59 million in 1940.⁵⁵² To address the housing situation, Louisville temporarily converted two public housing projects, Shepherd Square in Smoketown and Parkway Place, as dwellings for defense workers.⁵⁵³ Further, the federal government offered conversion loans to property owners to rehabilitate older dwellings into apartments for defense workers. Old Louisville's housing stock was particularly impacted by this program.⁵⁵⁴ In this neighborhood, large mansion houses of the mid-to-late nineteenth century were carved into smaller apartments to serve the needs of working families during the war.

⁵⁴⁹ Yater, 210.

⁵⁵⁰ Younger African American men served in the military.

⁵⁵¹ Yater, 211.

⁵⁵² Ibid, 210.

⁵⁵³ Ibid.

⁵⁵⁴ Ibid, 211.

Suburban Growth and the Rediscovery of the City, 1945-1975

I think the war knocked a lot of complacency out of Louisville. The Harper's piece ["Louisville: An American Museum Piece"] made a lot of younger people think hard about the city and its future direction. The war brought prosperity and new people and new industries...It jolted us and it helped us realize our locational advantage. It helped us realize that more growth was coming, and that the city---the area---was going to change.
Mayor Wilson Wyatt, 1975.⁵⁵⁵

We must look at our city as a whole to see the true nature of our problems. Proud as we are of this great urban center, our goal is not sheer growth. The end of our actions is the source of our strength: people, not buildings; people, not highways; people, not sprawling and unmanageable growth. We will not allow the neighborhoods that house and sustain our people to be split, gouged and torn asunder by purposeless development.
Mayor Harvey Sloane, December 1973.⁵⁵⁶

Louisville and Jefferson County of the late 1940s through the early 1970s saw a continuation of trends begun before the Second World War. The economy sustained wartime growth, and as a result population expanded and farms were divided into tracts for suburban housing to serve new residents. Central city residents continued moving to outlying areas, leaving severely depressed neighborhoods in their wake; new expressways provided easy access from the core to dispersed communities across the county and region. The federal government maintained a distinct presence in postwar planning and provided funds for slum clearance and construction of affordable housing. These trends were, however, mitigated by a rediscovery of the city by some middle-class residents. A new movement formed in the 1960s, running counter-current to the preference for homogenous suburban areas, known as neighborhood conservation or historic preservation. These twentieth century pioneers began investing in neighborhoods, long neglected, thus countering the trend of suburban residential, industrial, and commercial development prevalent in mid-twentieth century Louisville.

Postwar manufacturing in Louisville and Jefferson County remained strong throughout the mid-twentieth century. From an average of 82,500 workers in 1951, the area boasted employment for an average of 97,500 persons in the late 1950s.⁵⁵⁷ Whereas previous employment was situated in or near the city, the mid-twentieth century factory was likely to be established far from city boundaries. "The industrial boom of the 1950s had a telling effect in manufacturing, however, as plants in Louisville lost over 5,000 workers between 1950 and 1960, while employment in suburban factories more than doubled, growing to 25,300. During the 1960s manufacturing employment in the city

⁵⁵⁵ Ibid, 214.

⁵⁵⁶ Kramer, 242.

⁵⁵⁷ Yater, 221.

grew slightly, reaching 43,000 in 1970...On the other hand, factories outside the city created a net total of 18,955 new jobs during the same period.”⁵⁵⁸ This trend eventually resulted in employment in the county far exceeding that of the city by the 1970s.

While many federally-assisted wartime factories were not converted to peacetime production across Kentucky, Louisville’s plants were generally sold to private industry and remodeled to serve new functions. International Harvester purchased the old Curtis-Wright Aircraft plant and Brehmer Biscuits relocated to the Consolidated Vultee Company facility.⁵⁵⁹ In the case of Rubbertown producers, factories were sold to the companies that used them during the war and they continued to fabricate synthetic rubber.⁵⁶⁰ Other manufacturers, such as Ford and Hillerich and Bradsby, returned to producing automobiles and baseball bats. In 1953, Ford moved to a new locale from its plant at Southwestern Parkway.⁵⁶¹ In need of room for expansion and following trends to locate outside the city, Ford developed a new plant on Grade Lane and Ashbottom Road, eight miles from city center.⁵⁶²

Louisville’s traditional manufacturers, however, remained in or near downtown and some even expanded facilities in the 1950s and 60s. Small plants producing such items as whiskey, tobacco, aluminum, steel valves, and whiskey barrels flourished in central and western Louisville in an area bounded by Ormsby, Seventh Street, Bernheim Lane, and Dixie Highway.⁵⁶³ According to historian Kramer, “These industries had become so dependent upon a complex set of external economies, such as proximity to key supplies, transportation links, and downtown business services, that moving to the suburbs was too disruptive to consider.”⁵⁶⁴ But these stalwart industries were not large employers, nor were they trend-setters in the twentieth century business world. Yet, sixty percent of all industrial enterprises (not employment) lay inside the Watterson expressway in the mid-1970s.⁵⁶⁵

Perhaps the single most important manufacturer attracted to Louisville in mid-century was General Electric. In 1951, General Electric announced that the Louisville area would be the new locale for their entire home-appliance manufacturing operations.⁵⁶⁶ The company selected a 1,000-acre agricultural site far from the city center in Buechel, accessible solely by automobile. Factors essential in the choice of Louisville were: proximity to the center of the nation for shipping purposes, a skilled industrial labor supply, and a multi-modal transportation network, which combined river, highway, and railroad access.⁵⁶⁷ By 1953, the GE plant employed approximately 10,000 residents within the region (including Indiana) and produced numerous dryers,

⁵⁵⁸ Ibid, 181.

⁵⁵⁹ Ibid, 157.

⁵⁶⁰ Ibid.

⁵⁶¹ Ibid, 180.

⁵⁶² Ibid, 180.

⁵⁶³ Ibid.

⁵⁶⁴ Ibid, 179.

⁵⁶⁵ Ibid, 181.

⁵⁶⁶ Yater, 220.

⁵⁶⁷ Kramer, 179.

dishwashers, and later on, televisions, clothes washers, and refrigerators.⁵⁶⁸ In 1961, the company produced a tenth anniversary retrospective with the following statistics outlining the company's direct and indirect impact: "an annual \$63 million company payroll, 50,000 new residents, 10,000 new homes, 3,500 retail stores, about 10 new schools, \$1.7 million in philanthropic contributions to local hospitals, direct employment for about 16,000 workers, and approximately \$250,000 paid annually in Union dues."⁵⁶⁹



Figure 3. 39 Advertisement from a September 1952 special edition of the *Louisville Courier Journal* about the construction of GE's Appliance Park.⁵⁷⁰

⁵⁶⁸ Mark Reilly. "General Electric Appliance Park," in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 333.

⁵⁶⁹ Ibid.

⁵⁷⁰ Special Edition of the *Louisville Courier Journal*, September 28, 1952, page 99.

GE's Appliance Park was certainly symbolic of industrial change. Whereas earlier manufacturers were typically local or regional producers situated in or near the city center, GE was a multi-national corporation with headquarters elsewhere that choose to locate far outside city limits. Further, GE executives and managers moved to Louisville to work in the new plant, spurring suburban expansion outside the city. As historian Yater notes, "Well-paid and well-educated, however, they helped accelerate demand for new homes in pleasant suburban settings and provided a base of support of music, theatre, and other performing arts. They helped swell passenger loadings at Standiford Field (826,335 by 1960) as they traveled on company business. They helped generate demand to have the Eastern Time Zone moved westward to encompass Louisville, since that facilitated communications with East Coast corporate headquarters."⁵⁷¹ In sum, their influence was substantial, yet they were not wedded to Louisville's well-being. Unlike earlier industrialists, they could be called away from Louisville to work at another plant at any time.

While suburban factory expansion was encouraged across Jefferson County, the east end was not generally amenable to such enterprises. In 1957, affluent east end residents blocked the establishment of a research and development facility sponsored by Reynolds Metal Company.⁵⁷² As a consequence, the company moved their entire operation from Louisville to corporate headquarters in Richmond, Virginia. Perhaps due to this loss, a few manufacturers have developed industry in the area. Ford Motor Company opened a truck assembly plant north of Anchorage in 1969.⁵⁷³

Manufacturing growth was not the sole economic engine in Jefferson County to experience significant suburbanization. The nonmanufacturing, nonagricultural sector, which would include retail and services, expanded from 58.2 percent of the county work force to 67.9 percent between 1956 and 1974.⁵⁷⁴ During the same time frame, industrial employment declined as a percentage of overall county employment from 41.8 percent to 32.1 percent of workers.⁵⁷⁵ Advances were made largely at the suburban fringe in order to participate in the growing web of metropolitan commerce.

Concurrent with the growth of industry and population in outlying areas was the development of a modern highway system that allowed for more efficient automobile and truck use. Although a network of modern expressways had been discussed since the late 1920s, it was not until the end of World War II and the depression that a funded highway system could proceed.⁵⁷⁶ In 1945, a transportation engineering firm, H.W. Lochner and Company, was hired to develop a traffic analysis and highway plan. Among their recommendations were "two major expressway projects, one following a north-south route from Municipal Bridge to Standiford Field and a second following an east-west

⁵⁷¹ Yater, 222.

⁵⁷² Kramer, 180.

⁵⁷³ Ibid.

⁵⁷⁴ Ibid, 181.

⁵⁷⁵ Ibid.

⁵⁷⁶ Ibid, 164.

path connecting United States Highway 42 and 60 in eastern Jefferson County.”⁵⁷⁷ The firm based their prescriptions on the notion that reducing traffic congestion in the core would assist with halting outlying growth and bring residents back to the downtown area. Further, their transportation plan relied on the primacy of the automobile. Public transit was hardly mentioned.

As part of the modernization plan, the city initiated a first phase of downtown traffic improvements in the late 1940s. Existing city streets were widened, major county arterials were improved, a one-way downtown street system was inaugurated, and city center parking shortages were given much examination. The latter issue resulted in the installation of parking meters and a plan to help property owners convert vacant lots into surface parking or garages. “From 1951 to 1960, the number of off-street parking spaces increased from 8,275 to more than 19,000.”⁵⁷⁸ However, this increase did not solve the shortage of downtown automobile parking, which had begun to encroach onto spaces occupied by historic buildings. Many older buildings were destroyed in an effort to provide adequate parking, though the demand was never satiated. This trend is related to a great expansion in automobile ownership and use. Personal auto registrations more than doubled during the time period with 89,000 registrations in 1940 and 245,000 in 1960.⁵⁷⁹ At the same time, public transit bus usage declined from 92 million riders in 1942 to 65 million in 1950.⁵⁸⁰

The central focus of the city’s highway efforts was the construction of two expressways through town and a beltline expressway to serve outlying areas. After much consideration, the city began work on the inner beltway project in 1947. The twelve-mile beltway, named the Watterson Expressway, was intended to connect Shelbyville Road east of St Matthews with Dixie Highway near Shively in western Louisville. The highway was completed in sections between 1947 and 1957. Originally envisioned as a two-lane thoroughfare with at-grade crossings, it became clear fairly early that traffic projections were seriously underestimated. In 1950, for instance, a highway consulting firm hired by the city “estimated 1970 usage of the Watterson between Bardstown Road and Breckenridge Lane at 2,200 vehicles per day. By August 1952, the same stretch was already carrying approximately 5,200 vehicles per day.”⁵⁸¹ Because the Watterson was built in phases, earlier sections were constructed as two-lane roads that crossed main thoroughfares at grade, while later portions more closely resembled a four-lane, limited access expressway. This situation was not addressed until the advent of the Interstate Highway Program in 1956, when funds became available for standardization and modernization of the route.⁵⁸²

The city also proceeded with the development of a major north-south expressway. This highway, known now as I-65, was called the North-South Expressway and was

⁵⁷⁷ Ibid.

⁵⁷⁸ Ibid, 165.

⁵⁷⁹ Yater, 216.

⁵⁸⁰ Ibid.

⁵⁸¹ Kramer, 166.

⁵⁸² Ibid.

meant to connect southern Kentucky at Elizabethtown to downtown Louisville with a series of limited-access interchanges. In January 1951, funding in the amount of \$23 million was set aside to begin the project upon completion of the Watterson Expressway.⁵⁸³ While all agreed on the importance of such a thoroughfare to Louisville's future growth, there was little concurrence on a route through the downtown area. Many contemporary observers, including Mayor Andrew Broaddus, were wary of introducing the expressway into the downtown area, due to aesthetic concerns as well as a desire to prevent division of the core into isolated, nonviable sections.



Figure 3. 40 A bird's eye view of the developing expressway system in Louisville, circa 1958.⁵⁸⁴

Highway construction began in 1955 with the downtown route still undecided.⁵⁸⁵ By 1958, however, federal funds were available through the Interstate Highway program and a decision was made to follow the recommendations of the state highway department. The expressway was developed along a western path through downtown which angled east at the river to connect with the new John F. Kennedy Bridge (JFCB-722, for additional discussion of this resource, see page 393, Chapter IV).⁵⁸⁶ Interstate-65 was completed from Upton, Kentucky, to Taylorsville, Indiana, in late 1963.⁵⁸⁷

⁵⁸³ Ibid, 167.

⁵⁸⁴ Douglas Nunn, "Our Expressway System." *The Courier Journal Magazine*, February 16, 1958, 7-13.

⁵⁸⁵ Kramer, 168.

⁵⁸⁶ Ibid, 169.

⁵⁸⁷ Ibid.

The second freeway required more planning and funding in order to progress. This highway, known as the Riverside Expressway, was designed in 1961 and not completed until 1976. The road, “incorporated sections of two different interstate highways [I-64 and I-71], which together follow the bank of the Ohio from Zorn Avenue in the east end to the new Sherman Minton Bridge (JFWP-589) between Louisville and New Albany in the west end.”⁵⁸⁸ The east end of the freeway is part of I-71, which provides access to Cincinnati and the northeast. The west end was collapsed into I-64, with connections to Lexington and points east and to St Louis and points west. These routes merge with I-65 at a multi-tiered interchange known as “Spaghetti Junction,” from which I-64 continues across the 1962 Sherman Minton Bridge (for additional discussion of this resource, see page 392, Chapter IV). The Riverside Expressway was the most costly and complex expressway built during this time period with the usual debate over routes. Perhaps more significantly, the project encompassed a very arduous design process to adequately plan for many complicated interchanges and to avoid railroad tracks, switching yards, and industrial enterprises on the river.

The construction of a modern expressway network greatly expanded city limits, allowing for unprecedented automobile access throughout the county. The Watterson, in particular, circled the downtown area, allowing for suburban motorists to avoid the city center all together. This move further fueled suburban industrial, commercial, and residential growth.

In downtown, interstate road developments had a lasting impact. Many older houses, businesses, and residents were required to move in the wake of freeway construction. Historian Kramer notes:

The most destructive right-of-way assemblage program involved the final leg of the North-South Expressway and the interchange that would eventually connect it with the Riverside Expressway and the Kennedy Memorial Bridge. This program alone entailed the purchase and demolition of 315 structures, including 76 residences, 108 combination commercial-residential buildings, 16 stores, three hotels, nine educational, religious, and charitable institutions, and 103 industrial and wholesale facilities.⁵⁸⁹

Kramer continues to detail specific losses, such as the historic Haymarket district in the Phoenix Hill area (Figure 3.41), the Milner Hotel and Anshei Sfard Synagogue on First Street, and the Bunton and Lose Brothers seed company buildings.⁵⁹⁰ Neighborhoods specifically impacted by I-64 and I-65 construction include Butchertown and Phoenix Hill. In all, the highway program resulted in the demolition of approximately 4,000 residential units in Louisville and Jefferson County between 1960 and 1969.⁵⁹¹ More than half of these units were classified as “sound” in housing condition surveys.

⁵⁸⁸ Ibid.

⁵⁸⁹ Ibid, 172.

⁵⁹⁰ Ibid.

⁵⁹¹ Ibid.



Figure 3. 41 Haymarket, between Market and Jefferson Streets, circa 1932.⁵⁹²

In addition to the expressway system, the Portland Canal received important updates that also led to increased economic growth. In July 1956, Congress approved funding for major improvements to the earlier canal system. Completed in three phases from 1958 to 1965, the original canal was widened to 500-feet;⁵⁹³ a new 1,200-ft lock was constructed to supplement the old main lock; and Dam 41 was reconstructed.⁵⁹⁴ The entire network was renamed McAlpine Lock and Dams for William H. McAlpine, who had worked for the U.S. Army Corps of Engineers for most of his career and was involved in improvement efforts.⁵⁹⁵ The upgrades had immediate positive effects. Operational and maintenance costs were reduced and lock speed was nearly doubled.⁵⁹⁶ Consequently, “the tonnage passing through the Port of Louisville increased from just under 8 million [in 1964] to approximately 11 million tons annually [in 1972].”⁵⁹⁷ In addition, freight rates declined as time needed for shipment lessened.

⁵⁹² Item no. 1994.18.1085. Herald Post Collection, 1994.18, Special Collections, University of Louisville, Louisville, Kentucky. Online at: <http://digital.library.louisville.edu/u/?heraldpost,714>

⁵⁹³ This process ultimately resulted in the destruction of the old town at Shippingport.

⁵⁹⁴ Kramer, 177.

⁵⁹⁵ Ibid, 178.

⁵⁹⁶ Ibid.

⁵⁹⁷ Ibid.

The modernized transportation network along with the healthy suburban economy of mid-century was the conduit through which Jefferson County's suburban areas developed. Population growth reflects the trend for residing in dispersed areas across the county, rather than in neighborhoods adjacent to or within Louisville. By 1960, Jefferson County's population reached 220,308, a 100 percent increase over the number recorded in the 1950 census, while the city documented a 5.8 percent expansion.⁵⁹⁸ A special census taken in 1964 demonstrates that these trends persisted. In that year, the city's population count decreased by 1,000 inhabitants, and the county gained 4,000 new residents.⁵⁹⁹

The African American population experienced large gains during the postwar years, increasing from a total of 47,158 inhabitants in 1940 (14.8 percent of the total population) to 70,075 residents (17.9 percent of the total). African Americans were attracted to jobs created by the city's great industrial expansion and were also emboldened by gains made during the war years in employment and the military.⁶⁰⁰ Black Louisvillians fought for and achieved some measure of equality and social justice during the time period. Local journalist and activist Anne Braden remarks, "Black veterans came home from World War II determined to have the democracy they fought for."⁶⁰¹

Black Louisvillians pushed the city and the state to accept integration of parks, factories, hospitals, commercial establishments, universities, and primary and secondary schools throughout the 1950s and 60s. This was accomplished through sit-ins, lawsuits, and shopping boycotts, but always through community-based action. In 1961, for instance, mass sit-ins were held at downtown businesses that refused African American patronage.⁶⁰² By 1963, the city passed an ordinance banning segregation in public accommodations and 200 businesses opened their doors to black customers.⁶⁰³ Further demonstrations on the state level led to statewide civil rights legislation enacted in 1966.⁶⁰⁴

With most public accommodations open to blacks by the late 1960s, residential segregation was left untouched.⁶⁰⁵ Louisville's African American population was primarily confined to the west end of town with small pockets of black settlement on the east side of the business district and in rural areas. The Phoenix Hill area, in fact, was home to the African American Green Street Baptist Church (JFCH-421, for additional discussion of this resource, see page 286, Chapter IV). The church was an essential part

⁵⁹⁸ Yater, 226.

⁵⁹⁹ Ibid.

⁶⁰⁰ Hudson, "African Americans," 18.

⁶⁰¹ Anne Braden. "Civil Rights," in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 191.

⁶⁰² Ibid, 190.

⁶⁰³ Ibid.

⁶⁰⁴ Ibid, 191.

⁶⁰⁵ Hudson, "African Americans," 17.

of the Civil Rights movement, hosting Dr Martin Luther King in 1967.⁶⁰⁶ Approval of the open housing ordinance of 1967 was considered a major victory, yet enforcement and limited financial opportunity continued to provide obstacles to further integration.



Figure 3. 42 Façade of Green Street Baptist Church (JFCH-421).

In spite of a lack of residential opportunity, black Louisvillians made significant advancements by the 1970s. Historian Hudson notes, “Economic conditions improved for many African Americans as a result of the political struggle for racial justice. Local African American unemployment declined to 6.9 percent in 1970, and median African American income rose from 55 percent of the white family median in 1959 to 61 percent in 1969. By 1969, African Americans owned 490 businesses in Louisville and Jefferson County, or 4.6 percent of all businesses in the region...”⁶⁰⁷

As with industrial growth, suburbanization pushed further past city boundaries and included not just residences, but also commercial establishments. Continuing trends begun before the Great Depression and the War, “The majority of suburbanites located in new subdivisions that mushroomed in the vicinity of once-tiny unincorporated hamlets along major radials – Pleasure Ridge Park, at the intersection of Dixie Highway,

⁶⁰⁶ John Kleber. “Green Street Baptist Church,” in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 358.

⁶⁰⁷ Hudson, 17.

Greenwood Road, and St. Andrew's Church Road; Valley Station, further south at the junction of Dixie Highway and Valley Station Road; Okolona, at Preston Highway and the Outer Loop; Buechel, at Bardstown Road and Six Mile Lane; Fern Creek, at the intersection of Bardstown Road and Fern Creek Road; and St. Matthews, along Frankfort Avenue and Shelbyville Road at Chenoweth Lane."⁶⁰⁸

As discussed above, even after fair housing legislation, African Americans remained confined to certain districts in the city and county and did not experience significant suburbanization. An exception to this, albeit a segregated exception, can be found in the James Taylor subdivision near Prospect and the Ohio River. The community experienced an extended period of development with houses being constructed into the 1960s. Taylor's son, James Stewart Taylor, subdivided additional land in 1958-59 and created the Beachland neighborhood.⁶⁰⁹ Houses were built in Beachland throughout the 1960s.⁶¹⁰

Retail stores and services followed the largely white middle-class suburban customer base and established shopping centers, such as Iroquois Manor, which opened in 1954 and boasted 612 free parking spaces on eleven acres of land.⁶¹¹ A year later, Dixie Manor Shopping Center (Figure 3.43) was launched on 24-acres in Shively. In November 1955, the *Courier-Journal* waxed poetic about the new center, remarking that the attractive shopping complex would "serve as the new [Shively] downtown."⁶¹² By 1955, suburban Jefferson County had 24 modern shopping centers, each with acres of free parking.⁶¹³ In 1962, the area's first modern enclosed shopping mall was established on Shelbyville Road at the Watterson Expressway.⁶¹⁴ Touting 67-acres of parking and shopping, the mall lured downtown retailer Kaufman-Strauss as one of its first tenants.⁶¹⁵ More shopping centers and malls were developed in the 1960s and 70s, such as Oxmoor Mall (1971) and Bashford Manor Mall (1973), further contributing to the downtown's decline as the retail heart of the Louisville metropolitan region. Office space also moved from the downtown core to outlying areas. Symbolic of this is the 15-story Lincoln Income Life Insurance Company building constructed in 1965 on the Watterson Expressway at Breckenridge Lane.⁶¹⁶

⁶⁰⁸ Kramer, 191.

⁶⁰⁹ Jacqueline Horlbeck, and Jeremy Edgeworth. *Cultural Historic Assessment of the Bass-Shirley Sanitary Sewer and Drainage Improvement Project, Louisville, Jefferson County, Kentucky* (Lexington, Kentucky: Contract Publication Series 06-020. Cultural Resource Analysts, Inc., 2006), 35.

⁶¹⁰ Ibid.

⁶¹¹ Kenneth L. Miller. "Shopping Centers and Malls," in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 816.

⁶¹² Ibid.

⁶¹³ Ibid.

⁶¹⁴ Ibid, 817.

⁶¹⁵ Ibid, 816.

⁶¹⁶ Yater, 229.

OPENING KENTUCKY'S LARGEST AND
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In the Iroquois Manor Shopping Center
FRanklin 2687

Figure 3. 43 Ad for Dixie Manor Shopping Center, 1959.⁶¹⁷

The 1964 census numbers reveal details regarding the type of suburbanization that had begun just after the World War II. Thirty-four small municipalities were enumerated within Jefferson County.⁶¹⁸ The number of small sixth-class cities had multiplied significantly since 1945, when there were merely eleven incorporated cities within Jefferson County, three of which were incorporated before 1900.⁶¹⁹ By 1978, Jefferson County contained 83 incorporated municipalities.⁶²⁰ Among these were St Matthews (1950), Shively (1938), and Lynnview (1954).⁶²¹

This phenomenon was related to the maturation of a strong suburban mentality that harbored a distinct fear of the large city at its doorstep. The incorporated cities did not object to the wealth, city services, such as parks, or culture provided by such a burgeoning metropolis, they simply did not wish to participate in what they perceived as the negative, seamier side of urbanity. According to historian Kramer, there were several distinct rationales evident when searching for motives for incorporation of small suburban communities. First was a fear of annexation by the larger city, and thus higher

⁶¹⁷ Image from "Shopping Centers Beckon, Downtown Replies" *Louisville Courier Journal*, December 20, 1959, 71-74.

⁶¹⁸ Yater, 226.

⁶¹⁹ Kramer, 191.

⁶²⁰ Ibid.

⁶²¹ Ibid, 192.

tax rates. Shively is a good example of this issue, as they were incorporated in 1938 at the urging of eight local distilleries to avoid city taxes on their facilities.⁶²²

Added to this was the view that the city could not provide adequate services for a low cost due to the greater number of subsidized services needed to assist the city's poor residents and blighted areas. Increasingly, the problems of the city were not seen as the problems of the suburbs. This can be noted in the 1956 effort to merge suburban fringe areas with the city, in order to provide fire, water, sewers and other city services. The Mallon plan, named for Louisville Cement Company Executive John Mallon, was defeated at the voting booth by two-to-one in suburban areas.⁶²³ Louisville residents approved it by 14,000 votes.⁶²⁴ The *Louisville Times* said of the failed vote, "There is a general feeling that suburban life is 'different,' and that some residents just wanted no part of City citizenship."⁶²⁵ Ultimately, the sheer number of smaller municipalities each with their own goals and issues, created a fragmented metropolis, in which common goals were rarely seen as common and duplication of services created overall greater expense.

Given the unprecedented investment in suburban Jefferson County, it is hardly surprising that the downtown business district and residential areas were in decline. As discussed in previous sections, this type of disinvestment had been occurring for years, though little was done to understand the complex issues facing older areas' revitalization. By the 1950s, however, the problem was too substantial to ignore. Mayor Charles Farnsley framed the difficulties as follows, "[there] are areas which by reason of the predominance of defective or inadequate street layout, faulty lot arrangement, submergence of lots by water and other unsanitary or unsafe conditions that need study."⁶²⁶ To this end, the mayor appointed a redevelopment director to examine the situation. Out of this research came a recommendation for two urban revitalization projects: one west of downtown near Old Central High School and one east of the core near General Hospital.

While the precise city department or program changed over the course of the urban renewal program's first phase (1959-1980), the stated objectives did not.⁶²⁷ Slum clearance and redevelopment was the primary focus with small scale housing rehabilitation in select areas.⁶²⁸ Smoketown is an example of the small-scale approach wherein the city demolished 25 substandard houses, widened alleyways, assembled land for a park area, and allowed owners to apply for FHA-insured rehabilitation loans. One-hundred and sixty (160) houses were renovated in Smoketown in order to comply with modern building codes.⁶²⁹ Other diminutive projects were completed in the mid-1950s

⁶²² Ibid.

⁶²³ Yater, 227.

⁶²⁴ Ibid.

⁶²⁵ Ibid.

⁶²⁶ Kramer, 219.

⁶²⁷ James Braun. "Urban Renewal," in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 905.

⁶²⁸ Kramer, 220.

⁶²⁹ Ibid.

which demonstrated, “the amount spent to upgrade local housing had risen to well over \$10 million, while the number of houses which failed to meet the city’s minimum housing code had been reduced from an estimated 8,000 to approximately 4,000 since 1954.”⁶³⁰

Under the Housing Act of 1954, the city became eligible for federal funds to accomplish project survey and planning as well as implementation. In 1957, voters approved a \$5 million bond issue to facilitate large-scale urban renewal projects.⁶³¹ Among the first areas chosen for research and planning monies was the east end of downtown. In December 1959, federal funds were approved for the east downtown renewal area, which encompassed 125-acres in the Phoenix Hill neighborhood, from Broadway on the south, Market Street on the north, Jackson on the east, and Second Street on the west.⁶³² According to historian Kramer, “The area which experienced the most extensive redevelopment in terms of cost of land acquisition and clearance and value of new construction was the East Downtown Renewal Area, where by the beginning of 1972, more than \$130 million in new construction had been completed, started, or committed.”⁶³³ Conceived as a centralized area of clustered health services, the renewal district was focused on the territory surrounding the 1870-1913 General Hospital. The goal was to clear the land and partner with private and public health-related firms to create a hospital/health care precinct with shared use of support services, such as power plants, and linen and laundry maintenance.

To this end, in 1962, the city began land acquisition and demolished many two-story Italianate houses as well as more modest frame structures in the study area.⁶³⁴ Replacing the older east-end residences and commercial establishments were the University of Louisville Health Services Center (1970), the University of Louisville Teaching Hospital (date unknown), the Institute of Physical Medicine and Rehabilitation (1965), the Kentucky Lions Eye Research Center (1969), and Norton Children’s Hospital (1973)—to name a few.⁶³⁵

In addition to the concentration on health facilities, other related institutions and commercial enterprises were established as well. Dosker Manor, a complex of three-apartment towers, was built as senior citizen housing between 1966 and 1971 on the site of the former Fehr Brewery on Preston Street at Liberty.⁶³⁶ Also, three motels, the Holiday Inn, Howard Johnson’s, and the Rodeway Inn, were constructed near the I-65 interchange in the neighborhood, as a result of renewal clearance as well as demolition related to the development of I-65.⁶³⁷

⁶³⁰ Ibid.

⁶³¹ Ibid.

⁶³² Ibid, 222.

⁶³³ Ibid, 223.

⁶³⁴ Ibid, 225.

⁶³⁵ Ibid.

⁶³⁶ Ibid, 226.

⁶³⁷ Ibid.

Other large-scale urban renewal projects were accomplished during the 1960s and 70s. The West Downtown Renewal Area, which was bounded by Broadway, Sixth, 15th and Market Streets, was targeted for slum clearance and replacement with city and county buildings as well as private enterprises.⁶³⁸ As part of this project, African American landmarks and housing were destroyed, such as the old Walnut Street Business District.⁶³⁹ Consequently, African American residents relocated further to the segregated west end.

Another significant renewal effort was the 42-acre Riverfront Project.⁶⁴⁰ Largely devoted to stimulating the declining commercial core near the Ohio River, the project combined public and private investment to demolish older buildings and construct such landmark buildings as the Galt House, the Plaza-Belvedere, One Riverfront Plaza, the Kentucky Center for the Arts, and the Commonwealth Convention Center.⁶⁴¹



Figure 3. 44 *Fourth Street at Jefferson Street, looking toward Third Street, circa 1974. These blocks were demolished to make way for the convention center and Hyatt Regency Hotel.*⁶⁴²

⁶³⁸ Braun, 905.

⁶³⁹ Hudson, "African Americans," 17.

⁶⁴⁰ Braun, 905.

⁶⁴¹ Ibid.

⁶⁴² Image from <http://www.oldlouisville.com/Ruins/Tyler/Clearcutting.htm>, accessed 2010.

The loss of many older buildings and neighborhoods created a general distaste for clearance-based urban renewal programs by the early 1960s. Whether these programs were related to addressing blight or constructing federal highways, the sheer volume of older buildings destroyed had never been experienced at any point in metropolitan history. At the same time, this era witnessed the beginnings of disaffection for automobile-focused suburban life, a desire for an enriching community life, and a reconsideration of government-administered demolition in the city core. Taken together, these factors greatly influenced the development of the neighborhood revitalization movement and efforts to preserve older buildings in the city core. Hassett and Neary note, “When urban renewal became a concentrated visible reality, citizen reaction was largely negative...Subsequent historic preservation achievements and vigorous architectural criticism owe much to the collective dismay experienced by local citizenry.”⁶⁴³ Further, historian Kramer describes the process as follows, “neighborhood revitalization began as a grassroots movement which was quickly transformed into an institutionalized process.”⁶⁴⁴

The institutional tools used in the grassroots efforts for conservation was the neighborhood association and after 1973, designation as a local historic district by either the city or county’s Historic Landmarks and Preservation Districts Commission.⁶⁴⁵ This local legislation was made possible by a national ground swell of opposition to wholesale destruction of older neighborhoods and community ties which resulted in passage of the National Historic Preservation Act of 1966, authorizing the states and local governments to establish preservation programs. Kentucky officially established a State Historic Preservation Office in 1966, which worked in partnership with local offices, to identify and protect important historic places. On the local level, the dissatisfaction with former administrations’ approach to neighborhood preservation led in 1973 to the election of Mayor Harvey Sloane on a platform of “urban revitalization, housing rehabilitation, and neighborhood empowerment.”⁶⁴⁶

Several neighborhoods groups pioneered these early efforts. The Butchertown neighborhood’s revitalization efforts came through an attempt by local religious institutions and concerned citizens to alter community zoning from industrial to residential in 1966.⁶⁴⁷ Butchertown had experienced many years of decline which transformed the neighborhood from the central meat-packing and German residential district of the late nineteenth century to a dilapidated area zoned industrial in the 1931 Comprehensive City Plan.⁶⁴⁸ Like all the downtown residential districts, Butchertown witnessed population declines, flooding, and disinvestment, as well as industrial encroachment resulting in demolition of older housing units. Another important factor was the construction of the I-65 and I-64 corridors adjacent or through the communities.

⁶⁴³ Ann Hassett and Donna Neary. “Historic Preservation,” in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 389.

⁶⁴⁴ Kramer, 227.

⁶⁴⁵ Hassett and Neary, 389.

⁶⁴⁶ *Ibid.*, 390.

⁶⁴⁷ Kramer, 234.

⁶⁴⁸ *Ibid.* Industrial zoning made it impossible to secure bank loans for housing rehabilitation through conventional or government sources.

Community rezoning was successful in 1966. Butchertown began to attract new residents to rehabilitate the area's diverse housing and commercial properties.

In order to facilitate rehabilitation, Butchertown Inc was formed with the express purpose of purchasing older houses threatened with demolition, rehabilitating them, and selling them at a reduced cost. The latter was intended to keep the community's socio-economic diversity intact. Part of the success of Butchertown's approach was a partnership with the Stockyards Bank and Trust Company, which worked closely with the group and private investors to preserve the community.⁶⁴⁹ Additionally, the neighborhood was listed in the National Register of Historic Places in 1976 and received local designation in 2003. These designations provided financial incentives for rehabilitation as well as local design review to protect the character of the district.

The Uptown neighborhood, renamed Phoenix Hill in the 1970s, was also faced with serious disinvestment issues in the 1960s and 70s. Similar to Butchertown, but with an older building stock and more-pressing socio-economic problems, the area experienced decline beginning in the late 1890s. Historian Kramer noted the difficulties faced in the 1970s with regard to Phoenix Hill, "The population has steadily declined from 16,000 persons in 1950 to fewer than 6,000 in 1976...Income, employment, and educational levels rank well below those for the city at large..."⁶⁵⁰ Kramer continues, "The number of [housing] units in the entire neighborhood has declined from nearly 5,000 in 1950 to under 2,800 in 1976, with much of the loss resulting from construction of the Medical Center."⁶⁵¹ As a result of disinvestment and renewal construction projects of mid-century, such as the development of I-65 and the east end medical center complex, those remaining in the community were largely devoid of the resources necessary to conduct rehabilitation efforts on any scale.

The Phoenix Hill neighborhood began initial preservation efforts in the 1970s through the efforts of 23 area business interests, in concert with two residents. In 1974, the group met with Mayor Harvey Sloane and asked for assistance in expanding their businesses.⁶⁵² Don Grisanti, owner of Casa Grisanti, observed the difficulties in obtaining bank loans to invest in his Phoenix Hill business and petitioned local government to help, "We felt if we were going to stay here, we'd better insure that the neighborhood comes back."⁶⁵³ Mayor Sloane recommended establishing a neighborhood group and applying for a community development block grant to hire a director. In 1976, the Phoenix Hill Association was founded and began attempts to find reuses for older buildings.⁶⁵⁴ Businesses were attracted to the area through the association's influence and renovated older buildings, such as American Builders Supply and Photography, Inc. As with many revitalizing neighborhoods, Phoenix Hill was added to the National Register of Historic Places in 1983.

⁶⁴⁹ Ibid, 235.

⁶⁵⁰ Ibid, 237.

⁶⁵¹ Kramer, 237.

⁶⁵² Diane Kimbel, "Phoenix Hill is rising from ashes of neglect: Renovations, new businesses, paint, and trees are part of progress," *The Louisville Times*, 13 July, 1977, B1.

⁶⁵³ Kimbel, B1.

⁶⁵⁴ Kramer, 238.

Other older Louisville neighborhoods, such as the Cherokee Triangle, the Highlands, and Old Louisville, participated in renewal efforts in the mid-to-late twentieth century. Although progress is slow, neighborhood groups have maintained a strong voice in issues concerning their respective communities. Older neighborhoods now have an established presence in the history of Louisville and Jefferson County, though not entirely able to stem the tide of exurban migration and investment. No longer are older neighborhoods or historic buildings simply deemed substandard and demolished. A formal process is in place to evaluate their significance. The success of these groundbreaking efforts of the 1960s and 1970s has been to institutionalize historic preservation and community development approach within the local, state, and national governments. This campaign has effectively protected neighborhoods in Louisville and Jefferson County throughout the late twentieth and early twenty-first centuries.

Summary

Louisville and Jefferson County have sustained a remarkable period of metropolitan growth between early settlement in the late eighteenth century through the establishment of a metropolitan region in the late twentieth century. As this context demonstrates, community development and economic expansion formed the basis for most of Louisville and Jefferson County's history. This context is meant to illuminate trends, themes, and sub-themes in order to better understand the property types discovered during architectural survey. While defined in greater detail in the proceeding property types section, the following is a partial list of trends important to understanding the study area, as developed in the historic context narrative.

- Growth and development in central city residential areas, including Phoenix Hill and Butchertown, occurred in the mid-to-late nineteenth century due to increased, mostly German immigration. The city's original boundaries expanded to accommodate new inhabitants and their respective east end neighborhoods.
- Butchertown became a convenient locale for hog-slaughtering operations, as it was close to the river and the Lexington/Frankfort Turnpike. During the nineteenth century, small slaughtering enterprises developed throughout the neighborhood, giving the area its colorful name.
- By the early twentieth century, Butchertown had lost residents, due to flooding and corporate industrial expansion. As slaughtering operations became mechanized, many small slaughterhouses were forced to close due to immense competition. The community continued to experience industrial encroachment into the 1930s, when the area was zoned industrial.
-
- Phoenix Hill, or as it was known for most of the twentieth century—Uptown—experienced decline as well. Phoenix Hill was a fashionable nineteenth century mixed-use community, with numerous breweries, distilleries, and two-story Italianate residences. The area boasted many architecturally significant churches, schools, and a convent for the Catholic Ursuline Sisters. It was also home to many German immigrants in the nineteenth century.
- The early twentieth century witnessed an exodus of middle-class inhabitants and further physical deterioration in Phoenix Hill. The decline was so severe that city officials demolished buildings in the mid-twentieth century to construct a public housing complex, known as Clarksdale. More renewal efforts ensued after the World War II and more demolition occurred.
- Central neighborhoods always contained a mix of uses, from residential to commercial and industrial. Often, business proprietors lived in close proximity to their factories or shops.

- With development in the central neighborhoods, churches of differing denominations, schools, and commerce were located in walking distance. As the community developed, so did supporting community institutions.
- Decline of central city neighborhoods began in the late nineteenth and early twentieth centuries with expansion of the city's boundaries and relocation of middle-class residents to new suburban areas, south and west of the city. This trend became more pronounced after World War II, resulting in serious neighborhood deterioration.
- The River Road corridor has always been a diverse area. Enslaved African American worked on the large farmsteads during the antebellum period near the river. Some of the larger antebellum farm holdings in this area could be classified as gentlemen farming operations.
- After the Civil War, farms were divided and sold to newcomers – many originally lived on the Point – and a new class of wealthy citizenry emerged on the Upper Bluffs of River Road. The new inhabitants, at first, built summer houses and maintained part-year residency. By the late nineteenth century, many residents became full-time dwellers and built high-style architecture to denote their presence. These families were among the first suburbanites of Louisville, in that they commuted to the city daily for work or school on the interurban train by the 1870s. Their high-style architect-designed homes and landscapes became known as country estates.
- By the late 1930s, wealthy residents no longer built high-style country estates. Smaller, still opulent homes were built in the area between the 1940s and the 1970s. These houses were largely developed as part of subdivisions and did not retain the qualities defining the country estate property type.
- After the Civil War, the River Road corridor was home to other families. African American families made their homes at Harrods Creek, the Neck, and in the mid-twentieth century the Taylor subdivision. While some of these families provided service workers for the wealthy country estate dwellers, others were teachers, lawyers or developers; some ran tourist operations related to the nearby river.
- The River Road area became a tourist destination in the late nineteenth and early twentieth centuries. Numerous river camps were developed, especially after 1910, for the middle and working classes, who now had more free time and money to spend on recreation. The river became an attractive spot to wile away summer days.
- African Americans lived throughout the city in segregated pockets after the Civil War, but by the 1920s-1940s were living in segregated neighborhoods mostly to the west end of town. Their struggles to access education and public

- Louisville and Jefferson County's economy was based throughout the context's time period primarily on commerce and manufacturing. Growth in these areas was perceived as necessary to further urban development. After the 1940s, most industrial employment was found in the suburbs, rather than in downtown. This further divorced the central city from the suburbs. By the 1950s, many suburban dwellers no longer identified with the city center.
- Industrial and personal transportation changed significantly during the context's time period. Whereas trade in the very early nineteenth century had depended on flat or keelboats, by the 1820s, the steamboat revolutionized trade and travel between Louisville, Pittsburgh, and New Orleans. This form of transit was superseded by the railroad, the interurban, and electric streetcars in the mid-to-late nineteenth century, and finally by auto and truck travel in the early twentieth century. Manufacturers returned to using the river upon improvements to the Portland Canal system in the 1960s and 1970s. Barge traffic carried raw materials, such as oil, steel, and coal, to places along the river corridor.
- The development of interstate roads accommodated the phenomenal growth of the automobile travel. Though beneficial to industry and commerce, the road system had a detrimental effect in declining central city neighborhoods. Older housing and businesses were destroyed to make way for a modern road system. Further, growth of roads in suburban area, that bypassed downtown, had the effect of stimulating suburban developments and further disassociating county residents from downtown.
- Urban Renewal efforts were intended to assist the ailing downtown area. The prevailing notion in the 1950s was to clear blighted older buildings and replace them with new developments. Renewal planners felt that this would attract residents and shoppers to the declining downtown area.
- Following national trends, some Louisville and Jefferson County residents began to see renewal efforts as overly destructive. By the 1960s, residents banded together in neighborhood associations to preserve older communities across the city and county. Soon, they were assisted with local laws designed to identify and protect historic neighborhoods and individual buildings.
- Many of the declining neighborhoods, such as Butchertown and Phoenix Hill, gained new life due to the protections and incentives established during this time period.

Chapter IV. Property Types

Based on the historic context developed for the study area, a variety of themes were identified. These themes were used to classify the historic structures and archaeological resources present in both the Downtown (Area 1 and Area 2) and the East End study areas. As part of this classification process, a variety of property types were identified. In this chapter, characteristics of each theme and property type are summarized and representative examples of each type are illustrated. Some of these property types, such as bridges and schools, cross some themes. When this occurs, the property type is either described when it first appears in the chapter, or within the theme or property type that fits it best.

Obviously, some themes figured largely in the development of the study area, but extant resources associated with those themes have not, to date, been identified. It is possible, however, to learn more about some of these non-extant resources through archaeological work.

Any future work related to possible NRHP nominations, both for individual sites, districts and multiple resource listings, as well as recommended future preservation work in the study area, will be found in Chapter 7.

Although survey and fieldwork for archaeological resources was not part of this project, the archaeological research potential of the survey area will be examined in this chapter. The relationship between historic resources and archaeological sites is one of great importance. The archaeological property types section begins on page 406 of this chapter.

Architectural Property Types

The architectural property types will be discussed by theme, in order of the following list:

Theme: Agriculture

Type: Gentlemen Farms

Theme: Domestic Architecture

Type: Side-Passage

Type: Shotguns

Type: Shotgun and Camelback House with Recessed Side Porch

Type: Multiple Family Housing

Type: Twentieth Century House Forms

Theme: Community Planning and Development

Subtheme: Suburbanization (directly related to transportation); Railroad/interurban related suburbanization

Type: Country Estates

Subtheme: Suburbanization/auto-related growth

Type: Residential subdivisions, 1920-1960

Theme: Commerce

Type: Commercial types

Types: Stores/ Groceries

Theme: Government/Public infrastructure

Type: Schools and educational related resources, both public and religious

Type: Fire houses

Type: Post offices

Theme: Religion

Types: Churches and related landscapes, including cemeteries, schools, parsonages and parish houses

Theme: Ethnic Heritage

Subtheme: German influence and heritage

Type: Churches, schools, neighborhoods, social clubs, etc.

Type: Parks and Beergardens

Subtheme: African American influence and heritage

Antebellum Types: Slavery: slave houses, slave-built dwellings and cultural landscape of slavery on large scale farms

Post-bellum Types: Subdivisions, Rural farming communities, river camps

Theme: Social History

Type: Settlement Houses

Theme: Entertainment/Recreation

Type: River camp communities and recreational resources

Type: River-oriented social clubs

Type: Ethnicity-oriented social and recreation clubs

Theme: Health/Medicine

Types: Hospitals, medical clinics

Theme: Industry

Type: Industrial types

Subtheme: Livestock-Related Resources

Type: Home-based commercial slaughterhouses

Type: Stockyards

Type: Commercial slaughterhouses/Meatpacking Plants

Type: Tanneries

Type: Soap and Candle-fabrication plants/buildings

Type: Breweries

Type: Bakeries

Type: Tobacco warehouses

Type: Ice fabrication buildings

Type: Mills and milling related establishments

Theme: Transportation

Type: Roads and alleys

Type: Railroads

Type: Interurban-light-gauge railroad line

Type: Bridges and culverts

Type: Crossroads Village

Type: Automobile-related types: auto garages, gas/service stations, other types of roadside architecture

Theme: Agriculture

Type: Gentlemen Farms

The fertile land on the banks of the Ohio River has long proved attractive for crops and livestock, and farms of all sizes and types historically have located along River Road. The gentleman farm is one such property type found in the East End Study Area. A gentleman farm should not be confused with the country estate property type. The key distinction between the two is that the “country estate was merely an urban house in a rural setting.” On the other hand, the “the gentleman farm was a rural house and rural operation in a rural setting.”¹

Gentleman farmers in Kentucky can be identified by several characteristics. They were usually classically educated, and had the means and motivation to travel, further their learning, and often subscribed to and wrote for agricultural journals. Constant improvement in their agricultural endeavors, such as field rotation, the enhancement of soil and livestock, but also the upgrading and beautifying of their physical landscape, set them apart from the subsistence farmer in Kentucky. Instead of farming to live, as most Kentuckians did, gentleman farmers had other interests or occupations, such as politics or law. Gentleman farmers modeled themselves after English and Virginia gentry; this emulation required the money to create such a social image.²

The gentleman farms in the study area possessed several characteristics: location and setting (high-quality soil, a favorable geographic location in eastern Jefferson County and good topography); main dwellings and outbuildings that reflect high-style architecture or design of the day; a consciously designed landscape (division of domestic and agricultural space, a farm road that was consciously planted to manipulate the journey through and to the farm); and a well-placed economic status (wealth and familial connections).³

¹ Daniel Carey and Mark Thames, “Agriculture in Louisville and Jefferson County, 1800-1930,” *Multiple Property Nomination to the National Register of Historic Places*, 1989-1990. Accepted in May 1990.

² Janie-Rice Brother. “The Agricultural and Architectural Landscapes of Two Antebellum Montgomery County Farms.” Unpublished Master’s Thesis, University of Kentucky, 2003.

³ Carey and Thames, Section F II, 2.

Examples

Bellevue, 6600 River Road, Prospect (JF-453)

Situated atop a small rise and reached via a long, tree-lined drive off of River Road, Bellevue (JF-453) is a good example of an intact nineteenth century gentleman farm (Figure 4.1). Listed in the National Register of Historic Places (NRHP) in 1992 under Criterion A, the complex encompasses 123 acres and includes the dwelling, carriage house/garage, smokehouse, barn, corn crib and tenant house (Figure 4.3)

Setting is an integral component of gentleman farms, as is the designed landscape, both natural and built. Originally laid out, like Rosewell (JF-452), by the Transylvania Seminary of Lexington, Bellevue was not developed as a farm until the mid-nineteenth century.⁴ Joseph Bell, a merchant in Louisville who purchased the land in 1854, and his family are responsible for the nineteenth century landscape of this resource.⁵

The main dwelling at Bellevue, originally constructed around 1855 as a two-story, three-bay wide brick I-house with Greek Revival details, today appears as a five-bay, two-story I-house with flanking wings (Figure 4.2). The central portion of the house dates from 1865, and linked the first portion to the originally-detached kitchen, which also dates to circa 1855. Given its location on the Ohio River, it is fitting that the dwelling presents two main façades, one to the road, and one to the water.

The brick, front-gable carriage house, located to the south of the dwelling, dates from the last quarter of the nineteenth century. The east gable end is now open, and it appears that there were two bays originally on the west gable end. One set of double, hinged glass and panel doors remain. The north and south elevations are pierced by nine-light fixed windows. The brick, one-bay wide front gable smokehouse is located adjacent to the carriage house. The two agricultural structures and the tenant house both date from the twentieth century and are located to the north of the domestic yard.

⁴ Rosewell, 6415 Transylvania Avenue, was listed in the NRHP in 1983 under Criterion C.

⁵ Donna M. Neary, "Bellevue." *Nomination to the National Register of Historic Places*. Copy on file at the Kentucky Heritage Council. Listed April 1992.



Figure 4. 1 *The entranceway to Belleview, facing north (JF-453).*



Figure 4. 2 *The façade of the main house at Belleview(JF-453).*

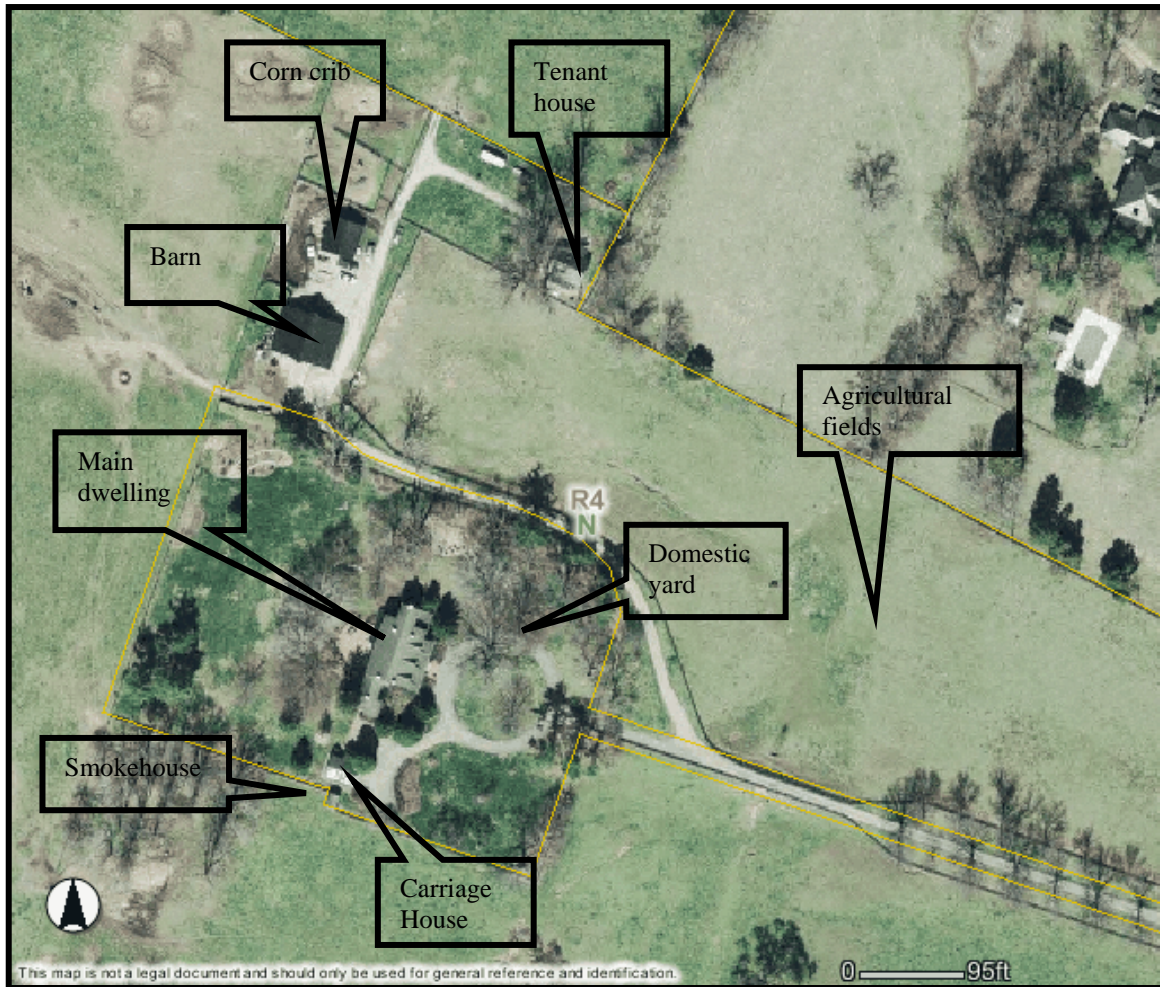


Figure 4.3 Aerial site plan of Belleview (JF-453).

Rosewell, 6900 Transylvania Avenue (JF-452)

Another component of the profit-making venture of the Transylvania Seminary, Rosewell is located just to the north of Belleview. This is another gentleman farm in the study area, albeit one that now only encompasses five acres, with only two contributing resources remaining (Figure 4.6). Purchased by Philetus Swift Barber and Lyman D. Barber in 1850, the farm gradually increased in size to 420 acres. Three years later, the main dwelling was completed.

The two-story brick Greek Revival dwelling, thought to be the work of Henry Whitestone, is three-bays wide and rests on a stone foundation (Figure 4.3). A stone water table runs along the top of the foundation. The central bay of the façade projects slightly and contains an arched entryway with double panel doors. The entryway is sheltered by a one-story portico with paired Corinthian columns and an open rail balustrade above (Figure 4.4). The six-over-six double-hung sash windows are slightly elongated, a nod to the emerging Italianate style, with simple stone sills and lintels. A nineteenth century two-story, two-bay wide brick and frame wing, thought to be the oldest portion of the dwelling, extends to the east. A one-story frame, twentieth century addition with a three-car garage extends from the nineteenth century wing.

The only extant outbuilding is the brick, front gable smokehouse, located to the east of the house. One-bay wide and one-and-one half story high, the smokehouse has vents in the loft space and a hipped roof.

A variety of crops were grown and livestock raised on the farm until the early 1920s. In 1924, the property was subdivided and auctioned. Charles and Anita Middleton bought the house and remaining 50 acres associated with the property; Mrs. Middleton christened the property Rosewell. The property shrank again, to the current five acres, after another division in 1993.⁶

⁶ Federal Highway Administration, Indiana Department of Transportation and the Kentucky Transportation Cabinet (FHA et al.) *Louisville-Southern Indiana Ohio River Bridges Project Section 106 – Final Determination of Eligibility*. On file at the Kentucky Heritage Council, 2002. [LSIORB FDOE]



Figure 4. 4 *Façade of Rosewell (JF-452).*



Figure 4. 5 *Detail of the portico at Rosewell(JF-452).*

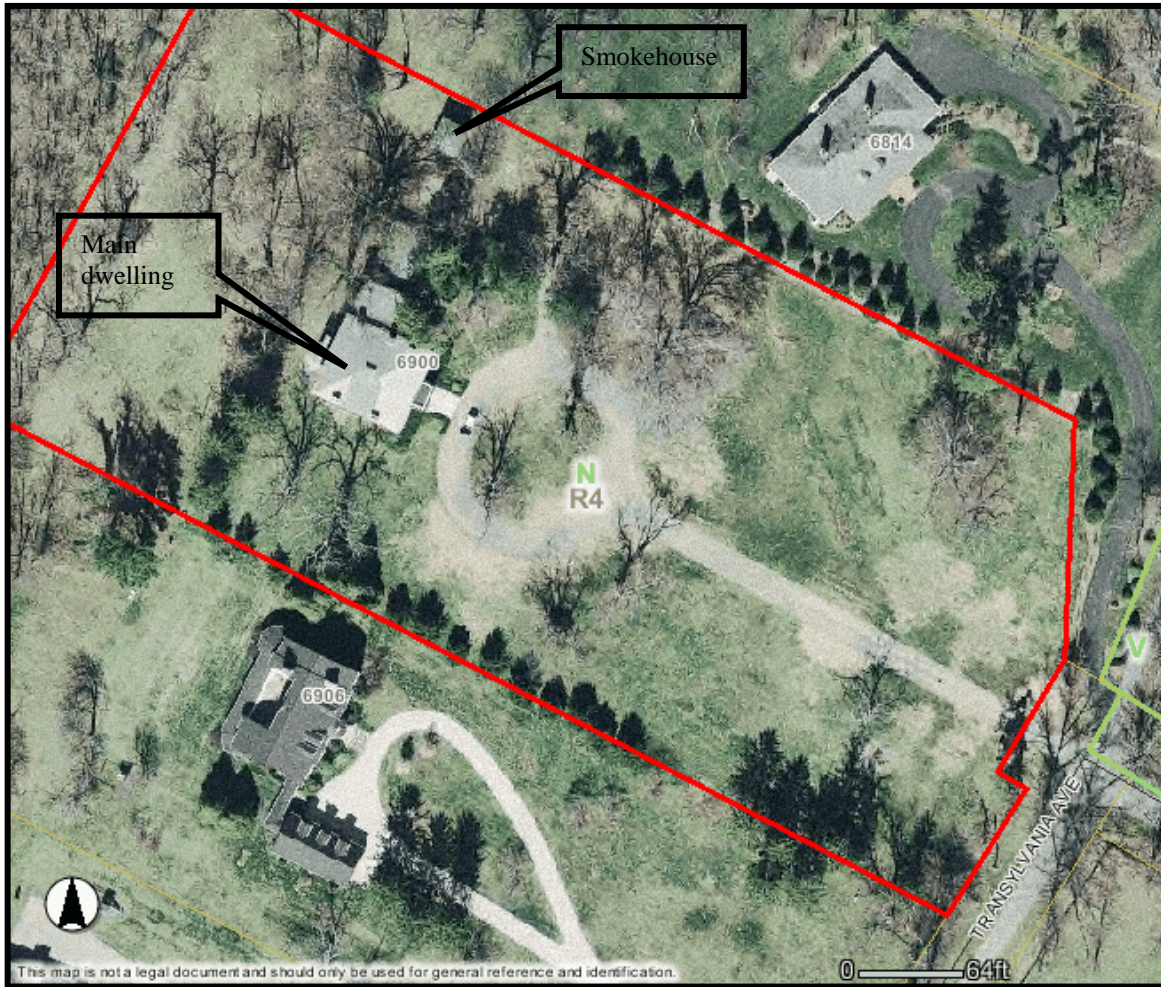


Figure 4. 6 Aerial site plan of Rosewell (JF-452).

Theme: Domestic Architecture

Houses in study area vary in construction materials, form, plan and style. Unlike architectural details, which tend to change with the prevailing national or regional trends, “house plans tend to change more slowly over time than styles, so one plan type may be seen in any number of different styles.”⁷ The variety of architectural styles in the study area will be discussed in chapter five. This section will explore the types of houses found in the study area, focusing on their interior arrangement of rooms and spaces. The plan and type of a house is often reflected on the façade of the resource, with the fenestration arrangement hinting at the organization of rooms on the inside.⁸

The plan of a historic dwelling is an important tool for historians; the interior layout shows how the house was used, and reflects not only the means of the inhabitants, but the influence of technology, fashion and an evolving social structure. Although the functionality of the interior space and the needs of its residents is perhaps the driving force behind the choice of an interior plan, physical limitations – such as narrow, deep urban lots – also played a factor in determining the type of house built. The plan of a house could evolve just like the exterior ornament, siding or paint colors.

During the first few decades of the nineteenth century in Kentucky, most people lived in houses of one to three rooms, usually only one-story high. Prior to the widespread use of passages, many houses were either single pens, consisting of only one room, or hall-parlor plans, which is one of the earliest European derived house plans. The most common arrangement of hall-parlor plans is that of two rooms aligned end to end, with fireplaces at one or both gable ends. The hall was an all-purpose room; usually the larger of the two rooms, while the parlor, typically with a higher level of finish, was reserved for entertainment, sleeping or display of the family’s finer possessions, such as portraits or silver. By the 1830s, Kentuckians were constructing their dwellings in a way that permitted the separation of work and leisure; namely, by dividing the interior space with the use of passages. After the 1830s, hall-parlor plans became associated with households of less affluence and stature.⁹

Passages allowed for an evolution in the treatment of space within dwellings. Spaces “are powerful entities to the people who build and occupy them, and for that reason changes in spaces are sensitive indicators of changes in their occupants’ attitudes.”¹⁰ The introduction of the central hall was an evolution in the idea of space. Central hall plans connected all of the rooms in a dwelling through a centrally placed stair passage. The central passage affected accessibility, visibility and rearranged the domestic spatial hierarchy. Hall-parlor houses had no social buffers, and the activity of the household was open to all, an arrangement that fostered inclusion, which was not always welcome.

⁷ William Macintire, *A Survey of Historic Sites in Rural Marion and Washington Counties, Kentucky*. (Frankfort: The Kentucky Heritage Council, 2009), 112.

⁸ For example, many side-passage plans in the study area are three bays wide, with a door/window/window fenestration pattern; the door leads directly into the passage.

⁹ Macintire, 16.

¹⁰ Dell Upton. “The Origins of Chesapeake Architecture,” in *Three Centuries of Maryland Architecture: A Selection of Presentations Made at the 11th Annual Conference of the Maryland Historic Trust* (1982), 50.

As living standards improved throughout the nineteenth century, larger dwellings, such as asymmetrically massed Victorian houses, began to be constructed in the study area. At the same time these larger, irregularly shaped houses were being constructed, however, the small, rectangular shotguns of the study area still accounted for the majority of house construction in the study area. Due to the density of development in Area 2 of the study area during the nineteenth century, the representation of twentieth century house plans and forms, such as Bungalows, Foursquare and Ranches, is scant. These house forms are found most often in the East End of the study area.

The two most common housing types in Area 2 of the study area are the side-passage plan and the shotgun. Though these are primarily nineteenth century plans, they continued to be built into the twentieth century.

Type: Side-Passage Plans

Many of the dwellings in the downtown survey area have a side-passage plan (Figure 4.7), and are frame or brick, usually three-bays wide and one-room deep (single pile). The side-passage plan, as it evolved in Kentucky, is primarily an urban type, dictated by the constraints of narrow urban lots and the combination of businesses with living space. The Philadelphia house, found both in its namesake city, and in urban centers across the mid-Atlantic, could serve as a model for the urban side-passage plan in Kentucky.¹¹ Many side-passage plans had a business on the ground floor and the living space and family quarters on the second floor. The side-passage still allowed the occupants to control the passage of visitors. The ease of this plan adapting to both commercial and residential use would explain its popularity within town centers.

The downtown portion of the study area boasts a number of side-passage dwellings, including two-and-one half story townhomes in the style of Louisville architect Henry Whitestone, known as the “Whitestone Type.” Walter Langsam, in the NRHP nomination for Butchertown, describes the houses as “two or two-and-one-half story Italianate townhouses known locally as the Whitestone type because they represent vernacular versions of the superb townhouses and villas designed by Louisville architect Henry Whitestone.”¹² Although specific dwellings attributed to Whitestone in Louisville tend to be highly refined versions of the Italianate style, (for example, 1348 South Third Street in Old Louisville, JFCS-1144) it is clear that Langsam makes the distinction that within Butchertown, the vernacular examples emulating Whitestone’s designs are a *type* - the townhouse - or side-passage plan dwelling. These side-passage dwellings are usually three-bays wide on the façade, with the entry door located at one end or the other, with a door/window/window or window/window/door fenestration pattern.

There were 72 side-passage dwellings recorded in Butchertown – this excludes the double side-passage resources, which are discussed on page 182. Sixty-two of these surveyed side-passage dwellings are brick, and the construction period of these masonry examples is divided evenly between 1850 and 1874 and 1875 and 1899. There were 50 side-passage dwellings documented within Phoenix Hill. The majority of these – 45 – are of brick construction, and 25 of that number were constructed during the last quarter of the nineteenth century.

¹¹Gabrielle M. Lanier and Bernard L. Herman. *Everyday Architecture of the Mid-Atlantic*. (Baltimore: The John Hopkins University Press, 1991), 32.

¹² Walter E. Langsam, “Butchertown Historic District,” *Nomination to the National Register of Historic Places*, Copy on file at the Kentucky Heritage Council, Listed August 1976.

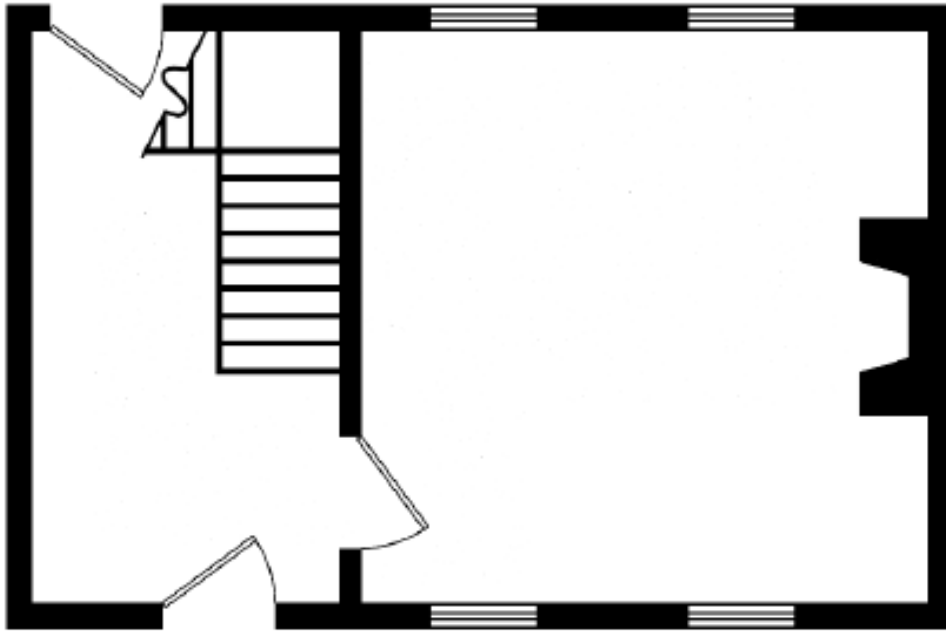


Figure 4. 7 *Typical side-passage plan, drawn by William Macintire.*¹³

Examples

1417 Story Avenue, Butchertown NRHP District (JFCB-352)

The brick, two-and-one-half story side-passage dwelling at 1417 Story Avenue (JFCB-352) has Italianate influenced hood molds and door surround, and denticulated cornice (Figure 4.8). It has the typical façade fenestration arrangement of door/window/window associated with side-passage plans. This dwelling is a good example of what is referred to as the vernacular “Whitstone” type.

1027 East Main Street, Butchertown NRHP District (JFCB-238)

The two-story, three-bay wide frame dwelling at 1027 East Main Street (JFCB-238) has fenestration indicative of a side-passage plan, with a slightly recessed entryway on the west side of the façade (Figure 4.9). Most of the side-passage plans in the study area are masonry; frame examples are much less common. The recessed entryway indicates that this examples dates from the last quarter of the nineteenth century; prior to the 1880s, most side-passage dwellings have flush facades.

¹³ Plan courtesy of William Macintire, Survey Coordinator at the Kentucky Heritage Council.



Figure 4. 8 *Façade of 1417 Story Avenue (JFCB-352).*



Figure 4. 9 *1027 East Main Street (JFCB-238.)*

728 East Chestnut Street, Phoenix Hill NRHP District (JFCH-792)

The side-passage dwelling found at 728 East Chestnut Street (JFCH-792) marries Federal inspiration with Italianate detailing, both styles emphasizing the vertical proportions of the building (Figure 4.10). The two-story, three-bay wide brick dwelling has a symmetrical, subdued façade, with elongated four-over-four double-hung windows with plain lintels and hoods. The Italianate influence comes into play in the bracketed door hood and denticulated cornice.



Figure 4. 10 *728 East Chestnut Street (JFCH-792).*

515 Campbell Street, Phoenix Hill NRHP District (JFCH-913)

This two-story, three-bay wide brick side-passage dwelling (JFCH-913) has three star-shaped iron tie rods on the façade (Figure 4.11). It is typical of the side-passage plans in Area 2 of the study area, with a relatively plain façade enlivened with subtle Italianate details such as the brackets lining the cornice. The windows on the façade are wooden, two-over-two double-hung sash with stone lintels, while the entry way is accented with a plain, pedimented wooden surround and single-light transom. The windows on the side elevation are segmentally-arched; this is a pattern seen on many side-passage dwellings in Phoenix Hill and Butchertown.



Figure 4. 11 *Façade of 515 Campbell Street (JFCH-913).*

802 East Washington Street, Butchertown NRHP District (JFCB-85)

The dwelling at 802 East Washington Street (JFCB-85), a two-and-one-half story brick dwelling constructed in the late 1880s, is a good example of a late-nineteenth century side-passage plan house. Though this example follows the side-passage plan, its overall appearance is more irregular and there is more movement in the façade than seen in the previous side-passage dwellings (Figure 4.12). This demonstrates how a type can be influenced by stylistic fashions of the day. This block of East Washington Street contains a number of these late-nineteenth century side-passage dwellings.



Figure 4. 12 *Façade of 802 East Washington Street (JFCB-85).*



Figure 4. 13 *Streetscape view of the south side of 800 block of East Washington Street, showing a number of late-nineteenth century side-passage dwellings.*

Type: Shotguns

While the domestic architecture of Phoenix Hill ranges from 1840 to the present day, there was a boom in residential housing construction between 1870 and 1890. The historic housing stock reflects the socio-economic class of the neighborhood at the time, which was mostly lower to middle income families, and many of the extant dwellings are modest not only in size, but in ornamentation and detail. The most common type of housing in Phoenix Hill is the shotgun, which is found throughout the neighborhood with both frame and masonry examples, and examples with high-style embellishments as well as those with spare and unadorned façades (Figure 4.14). The narrow and often deep lots found in both Butchertown and Phoenix Hill proved ideal for the footprint of the shotguns or camelbacks.



Figure 4. 14 *View of shotguns on South Wenzel Street in Phoenix Hill.*

Shotguns, estimated to make up around ten percent of Louisville’s residential housing stock, are best described as a rectangular plan, one-story high, one-room wide, and three to four rooms deep (Figure 4.15) ¹⁴ There were 102 shotguns recorded within Butchertown and 71 shotguns documented within Phoenix Hill. Theories abound about the origin of the shotgun plan; the form likely originated in West Africa and Haiti, and spread throughout the United States via New Orleans. ¹⁵

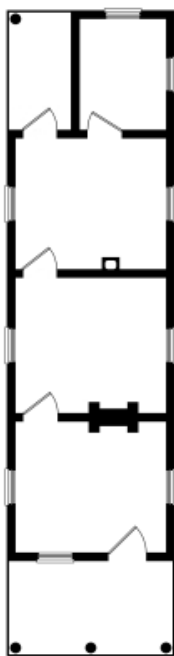


Figure 4.15 *Typical Shotgun plan; drawn by William Macintire.* ¹⁶

The camelback shotgun is one variation on the shotgun type; the rear room (usually the kitchen) has a second story added above. The camelback is not always a full two stories; one-and-one-half story examples are present in the study area. The double shotgun is a single structure with one roof, and living spaces in the shotgun form on either side of a common wall. The double camelback shotgun is one another sub-type; it basically consists of two camelback shotguns side by side under one roof (double shotguns are discussed beginning on page 182). ¹⁷ There were 66 camelback shotguns in Phoenix Hill, and 59 in Butchertown.

¹⁴ Joanne Weeter. “Shotgun Cottages,” in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 819.

¹⁵ John Michael Vlach “The Shotgun House: An African Architectural Legacy” in *Common Places Readings in American Vernacular Architecture* . University of Georgia Press 1986

¹⁶ Plan courtesy of William Macintire, Survey Coordinator at the Kentucky Heritage Council.

¹⁷ Weeter, 819.

Shotguns in the downtown survey area are typically one-story, two-to-three-bay wide front-gable examples, usually masonry, with gable or hipped roofs. Thirty-nine of the shotguns in Phoenix Hill are brick, while 54 of the survey shotguns in Butchertown are either solid masonry or have a brick veneer. Most have either a full-length porch on the façade or a small hood over the entry door. Some shotguns, however, are one-and-one-half stories high, with a two-story camelback (Figure 4.22). The camelback portion can be front gable, or side gable, usually with a side entrance visible from the street.

Examples

915 East Madison Street, Phoenix Hill NRHP District (JFCH-288)

This three-bay wide shotgun (JFCH-288) with a hipped roof is typical of the many shotguns found in the Phoenix Hill NRHP District (Figure 4.16). The minimal amount of space separating adjacent shotgun houses illustrates the density of the neighborhood. The narrow silhouette of the shotgun worked well on this urban lot.



Figure 4. 16 *Façade of 915 East Madison Street (JFCH-288).*

823 Gray Street, Phoenix Hill NRHP District (JFCH-383)

This circa 1870 brick shotgun at 823 Gray Street (JFCH-383) is another example of the type within the Phoenix Hill NRHP District (Figure 4.17). The side entrance (on the west elevation) that leads into the rear shed addition is clearly visible.



Figure 4. 17 *Façade and east elevation of 823 Gray Street (JFCH-383).*

1505 and 1507 Quincy Street, Butchertown NRHP District (JFCB-678 and 679)

This pair of brick, two-bay wide shotguns is located at 1505 and 1507 Quincy Street (JFCB-678 and 679) in the Butchertown NRHP District (Figure 4.18).



Figure 4. 18 *Façades of 1505 and 1507 Quincy Street (JFCB-678 and 679).*

914 Geiger Street, Butchertown NRHP District (JFCB-104)

According to the historic Sanborn maps, frame shotguns once lined Geiger Street. Now only a few examples remain, such as the one at 914 Geiger Street (JFCB-104). This frame, front-gable dwelling has an open gable articulated with cornice returns, and paired windows topped by a bracketed hood mold (Figure 4.19).



Figure 4. 19 *Façade of 914 Geiger Street (JFCB-104).*

165 Campbell Street, Butchertown NRHP District (JFCB-113)

Although most extant examples of shotguns and camelback shotguns in the downtown study area are masonry, frame resources do exist. The frame camelback shotgun at 165 Campbell Street (JFCB-113) is typical of the camelbacks in the neighborhood; the three-bay wide front shotgun portion has a half-hipped roof, while the camelback has a side gable orientation (Figure 4.20).



Figure 4. 20 *South elevation and façade of 165 Campbell Street (JFCB-113).*

1301 and 1303 East Washington Street, Butchertown NRHP District (JFCB-277 and 278)

Two frame, Victorian shotgun camelbacks are located at 1301 and 1303 East Washington Street (JFCB-277 and 278, Figure 4.21).



Figure 4. 21 *Front elevations of 1301 and 1303 East Washington Street (JFCB-277 and 278).*

The Victorian façades are further enlivened by cornice returns, and a projecting front gable hood over the entry door. Both dwellings have front-gable oriented, one-and-one-half story shotgun portions, with paired windows with a single light transom. The recessed side entrance to the camelback, on both resources, features Eastlake spindles.

902 Liberty Street, Phoenix Hill NRHP District (JFCH-1016)

An unusual brick camelback shotgun is found at 902 Liberty Street (JFCH-1016), with a one-and-one-half story front gable shotgun section preceding the two-story side gable camelback (Figure 4.22).



Figure 4. 22 *Façade of 902 Liberty Street (JFCH-1016).*

732 East Chestnut Street, Phoenix Hill NRHP District (JFCH-347)

The brick camelback shotgun at 732 East Chestnut Street (JFCH-347) is an example of a late-nineteenth century shotgun (Figure 4.23). The Victorian influence, with the asymmetrical massing and architectural ornament is evident, but the shotgun plan is intact.



Figure 4. 23 *Façade of 732 East Chestnut Street (JFCH-347).*

Type: Shotgun and Camelback House with Recessed Side Porch

A unique side-passage subtype exists in Butchertown and Phoenix Hill. These dwellings, which from the exterior appear to be shotguns, are characterized by the following attributes:

- Front gable entry
- One to one-and-a-half stories in height
- Typically measure two to three bays in width and have the narrow massing characteristic to the shotgun and the deep, narrow lots in the downtown study area
- Constructed of either brick or frame with brick foundation walls
- This subtype appears not only among houses with a shotgun form, but also the camelback shotgun, with a two-story rear section appended to a one-story front portion. Occasionally, these two sections are constructed in separate building campaigns; this does not appear to be the norm. Also, less frequently, the two sections are built of differing materials, such as the case with 1415 Quincy Street (JFCB-316)
- Eave-end open side porch is recessed from the main body of the house
- In some instances, later owners may enclose the side porch for additional living space, as is found on 1415 Quincy Street (JFCB-316)

Exterior inspection suggests that this property subtype is comprised of a shotgun plan with a side porch recessed from the main body of the house on one of the eave ends. Interior examination of several examples indicates, however, that though the type has the form of a shotgun house, the interior layout is more akin to a side-passage plan. Additional survey and documentation work needs to be conducted to determine whether this is a separate building type within the study area or an evolution and adaptation of the shotgun type.

In documented examples, the passage begins at the front entry, continues through an open side porch, and returns inside into what historically served as kitchen space (Figure 4.26). Addition of the side passage and porch to a classic shotgun plan provides circulation space separated from living, sleeping, and service space. The porch may also furnish servant or service access to the kitchen without having to enter through the front door. In any case, this property sub-type forms a ubiquitous presence in the downtown survey area. Recessed side porches also exist on two-story brick houses in the survey area; however, these dwellings appear to be side passage plans from exterior inspection and cannot be misidentified as a shotgun house.

Examples

1411 Quincy Street, Butchertown NRHP District (JFCB-315)

The dwelling at 1411 Quincy Street (JFCB-315) is a typical example of a brick side-passage camelback type (Figure 4.24). The front portion of the dwelling is a one-story, three-bay wide common bond brick dwelling on a stone foundation. The two windows on the façade are two-over-two double-hung wood sash. The recessed entry door has a bracketed surround that echoes the bracketed cornice. The camelback portion of the dwelling is brick on the first floor and frame (vinyl sided) on the second.



Figure 4. 24 *Façade of 1411 Quincy Street (JFCB-315).*

As shown on the plan (Figure 4.26), entry is obtained through a small vestibule, which opens onto the side passage. This hall provides access to the open side porch and the rear kitchen space. The porch can also furnish entry into the middle room, the kitchen, or to the rear of the front entry. The main body of the house is comprised of a shotgun plan, in which three rooms are situated behind one another, though the third room is slightly offset at the rear two-story portion. In the case of 1411 Quincy, the passage furnishes privacy and additional circulation options in the small, narrow house.



Figure 4. 25 *Rear elevation of 1411 Quincy Street, showing frame camelback portion (JFCB-315).*

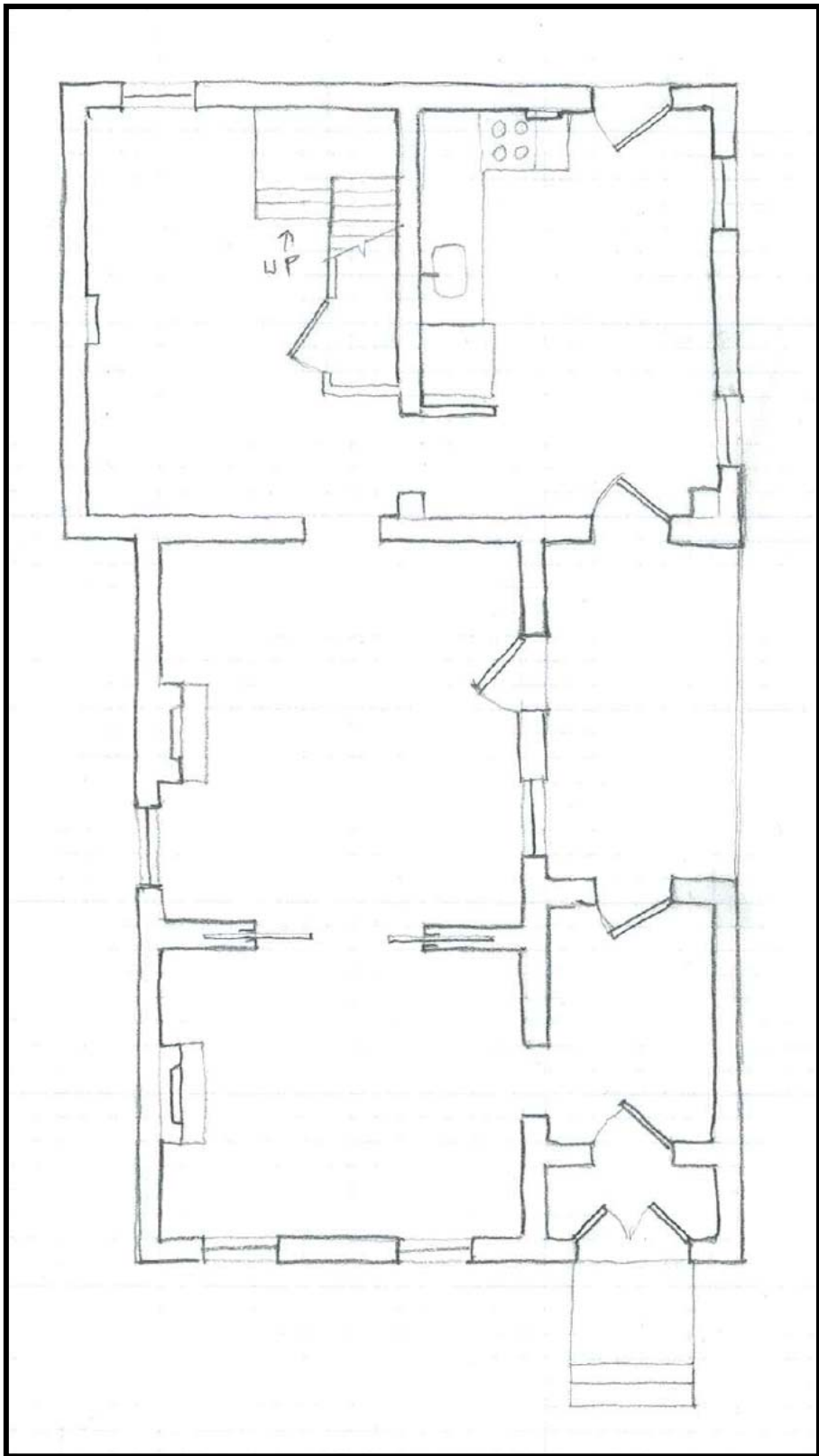


Figure 4. 26 *Plan of 1411 Quincy Street, drawn by William Macintire.*

Additional examples of this subtype include: 1411 East Washington Street (JFCB-334, Figure 4.27), 1421 Quincy Street (JFCB-318, Figure 4.28), 123 Shelby Street (JFCH-1185, Figure 4.29) and 908 Chestnut Street (JFCH-372, Figure 4.30).



Figure 4. 27 *Façade and east elevation (showing recessed side porch) of 1411 East Washington Street (JFCB-334).*



Figure 4. 28 *Façade and east elevation (showing recessed side porch) of 1421 Quincy Street (JFCB-318).*



Figure 4. 29 *Façade of 123 Shelby Street (JFCH-1185).*



Figure 4. 30 *Façade of 908 East Chestnut Street (JFCH-372).*

Type: Multiple Family Housing

Multi-family housing historically has been part of both the Phoenix Hill and Butchertown neighborhoods. Historic Sanborn maps show tenements around both neighborhoods, but conclusive identification of an extant tenement has not been made. The survey revealed that most of the extant multiple family housing units are located in Butchertown. Particularly in Butchertown, double shotguns or larger-scale, two-family, two-story dwellings intermingle with high-style single family dwellings and commercial structures from street to street; a strict hierarchy based on economic status does not appear to exist.

The shotgun form found use in the multi-family housing historically built in Area 2. Double shotguns and double camelback shotguns are both common. There were 22 double shotguns recorded within Butchertown; there were none documented in Phoenix Hill – there were only two double camelback shotguns in Phoenix Hill. A double shotgun is typically a front-gable structure, either frame or masonry, with one roof uniting two shotgun plans. One exception to this basic orientation is the Thomas Edison House (JFCB-20) at 729-731 East Washington Street, which is a side-gable, four-bay wide double shotgun house. The façade of most double shotguns in the study area is typically four bays wide, with a door/window/window/door fenestration pattern. Less common is a façade arrangement with the doors in the center, flanked by windows (Figure 4.33). Larger, more elaborate double shotguns are also found in the study area (Figure 4.34), but they are not as common as the four-bay wide, one-story examples.

Two-story “double houses,” that appear to have a side-passage plan, are another form in the study area. These dwellings, usually constructed in masonry, have multiple bays on the façade, with the entry doors either located at either end or in the center. Fenestration arrangement on the façade can be either door/window/window/window/window/door, or door/window/window/door, or window/window/door/door/window/window/. There were ten such double side-passage dwellings recorded in Butchertown; nine of these were masonry, and one was frame. Although this is not a very high occurrence given the overall number of surveyed resources, and is certainly less than the 72 side-passage dwellings recorded within the Butchertown NRHP District, there are some distinctions worth noting about these examples. The majority of the examples tend to be fairly large in scale as well and feature high-style architectural expression. Eight of these double side-passages are located in the 800, 900 and 1000 blocks of East Washington Street. There were no extant double side-passage plans identified in Phoenix Hill, though historic Sanborn maps indicate that historically this type was present. Additionally, the photo documentation for the Phoenix Hill NRHP nomination shows double side-passage houses; however, since no comprehensive survey was conducted at the time, and the resources pictured have been demolished, there is no record of them. It is also possible that some of the double side-passages in Phoenix Hill have evolved or been remodeled beyond recognition.

Examples

203-205 Adams Street, Butchertown NRHP District (JFCB-374)

The one-story, four-bay wide brick double shotgun at 203-205 Adams Street is a good example of a the type (Figure 4.31). Built on a stone foundation, the front-gable dwelling retains its Italianate hood molds over the entry doors.



Figure 4. 31 *Façade of 203-205 Adams Street (JFCB-374).*

1029-1031 East Washington Street, Butchertown NRHP District (JFCB-210)

The frame, one-story front-gable double shotgun at 1029-1031 East Washington is four bays wide, with a pair of extensions flanking either side at the rear (Figure 4.32). The eastern wing is connected to 1033 East Washington (this connection is shown on the 1905 Sanborn). Both lateral wings are two-bays wide, with a door surround with bracketed hood.



Figure 4. 32 *Façade of 1029-1031 East Washington Street (JFCB-210).*

913-915 Muhammad Ali Boulevard, Phoenix Hill NRHP District (JFCH-235 and JFCH-263)

This is a single-story brick double shotgun house with a two-story, vinyl-sided, clipped-(side)-gable camelback (Figure 4.33). The camelback is slightly recessed from the left side wall of the single story portion and has its own central brick chimney stack. Just beyond this recessed area and on the left wall of the camelback is a shed roof door opening that has been enclosed. There is also a rear door opening from the camelback on the 913 side. Beyond the camelback on the 915 side is a two-story addition with a shed roof porch. On the façade, windows are vinyl replacements, but retain brick jack arches and stone sills. Doors have covered transoms and appear to retain small portions of their wooden surrounds; most has been removed. The two doors are covered by a modern porch. The camelback retains six-over-six double-hung wooden sash windows on the second floor.



Figure 4. 33 *Façade of 913-915 Muhammad Ali Boulevard (JFCH-235 and JFCH-263).*

1407 and 1409 East Washington Street, Butchertown NRHP District (JFCB-332 and 333)

This brick, double camelback shotgun has a six-bay wide façade, with a door/window/window/window/window/door fenestration pattern on the façade (Figure 4.34). Built on a stone foundation, the dwelling has a hipped roof on the front shotgun portion and a front-gable roof brick camelback portion. This is the largest and most elaborate of the double camelback shotguns in the study area.

831-833 East Washington Street, Butchertown NRHP District (JFCB-79)

This two-and-one-half story double side-passage, laid in seven-row common bond, is six -bays wide, with a door/window/window/window/window/door fenestration arrangement on the façade (Figure 4.35). According to the previous survey form, this duplex was constructed around 1870, and the first occupants were John Shanks and John Hambrick, a tobacco manufacturer. The segmentally-arched windows have four-over-four double-hung sash with stone sills and stone hoods with decorative foliate brackets. The hoods are ornamented with scroll work. Both recessed doorways feature double half-glass, half-panel doors, flanked by a surround with a bracketed hood. The cornice line features dentils and brackets. A central chimney pierces the side gable asphalt shingle roof. A four-bay wide side gable ell extends to the rear of the dwelling.



Figure 4.34 1407 and 1409 East Washington Street (JFCB-332 and 333).



Figure 4.35 Façade of 831-833 East Washington Street (JFCB-79).

1025-1027 East Washington Street, Butchertown NRHP District (JFCB-208 and 209)

This double side-passage resource is another example of a double side-passage plan in the study area (Figure 4.36). This brick, two-story dwelling has a six-bay wide façade, with the entry doors centered in the middle of the façade. The recessed entry doors share a bracketed door hood. The façade fenestration pattern is window/window/door/door/window/window. This is not as common an arrangement as that of the entry doors toward the ends of the façade.



Figure 4. 36 *West elevation and façade of 1025-1027 East Washington Street (JFCB-208 and 209).*

921 and 923 East Washington Street, Butchertown NRHP District (JFCB-163)

This two-story, frame double side-passage is an anomaly among the brick double side-passages found in Butchertown (Figure 4.37). Slightly smaller in scale than its brick counterparts, it has retained less architectural ornament and integrity as well. It appears to date from the last quarter of the nineteenth century, while many of the brick double side-passages surrounding it on East Washington Street date from the 1850 to 1874 time period. The fenestration pattern on the façade is door/window/window/door.



Figure 4.37 921 and 923 East Washington Street (JFCB-163).

Type: Twentieth Century House Forms

Bungalows

The familiar house forms of the nineteenth century were joined by new types and forms in the early twentieth century. The Arts and Crafts movement introduced both the Bungalow and the American Foursquare forms. While there are many examples of early twentieth century domestic architecture in the East End of the study area, the development patterns of the nineteenth century, which resulted in a dense urban landscape, preclude much historic twentieth century domestic architecture in the downtown survey area, with a few notable exceptions.

There was only one resource in each of the downtown districts recorded as a bungalow. These dwellings appear to date from the 1925 to 1949 time period, and have more in common with the surrounding historic shotgun stock (in terms of their massing and form) than with the typical bungalow form. Many shotguns in both Butchertown and Phoenix Hill received Craftsman-era updates and ornamentation in the twentieth century; these examples are discussed in Chapter V. There were 17 bungalows recorded in the East End of the study area. The bungalows in the study area tend to be of frame construction, though there are some that have brick veneer cladding. Normally they are constructed on a continuous foundation, though there are some “bungalow-like” resources along the Ohio River that are built on piers. The bungalows are one story to one-and-one-half stories high, and vary in width, from two-bay wide examples (Figure 4.40) to three, four and five-bay wide facades. Windows are typically Craftsman style, with vertical lights in the top sash arranged over a single light bottom sash. A full or partial front porch is usually present, as is a dormer on the second story, either shed roof or gable dormer. Overhanging eaves emphasize the dwelling’s horizontality.

The bungalow was an unpretentious design which helped increase the appearance of an average size lot through its horizontal lines and low height.¹⁸ The development of new materials such as concrete block, asphalt shingles and metal siding emphasized the design and construction flexibility of the bungalow. The inexpensive nature of this form also appealed to young couples and middle class families.¹⁹ The bungalow became popularized through the use of plan books (Aladdin, Sears Roebuck Company) and illustrations in such magazines as *Ladies Home Journal*.²⁰ The “Portland” bungalow (Figure 4.38) was featured in the Aladdin Company’s 1931 catalog, and is a good example of the type of bungalows found in the study area.²¹ In this advertisement, the bungalow’s affordability is emphasized, and also the changes that can be made to the plan; for example, the interior layout made it possible to rent the second story separately from the first story.

¹⁸ K.T.Jackson, *Crabgrass Frontier: The Suburbanization of the United States*. (New York: Oxford University Press, 1985), 186.

¹⁹ Clifford Edward Clark, Jr. *The American Family Home 1800-1960*. (Chapel Hill: University of North Carolina Press, 1986), 185.

²⁰Ibid. 179

²¹ Aladdin Homes 1931 Sales catalog. Online at: http://clarke.cmich.edu/resource_tab/aladdin_company_of_bay_city/annual_sales_catalogs/annual_sales_catalogs_index.html



THE PORTLAND—The Income Bungalow Type—\$1799 And We Pay the Freight

The Portland is designed for use by one family and as a one family home it will make its greatest appeal to most people. The first floor plan of the Portland includes a living room, dining room, kitchen, two bedrooms and a bath. For the second floor you have your choice of two different plan arrangements. If you wish two second floor bedrooms, Second Floor Plan No. 1 will interest you. This plan includes two bedrooms and a bath. However, if you require three second floor bedrooms, you will be most interested in Second Floor Plan No. 2. In this plan a third bedroom is obtained by adding a dormer to the rear, the same as the large dormer shown in the illustration which provides for the front bedroom. The Portland is priced separately in both second floor plan arrangements. Whichever second floor plan you select includes the first floor plan as shown. This home is the Income Bungalow type because it is possible to reach the second floor from the front entrance without passing into any of the first floor rooms. For this reason it would make an ideal home for those who wish to rent one or more of the second floor rooms. Also, if Second Floor Plan No. 2 is used, the three second floor bedrooms could be made to serve as a living room, bedroom and combination kitchen and dining room—a complete apartment for a small family. The income derived from the rent of second floor rooms would help you to pay for the home and maintain it. As a one family home, the two bath rooms would be a convenience, but not a necessity. If not equipped as a bath room either of these rooms could be used for other purposes, such as a dining alcove, pantry, sewing room, store room, etc. The 24' x 8' porch is included with the home and the price also includes green slate-surfaced asphalt strip shingles for the roof. With the Portland you receive 6' x 8' built-up girders, 2' x 10' first floor joists on 16-inch centers and 2' x 8' second floor joists on 16-inch centers. The rafters are 2' x 6' on 24-inch centers and the roof has a one-third pitch with a two-foot eave projection. First floor ceiling height 9 feet. Second floor rooms have 8-foot ceiling height throughout with exception of closets where ceiling slopes. See complete specifications on Page 7.



Figure 4. 38 Advertisement for the Portland Bungalow from the 1931 Aladdin Sales Catalog.²²

²² Aladdin Homes 1931 Sales catalog

The bungalow was the antithesis of Victorian architecture. The Progressive era saw the entrance of national reforms which emphasized cleanliness, hygiene, and space. The overcrowded slums of the inner city caused a national movement to eradicate vice, disease and create a more family oriented atmosphere. The Bungalow and cottage styles represent this shift in American thinking. The low lines of the bungalow gave the building a solidity which offered comfort and security.²³ The open, wide front porch also was a feature particular to the Bungalow. The porch created a harmonious nature between the outside world and the home with its rusticated piers and airy nature. The front porch also allowed owners to chat with passersby who walk on the sidewalks invoking a neighborly feeling.

The inside of a Bungalow is as simple and efficient as its exterior. It has an open floor plan, which has no delineation between public and private space. The rigid formality of Victorianism disappeared with the placement of bedrooms near the dining and living rooms. Bungalows also have a circular floor plan which facilitates movement within the dwelling. The designers of Bungalows tried to appeal to women with their efficient interior and hygienic design which made them easier to clean. Bungalows also suggested a less formal lifestyle of the occupants which would allow more time for leisure and recreational activities.

²³ Clark, 173.

Examples

6810 Beech Avenue, Prospect (JF-1865)

This one-and-one-half story frame bungalow is typical of the form this popular type took in the East End of the study area (Figure 4.39). Originally clad in weatherboards, it has been wrapped in vinyl siding, and the front porch, an integral element of the bungalow form, has been enclosed, but is still intact. A shed roof dormer provides essential light and ventilation to the upstairs space, and is lit with three six-light fixed windows. The house is dominated by the large, side-gable roof with overhanging eaves, which emphasizes the horizontality of the resource. This dwelling dates from approximately 1928.



Figure 4. 39 *Façade of 6810 Beech Avenue (JF-1865).*

7518 River Road, James Taylor Historic District, Prospect (JF-2065)

This bungalow, located on River Road in the East End of the study area, has a slightly more compact form than the one located at 6810 Beech Avenue (Figure 4.40). The frame, one-and-one half story dwelling rests on a poured concrete foundation. The façade has a window/door fenestration pattern with an expanse of ribbon windows flanking the door. A large, front-gable dormer with three, six-over-one double-hung sash windows lights the bedrooms on the second story. The full-length, integral porch is a continuation of the side-gable roof of the main house. A central brick chimney pierces the ridgeline.



Figure 4. 40 *Façade of 7518 River Road (JF-2065).*

Mr. Eifler’s House, 5209 River Road (JF-2007)

This circa 1913 frame bungalow is part of the river camp known as Eifler’s Beach, and was built by William Eifler, the found of the river camp. One-and-one-half stories high, the dwelling rests on a poured concrete foundation (Figure 4.41). Vinyl siding has been applied over the original weatherboards. The side-gable dormer has a pronounced overhang which highlights the compact, low form of the house. Two-over-two double-hung ribbon windows pierce the gable. The side-gable rolled tin roof is original. The porch is a slight variation on the typical full-length gable porch, but the shape mimics the design of the dormer. In 1950, a porch on the rear of the house was enclosed for additional living space.



Figure 4. 41 *Façade of 5209 River Road (JF-2007).*

American Foursquare

The American Foursquare is another twentieth century house form that arose from the Arts and Crafts movement, and took many of its design cues from the Progressive era as well. The form of a Foursquare is that of a two-story cube, usually with a hipped or pyramidal roof. The name derives from the arrangement of most examples of having four principal rooms on each floor (Figure 4.42). Like the Bungalow, a front porch is almost always present. Foursquares were built in a variety of materials, including frame and brick and stone veneer, usually on a continuous foundation. Many Foursquare houses feature elements of the Craftsman style, such as exposed rafter tails, overhanging eaves, dormers on the attic story and Craftsman-style double-hung windows. There were only four of this type documented within the study area, all in Butchertown.

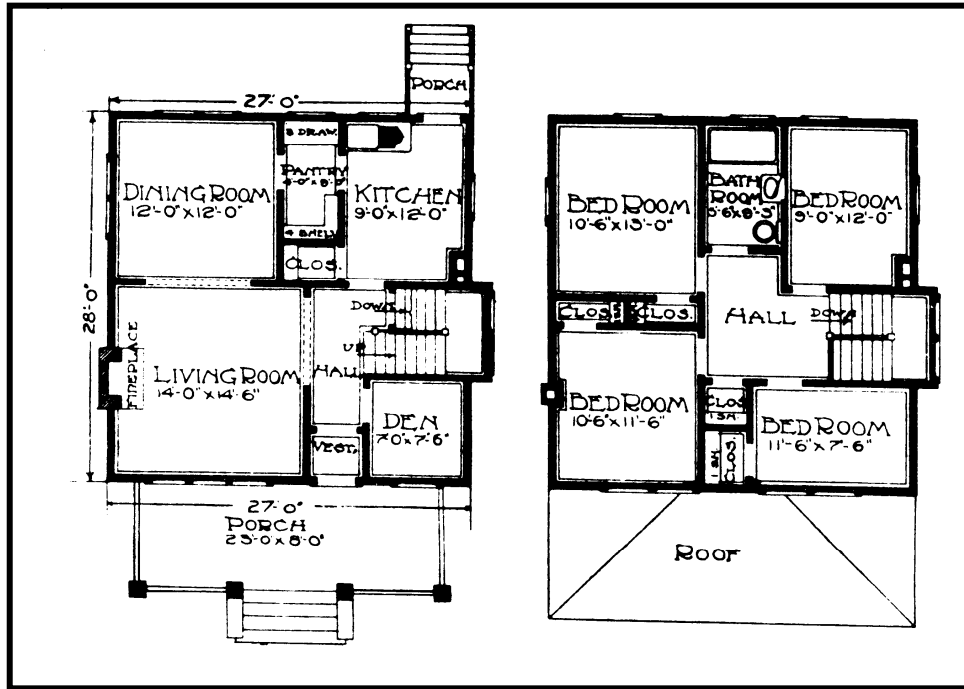


Figure 4. 42 First and second floor plan of the “Castleton,” a Sears, Roebuck Company American Foursquare design.²⁴

Example

1632 Story Avenue, Butchertown NRHP District (JFCB-446)

The late-nineteenth century streetscape of the 1600 block of Story Avenue is interrupted by the imposing broad façade of the American Foursquare at 1632 Story Avenue (JFCB-446). This two and one half-story brick dwelling was constructed around 1920 for C.W. Stoecker on the site of an earlier dwelling (Figure 4.43). Three-bays wide and built on a stone foundation, the dwelling’s full-length porch and overhanging, deep eaves, features of the style, are in marked contrast to the Italianate townhomes flanking it.

²⁴ Katherine Cole Stevenson and H. Ward Jandl. *House by Mail A Guide to Houses from Sears, Roebuck and Company*. (New York: John Wiley and Sons, 1986), 279.



Figure 4. 43 *Façade of 1632 Story Avenue (JFCB-446).*

Prefabricated Housing

A rise in population, the beginning of suburbanization and housing shortages at the turn of the twentieth century presented a unique market for manufacturers. Prefabricated housing manufacturers were able to meet the demands of new industry and the burgeoning American dream of home ownership with efficient, affordable homes. Indiana-based Gunnison Homes began offering panelized prefabricated houses during the 1930s.

The company was originally named “Gunnison Magic Homes.” The panels used to create the homes were four-foot by eight-foot units consisting of ¼-inch plywood bonded to 1 ½ inch thick framing members. The panels had doors and windows preinstalled – most original windows were steel casements. Located in the utility room of most Gunnison houses was a metal registration plate bearing the company name and the house’s serial number. The company had sold 5,000 prefab homes by the start of World War II; in 1944, the company was purchased by U.S. Steel. Fourteen basic models – one-story ranch type homes with side gable roofs – were offered by 1950. Production of Gunnison homes ceased in 1974.²⁵

Gunnison houses are typically one-story, panelized houses on a poured concrete or concrete block foundation, generally rectangular in form. The most distinctive characteristic of a Gunnison house is its sheet metal flue pipe cover with side vents, usually located on the ridgeline of the side-gable roof. One Gunnison home was identified at 7200 River Road (JF-1977) in the East End of the study area.

Example

7200 River Road (JF-1977)

The one-story, four-bay wide frame dwelling bears the distinctive sheet metal flue pipe cover with horizontal side vents that is a hallmark of Gunnison homes (Figure 4.44). The rectangular footprint is suggestive of the ranch-type house.

²⁵ Cynthia Johnson. *House in a Box: Prefabricated Housing in the Jackson Purchase Cultural Landscape Region, 1900-1960*. (Frankfort: Kentucky Heritage Council, 2006), 56.



Figure 4. 44 *Gunnison home at 7200 River Road (JF-1977).*

Ranch Houses

After World War II, Louisville, like the rest of the country, saw substantially different house forms and styles. The ranch house, which drew inspiration from the philosophies of Frank Lloyd Wright and the Prairie style of the first two decades of the twentieth century, is seen most often in the East End of the study area. Though the ranch is a form, many professionals also view the ranch house as style. The modern styles found in the study area (from 1935 to 1965) are discussed on page 432 of Chapter V.

The key difference between the ranch and the forms that preceded it was the typical ranch had all of its rooms on one floor. Private spaces were not put on the second story, but rather placed away from the entry door and the main living spaces. The ranch introduced the “open” floor plan, with the main living spaces opening up to one another. Kitchens also witnessed great change in the ranch – “kitchens were made more public and included space for a table for the family to dine more informally than in the main dining area between the kitchen and the family or living rooms.”²⁶

Stylistic characteristics of the ranch style include long, horizontal lines; asymmetrical stylistic elements, often vertical, such as chimneys; a rectangular form; picture windows;

²⁶ Macintire, 147.

integration of the automobile into the design of the dwelling; and an emphasis on outdoor space. There were 58 ranch houses documented in the East End of the study area.

Examples

7406 Woodhill Valley Road, JF-2058

This one-story, brick-veneered ranch was built in 1955 (Figure 4.45). The garage was originally linked to the house via a breezeway; the breezeway was replaced by the bay picture window as early as the 1960s. The house has a low-slung, asphalt shingle clad hipped roof that emphasizes the horizontality of the dwelling. The recessed entry door is flanked by three-light sidelights. Extensive landscaping has always been a feature of the over one-and-one-half acre property, which backs up to a neighborhood park.



Figure 4. 45 *Façade of 7406 Woodhill Valley Road (JF-2058).*

6707 Shirley Avenue, Prospect (JF-1893)

The low, horizontal profile of this 1950s stone-veneered ranch is accented by the overhanging hipped roof (Figure 4.46). The façade is five-bays wide, with a window/window/window/door/window fenestration arrangement. The windows are two-over-two horizontal light double-hung, with the exception of the large, three-part picture window. An

interior stone chimney pierces the asphalt shingle roof. The dwelling is associated with a detached two-car garage that is clad in stone veneer and horizontal siding.



Figure 4. 46 *Façade of 6707 Shirley Avenue (JF-1893).*

6403-6405 Shirley Road, James Taylor Historic District (JF-2083)

This one-story frame ranch house was built around 1954 and is now clad in aluminum siding (Figure 4.47). The hipped asphalt shingle roof has a wide eave overhang. The fenestration pattern on the façade is paired window/window (picture window)/door/window (picture window). A one-bay wide concrete block garage is located to the rear of the dwelling.



Figure 4. 47 *Façade of 6403-6405 Shirley Road (JF-2083).*

Theme: Community Planning and Development

Subtheme: Suburbanization (directly related to transportation); Railroad/Interurban Related Suburbanization

Type: Country Estates

The country estate is a property type unique to the east end of the study area, one that combined high-style design, a pastoral experience and a reliable transportation infrastructure to provide wealthy property owners with summer homes, and later, year round homes.²⁷ For a period spanning more than 60 years, from 1875 to 1938, the river bluffs along the Ohio River were transformed into a series of country estates “with all their typical attention to fine architecture and designed landscapes.”²⁸ As a property type, the country estates are linked to both community planning and development as well as transportation. The Louisville, Harrods Creek and Westport Railroad was the first transportation innovation to open up the area for development. The second phase of transportation improvement, the interurban, enabled the summer estates to become year round homes.

This particular suburban development is a “phenomenon facilitated by the improved transportation technology and infrastructure of this post-Civil War time period. Upper class Louisvillians followed national patterns in taking advantage of easy rail access to develop residences and estates in the scenic countryside outside their urban workspaces.”²⁹ Furthermore, the country estates “used transportation links such as an improved road system or an interurban rail line to facilitate a connection between a rural setting, on the one hand, and an urban workplace and socio-political center, on the other.”³⁰

Although the country estate is a distinct type separate from gentleman farms, there is often a blurring of the lines between the two. Some early homes were redeveloped in the twentieth century as country estates, such as the Jesse Chrisler House-Longview Farm (JF-457). This property was originally a gentleman farm, with an extant I-house dating to 1850 (Figure 4.49). The Hilliard family acquired the property and transformed into a country estate, complete with formal gardens designed by Anne Bruce Haldeman (the grounds have been extensively changed and Haldeman’s designs are mostly gone).³¹

Part of the city of Glenview (and all of the Glenview Historic District), which became an enclave for city residents seeking respite in the country in the late nineteenth and early twentieth century, sits on property that belonged to settler James Smalley Bate (Figure 4.48). Berry Hill (JF-552), the farm on which Bate settled around 1800, was a “large Virginia-style hemp

²⁷ Due to the existing excellent documentation of this property type, it was not resurveyed as part of this study.

²⁸ Carolyn Brooks. “Country Estates of River Road.” *Nomination to the National Register of Historic Places*. Copy on file at the Kentucky Heritage Council. Listed April 1999, Section 8, 18.

²⁹ *Ibid*, Section 8, 8.

³⁰ *Ibid*.

³¹ *Ibid*. Section 7, 11.

plantation containing thousands of acres of land stretching from the Ohio River to Brownsboro Road.³²



Figure 4. 48 *Entrance posts to Glenview.*

³² Ibid, Section 8, 9.



Figure 4. 49 *Façade of Jesse Chrisler House (JF-457).*

Country estate dwellings, typically large, were carefully sited within a manipulated and designed landscape, where every element was considered to create a cohesive whole. The architect-designed main house and the designed landscape are the essential characteristics of the country estate property type. Country estates might feature a curvilinear driveway, entrance gates and pillars, large expanses of park-like areas planted with carefully selected specimen trees, outdoor spaces like amphitheaters and service buildings, such as greenhouses and worker cottages.

Teams of professional architects and landscape architects took typically urban house forms and styles and placed them in tamed, yet still rural, surroundings. Examples of all sizes and styles of designed landscapes in the district abound, created by Louisville designers, the Olmsted Brothers and other out-of-town firms.³³ The combination of a designed house and its landscape to create a “harmonious and aesthetically pleasing visual environment” was championed by Frederick Law Olmsted and other landscape architects in the nineteenth century, and wealthy Americans responded.³⁴ The national trend took root in Louisville quickly at a time when improved transportation networks enabled the elite of Louisville to live year-round in their country estates and easily commute to the city.

³³ Photographs of these resources can be found in the National Register files at the Kentucky Heritage Council

³⁴ Brooks, Section 8, 18.

Examples

Lincliff, 6100 Longview Lane, Country Estates of River Road NRHP District (JF-531)

Lincliff (JF-531), located on Longview Lane, has a Georgian Revival main house (Figure 4.50), designed by William J. Dodd of McDonald and Dodd. The estate, developed for William Belknap, originally covered 50 acres. The preliminary landscape designs were completed by the Olmsted Brothers, but Belknap “severed association with Olmsteds in 1906 before the house was built.”³⁵ Oral history suggests that Bryant Fleming ultimately designed the grounds, which had dwindled to 15 acres by the time of listing.³⁶



Figure 4. 50 *Façade and front lawn of Lincliff (JF-531).*³⁷

³⁵ Ibid, Section 7, 9.

³⁶ Ibid.

³⁷ Photo from the Country Estates NRHP nomination, on file at the Kentucky Heritage Council.

Louis Wymond Estate, 4801 River Road, Country Estates of River Road NRHP District (JF-456)

The Louis Wymond Estate (JF-456) has a number of extant resources as well as grounds that were designed by Bryant Fleming. The Craftsman-style main house was designed by Chicago architect Lawrence Buck (Figure 4.51). In addition to the house, there is a barn/carriage house, garage and gardeners' cottage dating from 1912-1920.³⁸



Figure 4. 51 *Main house at the Louis Wymond Estate (JF-456).*³⁹

Bushy Park-Melcombe, Glenview NRHP Historic District and the Country Estates of River Road NRHP District (JF-551,553 and 554)

Bushy Park-Melcombe (JF-551,553 and 554), located in the Glenview Historic District, sits on land that was originally part of the Fincastle Club. This country estate was developed for Charles T. Ballard, president of Ballard Flour Mills, between 1909 and 1911. John Bacon Hutchings designed the large Georgian Revival brick home. Judge Robert Worth Bingham purchased the property in 1918, and an adjoining parcel in 1928. The roadways were laid out by Cecil Fraser, and though the Olmsted Brothers firm prepared plans for the property, they were

³⁸ Ibid. Section 7, 14.

³⁹ Photo from the Country Estates NRHP nomination, on file at the Kentucky Heritage Council.

deemed not suitable and were never implemented. Marion Coffin designed plans for the grounds and two gardens that were installed between 1912 and 1916.⁴⁰



Figure 4. 52 *Part of the amphitheater at Bushy Park-Melcombe (JF-551,553 and 554).*⁴¹

⁴⁰ Ibid. Section 7, 19-20.

⁴¹ Photo from the Country Estates NRHP nomination, on file at the Kentucky Heritage Council.

Subtheme: Suburbanization/auto-related growth

Type: Residential subdivisions, 1920-1960

The transportation improvements following World War II and the increasing availability of automobiles fueled suburban growth in Jefferson County. Wealthy country estates continued to be built during the 1930s, especially on River Road and in the Anchorage area.⁴² According to historian Brooks, “The resplendent properties of the truly wealthy were joined by a new group of more moderately sized and detailed domestic properties for the upper middle class.”⁴³ Many of the country estates designed in the late 1920s and early 1930s contained the garage as an integral part of the design. Reflecting the nearly wholesale adoption of the automobile, the interurban ceased operations in the area and a new portion of Route 42 near Brownsboro Road and Rudy Lane was opened in the late 1930s to more effectively serve automobile traffic.⁴⁴ These upper middle class properties typically included an architect-designed house that reflected the revival styles of the day, as well as a designed landscape.

The construction of a modern expressway network greatly expanded city limits, allowing for unprecedented automobile access throughout the county. The Watterson, in particular, circled the downtown area, allowing for suburban motorists to avoid the city center all together. This move further fueled suburban industrial, commercial, and residential growth. Though the River Road area remained a tremendously important site for upper-middle class developments, the 1940s-1970s era witnessed subdivision of land into smaller plots and the construction of relatively modest houses. These automobile-centered subdivisions of the 1950s and 1960s did not retain the property type characteristics of the country estates. The density was much higher, the buyers primarily middle-class, and the houses reflected the popular forms and styles of the day, particularly the ranch house.

Examples

River Hill Road/Stonebridge Historic District (multiple survey numbers), Determined Eligible District

Although platted before the demise of the Interurban, and obviously designed to capitalize on the fast and reliable transportation that would transport wealthy Louisvillians from the city eastward, the proposed district along River Hill Road and Stonebridge illustrates a continuation of sorts of the country estates theme, but this time, in a landscape dependent upon the automobile. Traits established in the County Estates context are present – architect-designed houses and landscapes, winding roads and thoroughfares, a sense of isolation and privacy – but many of the very large houses within the district were built after the heyday of the Interurban, and designed specifically to accommodate the automobile.

⁴² Brooks, Section 8, 3.

⁴³ Ibid. Section 8, 30.

⁴⁴ Ibid.

6 River Hill Road (JF-2049)

This sprawling Colonial Revival dwelling dates to 1927 and was designed by Louisville architect Carl Ziegler (Figure 4.53).⁴⁵ The central portion of the two-and-one-half story brick dwelling is dominated by a large front-gable portico, and flanked by two wings on either side. An attached three-car garage is located on the east elevation, adjacent to a two-story service wing with pent roof. The landscape is also designed with numerous plantings and fountains.



Figure 4. 53 *Façade of 6 River Hill Road (JF-2049).*

⁴⁵ Zeigler designed portions of the “The Avish,” Country Estates of River Road NRHP nomination.



Figure 4. 54 Attached three-car garage and service wing, 6 River Hill Road (JF-2049).



Figure 4. 55 Rear yard of 6 River Hill Road (JF-2049).

26 River Hill Road (JF-2111)

Designed by architect E.T. Hutchings, who with his father designed many of the houses in the Country Estates historic district, this Spanish Eclectic dwelling dates to between 1915 and 1920 (Figure 4.56).⁴⁶ The two-story stucco and stone dwelling has a distinctive multi-gable on hip tile roof, and most of its original multi-light casement windows. The three-car garage was originally not connected to the house; the current owners filled in the space between the two.



Figure 4. 56 *Detail of entryway, 26 River Hill Road (JF-2111).*

⁴⁶ See Country Estates NRHP Nomination, Glen Entry-Lafon Allen Estate, Bushy-Park Melcombe, Chance School, among others.



Figure 4. 57 *Façade and west elevation of 26 River Hill Road (JF-2111).*



Figure 4. 58 *Garage at 26 River Hill Road (JF-2111).*

Woodhill Valley Subdivision, US Highway 42, Multiple Survey Numbers

The east end of the study area saw a number of subdivisions established in the 1950s, particularly along US 42. Beginning in 1955, the Woodhill Valley Road Subdivision was developed, though US 42 was still just a two-lane road. Edwin Sproul, a real estate agent in Louisville, purchased the land in 1953 and the first houses were built in 1955. Most of the lots are at least one and one-half acres, and the properties on the west side of Woodhill Valley Road back up to a 10-acre park, owned and maintained by the neighborhood. The houses are a mixture of ranches, split levels and Mid-century moderns – including a 1959 Norman Sweet house (the Mid-century modern style is discussed more page 437, Chapter V).

The layout of the subdivision centers on the curvilinear Woodhill Valley Road (Figure 4.60). Most of the dwellings maintain a similar setback from the road, typically in the middle of the lot. Each parcel features extensive landscaping.

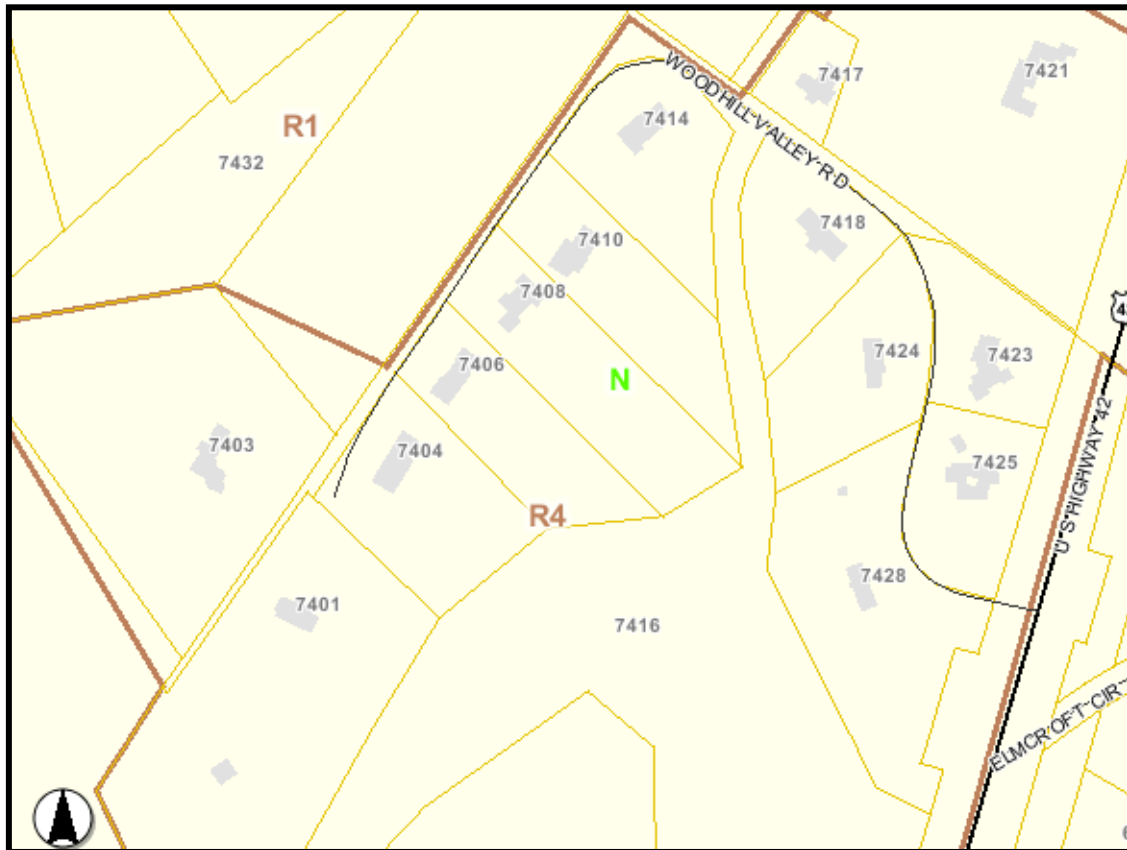


Figure 4. 59 Site map of the Woodhill Valley Road subdivision.



Figure 4. 60 *Woodhill Valley Road, facing northeast.*



Figure 4. 61 *7414 Woodhill Valley Road (JF-2061).*



Figure 4. 62 Circa 1959 Norman Sweet-designed house at 7425 Woodhill Valley Road (JF-1004).



Figure 4. 63 Ranch house at 7428 Woodhill Valley Road (JF-2068).

Theme: Commerce

Type: Commercial types

Commercial architecture, as established in America in the mid-nineteenth century, followed certain parameters in both rural and urban areas through the first quarter of the nineteenth century. The façade of the commercial structure was very important, as was the siting of the structure on the lot. Materials and style varied depending on the locale and the resources, but as Richard Longstreth notes, “commercial architecture was a common language that transcended size and location.”⁴⁷

The West Main Street Historic District (Area 1 of the Study Area) illustrates the path that dense urban commercial architecture took in many cities during the last three decades of the nineteenth century. Many of the three-to-five story structures were architect-designed and feature cast-iron storefronts. The commercial architecture explored in this section will focus on Area 2 of the study area and the East End of the study area, and is divided into small-scale commercial architecture and large-scale commercial architecture.

Small-scale commercial structures

The study area boasts a number of examples of commercial historic resources, both small-scale and large-scale. These terms are used to differentiate between two types of commercial architecture in the downtown study area. The first are those structures constructed as part of a mixed-use neighborhood, themselves are almost always a combination of commercial and residential, as well as very similar in size, massing and style to their residential neighbors. On the other hand, the large-scale commercial type refers to structures almost primarily commercial in use, and typically three stories or higher in height. These structures usually are more visible than their small-scale counterparts, sometimes with a higher expression of style and variety of materials, and due to their size and massing, do not meld as well with the residential streetscape. Small-scale structures blend well with the fabric of the mixed-use historic neighborhood; large-scale commercial structures are more like landmarks or anchors on the streetscape.

Nineteenth century small-scale commercial structures in Area 2 almost always combine a first floor commercial function with second and sometimes third story residential space. Corner buildings that utilize the façade to face two directions and thus attract the most visibility for a business, are also common. The post-bellum period, from 1860 to 1900, was a prolific period for the construction of these buildings, though earlier examples also exist (Figure 4.64). Most examples in the survey area are masonry construction, and display similar characteristics: a ground-level storefront with large display windows flanking an entry, and second or third floors almost identical to their residential neighbors, with sash windows and a cornice often enlivened with brackets or other architectural ornament.

⁴⁷ Richard Longstreth, *The Buildings of Main Street A Guide to America's Commercial Architecture* (Walnut Creek, CA: AltaMira Press, 2000),16.



Figure 4. 64 *This view of the 700 block of East Market Street in Phoenix Hill illustrates nineteenth century small-scale commercial architecture in the study area.*

In the first two decades of the twentieth century, these neighborhood commercial/residential structures continued to be built in the manner of their nineteenth century predecessors, albeit in architectural styles of the day (Figure 4.67). Beginning in the 1920s and 1930s, some one-story, single use (commercial only) structures began to be constructed in the downtown study area (Figures 4.68 and 4.69).

Examples

738-740 Muhammad Ali Boulevard, Phoenix Hill NRHP District (JFCH-442)

The large, two-story brick commercial and residential structure at 738-740 Muhammad Ali Boulevard (JFCH-442) is an example of a neighborhood small-scale commercial architecture (Figure 4.65). The storefront, which originally contained two businesses, is fairly intact, with large windows topped with transoms. The elongated second-story windows, with stone sills and lintels, are indistinguishable from those of a dwelling, while the heavy wooden, bracketed cornice runs the length of the building.



Figure 4. 65 *Façade of 738-740 Muhammad Ali Boulevard (JFCH-442).*

214 South Clay Street, Phoenix Hill NRHP District (JFCH-1171)

This two-and-one-half story small-scale commercial/residential structure (JFCH-1171) is four-bays wide, with a storefront on the ground floor (Figure 4.66). The pilasters dividing the large storefront display windows are original, while the panes themselves are replacements. The second story and attic lights are segmentally-arched, with stone sills. The second story would have been used as living space originally, while the attic story provided additional storage or living quarters.



Figure 4.66 214 South Clay Street (JFCH-1171).

1033 Story Avenue, Butchertown NRHP District (JFCB-244)

This two-story, three-bay brick commercial structure (JFCB-244) was constructed around the turn of the twentieth century (Figure 4.67). It illustrates the slightly smaller size that small-scale commercial architecture was taking in the historic neighborhoods of the downtown study area during the 1900 to 1924 time period. The façade is clad in smooth-faced, buff brick, with quoins of the same material marking the corners of the façade. The side elevations are red brick. The ground level storefront has a central recessed entry flanked by large single light display windows. A single light transom is located over the three-quarter glass entry door. The storefront has pilasters at either end and a cornice with dentils. The second story windows on the façade are one-over-one double hung with entablature lintels and plain sills. A heavy cornice with dentils is located beneath a stepped parapet wall featuring a stone cap and stone scrollwork. There are two-over-two double hung sash windows on the west elevation and the remnants of a painted sign on the east elevation that reads “Jones Kentuckiana Veterinary Supply.”



Figure 4. 67 1033 Story Avenue (JFCB-244).

1501 Story Avenue, Butchertown NRHP District (JFCB-382)

This small-scale commercial structure (JFCB-382) at the corner of Adams Street and Story Avenue was constructed in 1930 for the Great A & P Tea Company (Figure 4.68). This corner has a history of commercial enterprises; on the 1905 Sanborn, there was a frame blacksmith and wagon shop on this site. Most recently, the structure housed the Wesley House Community Services consignment store. The three-bay wide, one-story structure, clad in brick veneer, rests on a poured concrete foundation. The façade is yellow glazed brick, while the sides are red brick. The façade has a window/door/window fenestration pattern with large display windows, each topped by three, four-light fixed windows, placed as transoms on either side of the three-quarter glass and panel entry door. The door is framed by four-light sidelights, and has a transom composed of a centrally placed four-light sash, and two-light sash turned vertically. A mansard tile roof extends down to above the top of the transoms. Multi-light, elongated windows with concrete sills light the west elevation.



Figure 4. 68 *Façade of 1501 Story Avenue (JFCB-382).*

Muth’s Candies, 630 East Market Street, Phoenix Hill NRHP District (JFCH-1127)

This single story concrete block commercial structure (JFCH-1127) dates from the 1925 to 1949 time period (Figure 4.69). It illustrates the early twentieth century trend of infill within the urban landscape with one-story commercial-only structures. It has been the home of Muth’s Candies for years. The storefront has been slightly altered with the false metal mansard roof (probably added in the 1960s). The storefront is covered in brick veneer at the edges and has large plate glass display windows flanking the recessed central door. Fenestration is WW-D-WW. Beneath the windows is wooden paneling. The original Muth’s Candies neon sign is still installed from its metal fixture on the roof.



Figure 4. 69 *Muth's Candies, 630 East Market Street (JFCH-1127).*

Large-scale commercial structures

Large-scale commercial structures, distinguished by their height and massing (usually three stories or higher), large footprint, and commercial-only (or commercial and manufacturing) oriented function, are another aspect of this type. These resources differ from the small-scale commercial structures discussed on the previous pages; they are larger in scale and typically lack the mixed-use function of their small-scale counterparts. While several examples are found in Phoenix Hill along Market Street, the main commercial thoroughfare through the district, large-scale commercial structures are absent, for the most part, in Butchertown. One reason for this could be the larger role that industry historically played in the latter area, and the densely built environment that allowed residential quarters to intermingle along industrial structures. Also, the proximity of the commercial areas along Main Street and Market Street allowed Butchertown to develop with a mixture of residential, small-scale commercial and industrial, with no real need (or space) for large-scale commercial structures. There are a few examples of large-scale commercial structures with industrial uses in Butchertown; these are explored later in this chapter.

Examples

Greene Furniture Carpets and Stoves, 405 - 415 East Market Street, Phoenix Hill NRHP District (JFCH-7)

This four-story brick commercial building (JFCH-7) is an example of a large-scale commercial structure in the Phoenix Hill neighborhood (Figure 4.70). Eight-bays wide, with a stone veneer façade, the Italianate structure was built around 1863, and was home to the J. Bacon & Sons dry goods and carpet store until 1907 (the precursor to the Bacon's Department Store chain). Purchased by James Greene for approximately \$25,000 to \$30,000 that year, it then operated as Green Furniture. The ghost of the painted sign "Greene Furniture Carpets & Stoves" is visible at the top of both east and west elevations of the structure. In 1962, the structure sold to Hyman DeBrovy & Sons, another longtime Louisville company.

While the ground level has been altered, the cast iron storefront with slender columns between bays still exists, but has been contained within a later storefront with wide window bays and a large signboard across the top portion. The façade features smooth-faced stone veneer quoins at each corner, and regularly spaced windows, each topped with a pedimented hood supported by scrolled brackets. The rear portion of the structure drops to three stories, and has irregularly spaced segmentally-arched windows.



Figure 4. 70 West and south (façade) elevations of 405-415 East Market Street (JFCH-7).

445 East Market Street, Phoenix Hill NRHP District (JFCH-1206)

This three story brick large-scale commercial structure (JFCH-1206) retains its original bracketed, dentiled Italianate cornice and corbelled brick course beneath with decorative rectangular pattern (Figure 4.71). On the 1892 Sanborn, this structure housed two stores and a saloon. The structure has a shed roof with a stepped parapet wall at the left side (west elevation). Toward the rear of the structure on the left side there are slight setbacks; at the far rear there are ceramic tiles visible along the top edge of the roofline. Windows in the left side are all replacements. The storefront has been altered with new windows and doors; bays between stone supports have likely also been altered. The storefront is approximately six-bays wide. The stone storefront supports are still in place, with stone lintels beneath the windows at right, so those openings are likely original.



Figure 4. 71 445 East Market Street (JFCH-1206).

552 East Market Street, Adjacent to the Phoenix Hill NRHP District (JFCH-1249)

This three-and-a-half story brick structure (JFCH-1249) has served a commercial function throughout its existence (Figure 4.72). From 1920 to 1970, it was the home of the Albert Hess Furniture Store. During the Section 106 consultation process of the LSIORB Project, this resource was determined eligible by consensus, and is a contributing property to the adjacent Phoenix Hill NRHP District. (The NRHP district takes in the north side of Market Street, but not the southeast corner, where this resource is located.)

On the first floor of the façade the original concrete commercial columns surround metal framed windows with corresponding transoms. There are four openings, each with stone sills and lintels, on the second floor. A central fixed light is flanked by sidelights and with three separate fixed lights. On the third floor, one-over-one double-hung sash windows have stone sills and lintels. The third floor is separated from attic story by two raised brick courses. All the windows have stone sills and lintels. Two different additions were added to the building. The first, behind the original block, is two stories tall. The second, which forms an ell, is also two stories tall. They both have shed roofs. At the end of the ell there are remnants of a previously attached building. There are a number of different businesses housed within the building, each with their own entry and two of which have access to loading doors on the Hancock Street façade.



Figure 4. 72 *East and north elevations of 552 East Market Street (JFCH-1249).*

Kentucky Lithographing Company (Billy Goat Strut), 600 East Main Street, Phoenix Hill NRHP District (JFCH-440)

This three-story brick commercial building (JFCH-440) represents the combination of large-scale commercial with a manufacturing operation (Figure 4.73). On the 1892 Sanborn, this structure housed not only the offices and salesroom of the Lithgow Manufacturing Company (the office placed in the corner facing building) but also the foundry, warehouse and factory where stoves were manufactured. Due to the multi-faceted nature of this large structure, multiple entrances pierce the Main Street elevation; the large expanse of windows and the diagonally placed main entrance convey the commercial role of the structure. During most of the twentieth century (approximately 1910 to 1980), this structure was home to the Kentucky Lithographing Company.

The windows are original, wooden six-over-six double hung sash with stone sills and lintels. Various windows have incised stone lintels. Brick corbelling accents the cornice. In recent years, this structure has undergone an adaptive reuse and now houses professional offices and condominiums/apartments.



Figure 4. 73 *Kentucky Lithographing Company (Billy Goat Strut), 600 East Main Street (JFCH-440).*

Theme: Commerce

Types: Stores/ groceries

The corner grocery building is a common sight in the downtown study area, although its use has often changed. During the early nineteenth century, Louisvillians purchased staple items at market houses; five market houses located on Market Street became known as the Market Houses of Louisville. As the city expanded, the market houses fell out of favor, and “small, family-owned stores began to appear...by 1832, there were nearly twenty” such stores.⁴⁸ The 1925 Louisville City Directory recorded some 1,080 retail grocery stores. Prior to the advent of large grocery chains, nearly every neighborhood had its own local grocery, typically situated on the corner to take advantage of the cross-street traffic. During the 1970s, large grocery chains, able to purchase goods in larger quantities and thus sell at a lower price, gained a foothold in the market.⁴⁹ Most small neighborhood grocers were unable to compete, and were forced to close.

Like the small-scale commercial structures discussed previously, these structures almost always combined a first-floor commercial space with residential space on the upper stories. Most structures have been converted to commercial uses other than groceries; only Jerry’s Market and Deli, located at 841 East Washington Street (JFCB-83) appears to have been operating within recent memory in Butchertown (the small grocery and deli shut for renovations in the fall of 2008, and its fate remains unknown). Webb’s Market (JFCH-1287), at 944 Muhammad Ali Boulevard in Phoenix Hill, maintains a steady business with its small market and deli.

Examples

William Gnau Store and House, 122 Adams Street and 1426 East Washington Street, Butchertown NRHP District (JFCB-345)

One of the best-known of these historic corner groceries in Butchertown is the home and store of William Gnau, at the corner of Adams and East Washington Street (122 Adams and 1426 East Washington, JFCB-345). Gnau had the two-and-one-half-story brick Italianate structure constructed in 1875 to house both his business, William Gnau, Groceries, Provisions and Feed Company, and his family (Figure 4.74). In 2007, this fine example of mixed-use architecture experienced its latest change as it was renovated as the Presidential Place condominiums.

The main façade faces Adams Street, and is seven-bays wide, built on a stone foundation. The ground floor has large, single-light display windows, separated by pilasters and topped with three-light transoms. It appears that originally there were three entrances on this elevation; on the 1905 Sanborn map the structure was divided into three separate commercial establishments (Figure 4.76). Only two of these entries still exist; one leads into the former commercial space that occupies the majority of the first floor and the one at the southeast corner been modified and is now a recessed entry.

⁴⁸ Adam Kirby. “Groceries,” in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University of Kentucky Press, 2001), 361

⁴⁹ *Ibid.*

The second floor windows on the Adams Street elevation are four-over-four double-hung with stone lintels and sills; they appear to be a combination of wood and metal sash windows. The attic windows are two-light segmentally-arched windows, with a corbelled belt course running across the length of the façade above these windows and below the raked cornice.

The two-story brick ell that was Gnau's home faces on East Washington Street (Figure 4.75). Five-bays wide, with a door/window/window/window/window fenestration pattern, the dwelling has a side-gable asphalt shingle roof and interior gable end brick chimneys. The side entry door features a bracketed hood mold and stained glass transom. The windows, like that of the Adams Street commercial space, are four-over-four double-hung sash with simple stone lintels and sills. The denticulated cornice wraps along the west gable end. A two-story, four-bay hipped-roof brick structure, originally a stable, extends off of the south wall of the Gnau dwelling.⁵⁰



Figure 4. 74 Façade (Adams Street side) of the Gnau Store (JFCB-345).

⁵⁰ Sanborn-Perris Map Company. *Insurance Maps for Louisville, Kentucky*. Volume III. (New York: Sanborn-Perris Map Co, LTD, 1905). Available online at: http://kdl.kyvl.org/cgi/i/image/imageidx?c=beasanic&back=back1255530957&chaperone=S-BEASANIC-X-LOU19051922+LOU_1905_000A&chaperone=S-BEASANIC-X-LOU19051922+LOU_1905_000A&ox=1&oy=0&lastres=2&res=2&width=1201&height=1420&maxw=4806&maxh=5680&subview=getsid&view=entry&entryid=x-lou19051922&cc=beasanic&quality=2&image.x=1018&image.y=273&start=1&viewid=LOU_1905_411



Figure 4. 75 North elevation (Washington Street side) of the Gnau dwelling (JFCB-345).

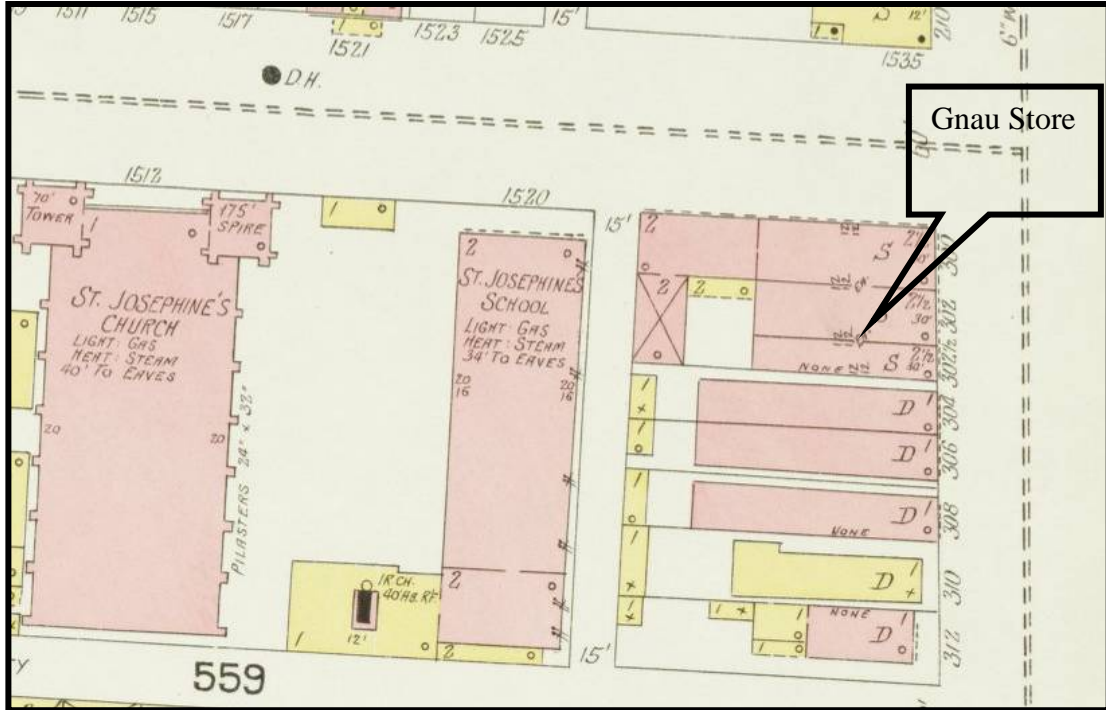


Figure 4. 76 Section from the 1905 Sanborn (page 411), showing the Gnau Store.⁵¹

⁵¹ Ibid.

Henry Bauer Grocery, 1437 Story Avenue, Butchertown NRHP District (JFCB-361)

Up the street from William Gnau's store is the Henry Bauer Grocery, located at 1437 Story Avenue (JFCB-361), at the corner of Story Avenue and Adams Street (Figure 4.77). This two-and-one-half story, three-bay wide brick Italianate structure occupies a key corner spot in Butchertown. Constructed in 1850 by Henry Bauer as the site for his grocery business and residence, the structure operated as a grocery continuously until 1910, when for 10 years it was run as a saloon. The ground floor of the façade has a cast-iron storefront with a central recessed entryway flanked by large, four-light display windows. The one-over-one double-hung wooden sash windows on the second story have stone sills and incised, pedimented stone lintels. Three two-light windows pierce the attic story, each with an incised lintel. A roundel and guttae combination enlivens the cornice. The east elevation of the main portion of the building and the two-story ell is pierced by two-over-two double-hung sash windows, with simple stone sills and entablature lintels. Two doors lead from Adams Street into the main building; the first is a wooden panel door with a transom that has been covered up, and the second is an entry with double wooden panel doors, topped with a large, four-light transom and stone lintel.



Figure 4. 77 *Façade and east elevation of 1437 Story Avenue (JFCB-361).*

1600 Story Avenue, Butchertown NRHP District (JFCB-438)

A similar corner commercial building, dating from 1884, is located at 1600 Story Avenue (JFCB-438), at the intersection of Story and Frankfort (Figure 4.78). First occupied by the Daniel Zutt Grocery, this two-and-one-half story brick Italianate structure demonstrates the capacity of a commercial structure to retain a portion of its original architectural style while being updated with a new style – in this case, the Craftsman/Colonial Revival era multi-light display windows, which possibly date from the 1920s or 1930s. Three bays wide, the Zutt grocery has residential space on the second story, with segmentally-arched two-over-two double-hung sash windows with stone lintels. The cornice features paired brackets and dentils. Additional residential space is found in the four-bay wide, two-story brick ell that faces on Frankfort Avenue.

The Zutt grocery also demonstrates another trend observed in the grocery stores of Butchertown – that of a one-story side addition, typically contemporaneous with the construction of the main structure, which functioned as a storeroom or warehouse (Figure 4.79). The Zutt grocery’s brick storeroom was labeled as a workroom on the 1892 Sanborn (Figure 4.80). Today, the workroom is a one-story, two-bay wide shed roof structure with a false front parapet wall. Other examples of this corner store with side warehouse or storeroom include 1001 East Washington Street (JFCB-224) and directly across the street from the Zutt grocery, 1601 Story Avenue (JFCB-413).



Figure 4. 78 Façade of the Zutt Grocery, 1600 Story Avenue (JFCB-438).



Figure 4. 79 Rear of the Zutt grocery workroom (JFCB-438).

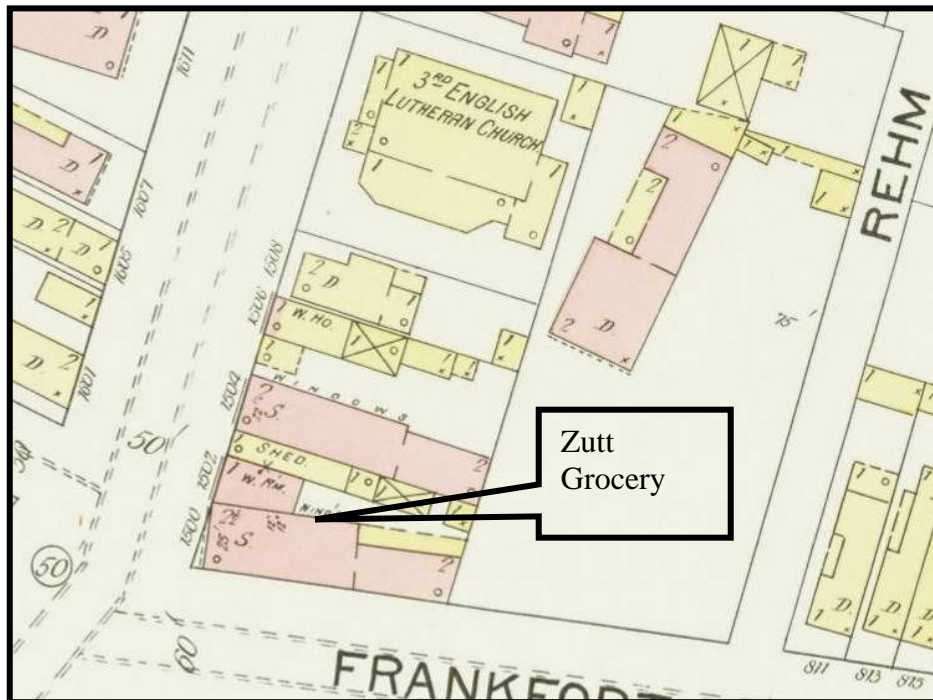


Figure 4. 80 Section of the 1892 Sanborn showing the Zutt grocery and workroom.⁵²

⁵² Sanborn-Perris Map Company. *Insurance Maps for Louisville, Kentucky*. Volume III. (New York: Sanborn-Perris Map Co, LTD, 1892), Sheet 153. Online at: http://kdl.kyvl.org/cgi/i/image/image-idx?rgn1=ic_all&op2=And&rgn2=ic_all&g=kdlmaps&c=beasanic&back=back1269874766&subview=detail&resnu

Helfrich Grocery, 900 East Jefferson Street, Phoenix Hill NRHP District (JFCH-133)

Occupying a lot at the southeast corner of East Jefferson and South Campbell Streets, the common bond brick Italianate commercial structure at 900 East Jefferson Street (JFCH-133) was built in 1886 and originally served as the Helfrich Grocery; the owner, J. Helfrich, probably lived above or behind the store (Figure 4.81).⁵³ In November 2008 this structure housed F.J. Kremer & Sons Candy and Paper Products. The storefront has been significantly altered with brick infill and modern windows and doors. The structure has been further altered by the removal of its original bracketed cornice and by various vinyl-covered, concrete blocked and boarded openings. The structure does; however, retain its stone storefront supports, incised stone window lintels, stone window sills, and four chimneys at the right side. Also extant at the right side are a fire escape and two first floor side entrances (one boarded and one covered in a vinyl panel). There is a painted sign at the right side for Weisberg's Full Service Market and a partial painted sign at the left side. There is historic, brick, two-story rear section with a gable roof; its rear entrance has been filled with concrete block.



Figure 4. 81 *Northeast elevation of Helfrich Grocery (JFCH-133).*

m=9&view=entry&lastview=thumbnail&cc=beasanic&entryid=x-lou1892&start=1&q1=1892&chaperone=S-BEASANIC-X-LOU1892+LOU_1892_000A&viewid=LOU_1892_153

⁵³ Kentucky Historic Resources Inventory Form, JFCH-133.

George Schulten’s Grocery, 912 East Chestnut Street, Phoenix Hill NRHP District (JFCH-374)

The Italianate, common bond brick structure at 912 East Chestnut Street (JFCH-374) was constructed in the 1870s and was originally used for George Schulten’s Grocery (Figure 4.82).⁵⁴ Though it occupies a lot at the corner of East Chestnut Street and the later Chestnut Street Connector this structure would originally have been set near the center of this block. This is an atypical example of a neighborhood grocery store with its side-passage townhouse form.

Its narrow window openings retain stone lintels and sills; the front door retains its transom and bracketed, dentiled, and hooded wooden surround. The original bracketed wooden cornice remains as do original brick, interior chimneys at the right side and in the two story, shed roof portion to the rear. There is no seam between the brick, side-gable front portion and the brick, shed roof portion behind; however, the southeast corner of the shed roof portion may be modified as indicated by the vinyl siding and concrete block foundation in this area. Beyond this is a single story, vinyl-sided addition built for storage below and elevation of a modern HVAC unit above.



Figure 4. 82 *Façade of George Schulten’s Grocery (JFCH-374).*

⁵⁴ Kentucky Historic Resources Inventory Form, JFCH-374.

Prospect Store, 2500 Rose Island Road, Determined Eligible for NRHP Listing (JF-444)

Just as the masonry corner commercial/residential structures previously discussed define the face of urban neighborhood commerce, the Prospect Store (JF-444) in the East End of the study area evokes the familiar form of the rural or crossroads general store (Figure 4.83). Unlike their counterparts in Butchertown and Phoenix Hill, rural groceries or general stores were often only dedicated to commerce, rather than being mixed-use. Rural stores like this often housed a post-office as well as a grocery, and if the structure was more than one story, the upper floors were home to local lodges or civic organizations.

The Prospect Store (JF-444), constructed around the first decade of the twentieth century as the Prospect Grocery, now sits on the north side of US 42, across the road from its original site (Figure 4.84). The suburban growth that changed Prospect from a “rural outpost” to an enclave for upper income residents who live in recently developed subdivisions, threatened to take the structure, along with the former Prospect City Hall. The latter actually was demolished, but Prospect native Henry Wallace, who grew up on Rose Island Road, moved the store to his property across US 42. The frame, two-and-one-half story building rests on a poured concrete and concrete block foundation and has been converted into apartments.

According to the previous survey form (1977), the store was originally located on the second floor of the four-bay wide structure, rather than on the ground level as indicated by its storefront. It moved to the ground level sometime in the second half of the twentieth century. The façade of the storefront has a central entry flanked by display windows, and is sheltered by a full-length shed roof porch with plain wooden supports. The second story, clad in weatherboards, has four, one-over-one double-hung replacement sash windows. The gable is clad in shingles, and though the window sash has been replaced, the molded surrounds remain. The overhanging eaves feature block modillions, which are echoed in the cornice above the storefront. The conversion to apartments has resulted in the construction of a series of decks on the rear elevation and exterior stairs on the east elevation.



Figure 4. 83 *Façade and east elevation of the Prospect Store (JF-444).*



Figure 4. 84 *Prospect Store before it was moved across US 42. Photo courtesy Kentucky Heritage Council.*

Walter Bader’s Grocery Store, 6329 River Road, Contributing Element in the Determined Eligible Harrods Creek Village Historic District (JF-937)

Another grocery/general store was located in the small, frame, shed-roofed structure at 6329 River Road (JF-937), referred to as Walter Bader’s Grocery Store in the LSIORB Section 106 process. The three-bay wide structure has been converted to residential use, but its commercial origins are readily apparent (Figure 4.85).

Constructed in the first two decades of the twentieth century, the structure rests on a poured concrete foundation, and has a full-glass, central entry door flanked by large, six-light fixed display windows. Some sources state that this was a stop for interurban passengers; the LSIORB Final Determination of Eligibility report states that the “Prospect Interurban passed through the center of the grocery and Hoskins general store.” No source is given for this last claim; the Hoskins General Store (also known as the Pine Room Bar and Restaurant) was located at 6331 River Road and had been demolished by the time a Kentucky Historic Resources Inventory form was completed for the property in 1977. Happy Hounds Day Care is now located at that site.



Figure 4. 85 *West elevation and façade of Walter Bader’s Grocery Store (JF-937).*

Theme: Government/Public Infrastructure

Type: Schools and Educational Related Resources, both Public and Religious

Non-Parochial Schools

Historically, there were once many schools, both public and church-based, within the study area. The disappearance of one-room schoolhouses in the East End of the study area, consolidation with larger schools in the downtown study area as well as urban renewal projects, have eliminated many of the historic school structures, though a few remain. In Butchertown, there are not any extant historic public schools. The First Ward School, a three-story brick structure, stood at the corner of Cabel Street and East Washington Street (Figure 4.86). The lot is now a surface parking lot. Opened in 1865, the school was renamed the George Washington School in 1903, and closed in 1911.⁵⁵



Figure 4. 86 *The George Washington School at 118 Cabel Street, circa 1923.*⁵⁶

⁵⁵ Jefferson County Public Schools History. <http://media.jefferson.k12.ky.us/groups/jcpshistory/>, Internet. Accessed October 2009.

⁵⁶ Item no. 1994.18.1059 Herald Post Collection, 1994.18, Special Collections, University of Louisville, Louisville, Kentucky. Online at <http://digital.library.louisville.edu/u/?heraldpost,689>

Historic nineteenth century schools in the downtown study area shared similar characteristics: multi-story, solid masonry structure, often architect-designed (and utilizing popular national styles of the day), and with numerous windows to provide natural light. These schools were neighborhood schools in the purest sense: not only did they serve children in the immediate area, but the structures were situated alongside residential, commercial and industrial structures (Figure 4.87). The structures had to fit the constraints of urban lots; with only one extant example in the study area (JFCH-19) from the nineteenth century, additional research is needed to determine a specific set of property type characteristics. Historic twentieth century schools also tend to be multi-story, with numerous windows and larger footprints, often including purpose-built gymnasiums and auditoriums. These structures often feature an eclectic blending of revival architectural styles. There is one twentieth century school within the downtown study area.

There are two extant historic school structures in the East End of the study area, and one portion of a previous school inside of a later structure (Harrods Creek Lodge, JF-932, page 312) Both of the extant schools were specifically designed: one by a professional architect who also designed many of the dwellings in the Country Estates, and the other from the national Rosenwald School campaign.

Examples

Hiram Robert's Normal School, 615 East Market Street, Phoenix Hill NRHP District (JFCH-19)

The only known extant nineteenth century school in the downtown survey area, with the exception of parochial schools, is the Hiram Robert's Normal School (JFCH-19), located at 615 East Market Street in Phoenix Hill (Figures 4.88 and 4.89). This structure (that now houses Joe Ley Antiques) began as the Louisville Normal School when built in 1890. A brass plaque on the facade reads "M.K. Allen Pres. Building Com., John Hoertz/Chair, John T. Funk, C.F. Reilly, Wm. Bruenig, T.W. Sturgeon, Chas D. Meyer, Architect(s). The three-story brick Victorian building has an elaborate and irregular façade with elements of the Empire style and Richardsonian Romanesque.

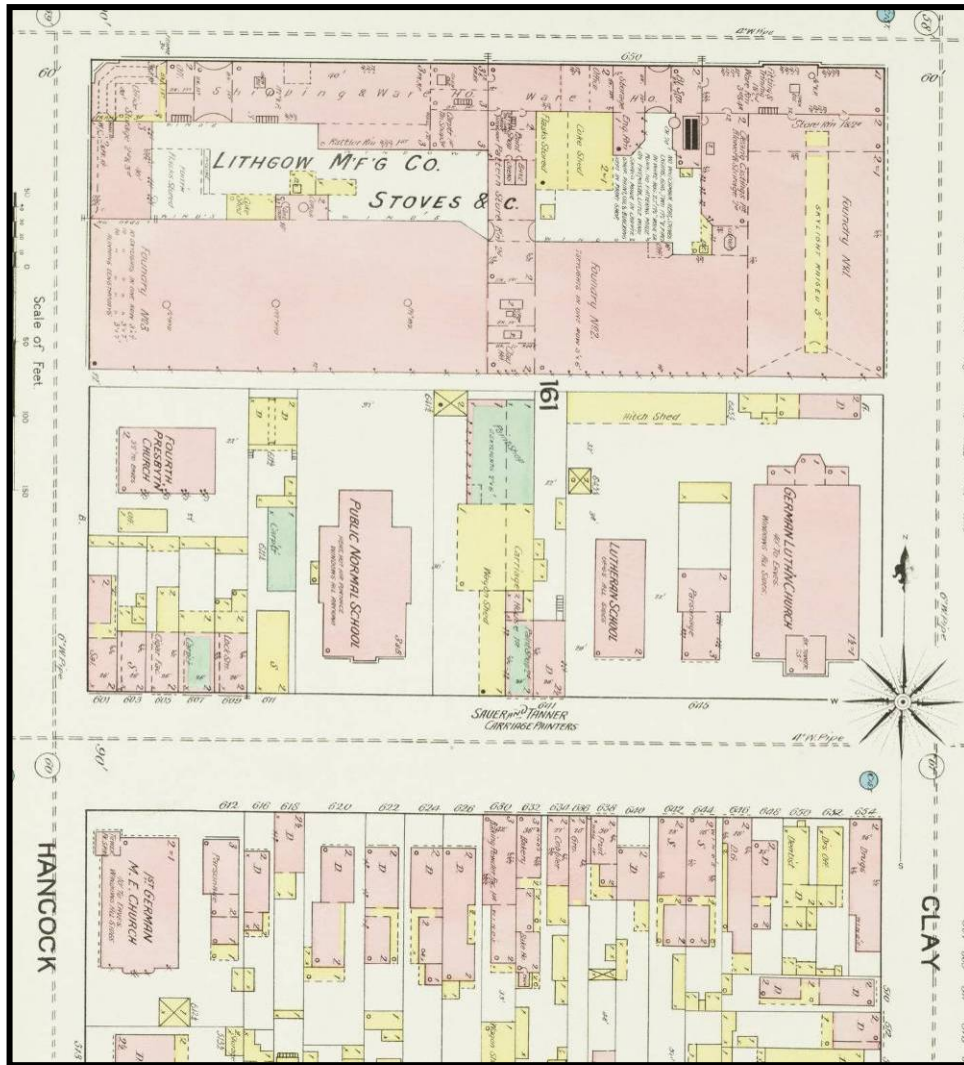


Figure 4. 87 Section of the 1892 Sanborn showing JFCH-19 within its original context.⁵⁷

Following the construction of a new structure on East Broadway for the Normal School, the building housed an elementary school, named the Hiram Roberts Normal School, after a one-time principal of the Normal School. According to Jefferson County Public Schools, classes for students with special needs became part of Hiram Robert’s curriculum in 1916. The school operated until 1966, when it was closed, and its student body dispersed to Lincoln and Carmichael Elementary schools. After closure, the school served as overflow for students from other area elementary schools, until the school system sold the structure to Koch Glass in 1972.⁵⁸

⁵⁷ Sanborn-Perris Map Company. *Insurance Maps for Louisville, Kentucky*. Volume III. (New York: Sanborn-Perris Map Co, LTD, 1892), Sheet 122 Online at: http://kdl.kyvl.org/cgi/i/image/image-idx?rgn1=ic_all&op2=And&rgn2=ic_all&g=kdlmaps&c=beasanic&back=back1269874766&subview=detail&resnum=9&view=entry&lastview=thumbnail&cc=beasanic&entryid=x-lou1892&start=1&q1=1892&chaperone=S-BEASANIC-X-LOU1892+LOU_1892_000A&viewid=LOU_1892_122

⁵⁸ Jefferson County Public Schools History. <http://media.jefferson.k12.ky.us/groups/jcpshistory/>, Internet. Accessed October 2009..



Figure 4. 88 *Hiram Robert's Normal School, circa 1923.*⁵⁹



Figure 4. 89 *West elevation and façade of Hiram Robert's Normal School (JFCH-19.)*

⁵⁹ Item no. 1994.18.1049 Herald Post Collection, 1994.18, Special Collections, University of Louisville, Louisville, Kentucky. Online at <http://digital.library.louisville.edu/u/?heraldpost.679>

Rogers Clark Ballard School, 4200 Lime Kiln Road, Jefferson County NRHP MRA and Country Estates of River Road NRHP District (JF-555)

This school (JF-555), constructed in 1914, grew out of a unique partnership between parents in the Country Estates area and the Jefferson County Board of Education. Though serving as a public school for children in eastern Jefferson County, the school, designed by prominent Louisville architect John Bacon Hutchings, sat on land donated by the wealthy Ballard family, and benefited greatly from the involvement of wealthy Country Estate families. The two-story school sits on a hillside overlooking Glenview and Upper River Road. Designed in the Arts and Crafts style, the structure is constructed of random laid stone (Figure 4.90).

The school operated until 1959, when a larger new school opened. The Chance School, a private school serving preschool through fifth grade, has operated at the site since the 1980s.



Figure 4.90 *Façade and main entrance to the Chance School (JF-555).*

Jefferson Jacob School, 6601 and 6717 Jacob School Road, Determined Eligible for NRHP Listing (JF-840)

The two-story frame building at 6601 Jacob School Road (JF-840) sits on land once owned by W.F. Shirley (Figure 4.91). Between 1916 and 1917, the Jefferson Jacob School (JF-840) was constructed for \$4,800, as part of the Rosenwald School initiative that changed the state of African American education across rural America. Approximately 158 Rosenwald schools are known to have been constructed in 64 counties across Kentucky; the Jefferson Jacob School served African-American students from Prospect and Harrods Creek until its closure in 1957.⁶⁰

Built as a three-teacher facility, the community contributed \$400 to its construction, while another \$400 came from the Rosenwald fund. Public funds made up the remainder of the monies needed to construct the school. The ground level operated as the kitchen and cafeteria, while the classrooms were located on the second story.⁶¹ The façade of the school, altered by the construction of a ground-level shed roof addition, has also all original openings, with the exception of the double entry doors, obscured by vinyl siding. It is likely that the façade, like the rear elevation (west elevation), would have been pierced by a number of windows in order to take advantage of natural light in the classrooms.

To the north of the school is a small, one-story, four-bay wide frame structure built in the 1930s to house the woodshop and home economic courses for the school (Figure 4.93). This structure, which has a physical address of 6517 Jacob School Road, currently houses the Prospect-Harrods Creek Senior Center.

⁶⁰ Alicestyne Turley-Adams, *Rosenwald Schools in Kentucky 1917-1932*, (Frankfort: The Kentucky Heritage Council and the Kentucky African American Heritage Commission, 1997)

⁶¹ *Ibid.*



Figure 4. 91 *Jefferson Jacob Rosenwald School (JF-840).*

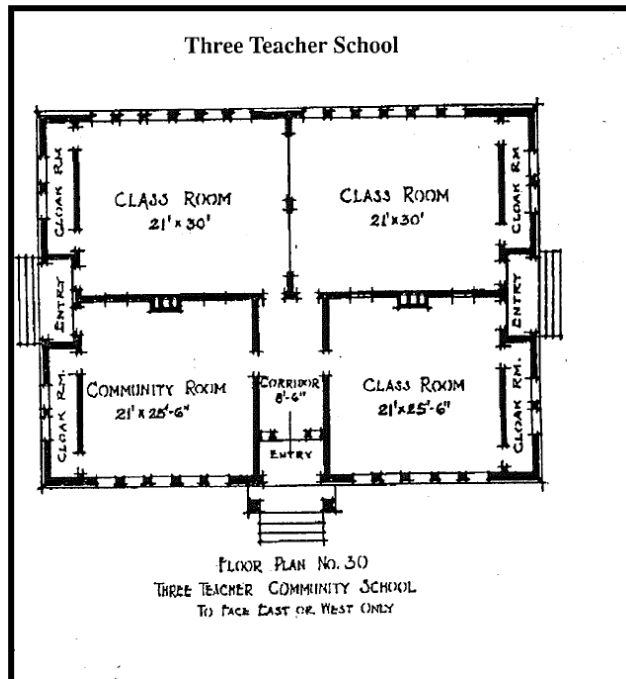


Figure 4. 92 *Plan of a Rosenwald school similar to the Jefferson Jacob School.*⁶²

⁶² Ibid, 82



Figure 4. 93 *Woodshop and home economics building (JF-840).*

Theodore Ahrens Trade School, 546 South 1st Street (JFCD-314)

The Theodore Ahrens Trade School (JFCD-314), located at 546 South First Street, illustrates the growth of vocational training and education championed during the Progressive era of the first two decades of the twentieth century (Figures 4.94 and 4.95).

Theodore Jacob Ahrens, Jr., the son of German immigrants, was a businessman who took his original plumbing supply store on Market Street and through mergers and acquisitions, developed a national industrial firm with international sales. Ahrens' background working in his father's brass foundry as a youth underscored his belief in vocational education. Working in partnership with local government, he helped plan Louisville's first vocational school, which opened in 1913. Over the years, the school benefited greatly from Ahrens' largess – in 1925, he contributed \$300,000 for construction of a new school and gymnasium.⁶³

The Ahrens School was constructed in several phases between 1925 and the 1960s, and combines a variety of Revival styles.

⁶³ Jane-Rives Williams, "Ahrens Vocational Center," in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University of Kentucky Press, 2001), 19-20; John Kleber ed. "Theodore Jacob Ahrens Jr" in *The Encyclopedia of Louisville*, 19.



Figure 4. 94 *Ahrens Trade School, looking northwest (JFCD-314).*



Figure 4. 95 *1938 portion of Ahrens Trade School (JFCD-314).*

Religious Schools

The St. Martin de Tours Church schools and the later Ursuline Academy are examples of a type of educational structure different from that of other religious schools. These were primarily educational institutions and seem to be differentiated by their larger size, presence on the landscape before a separate church or chapel was constructed, or by their location farther from the church than was customary. Most importantly, even if they included religious instruction or were associated with a church, these were educational institutions first.

The creation of these schools was an important first step in the education of a community of new immigrants in the Phoenix Hill neighborhood. The Ursuline sisters from Bavaria were brought in to fill an educational void, teaching within a religious framework that immigrant families likely found both appropriate and reassuring. Neither of these schools would have been possible without the Bishop Martin John Spalding of Louisville's 1858 decision to send Franciscan Fr. Leander Streber, assistant pastor at St. Martin de Tours Church on Shelby Street, to an Ursuline Convent in Straubing, Bavaria. Fr. Streber went to ask the Sisters to establish an Ursuline Foundation in Louisville. These sisters were needed to teach in the surrounding German-American community. The sisters arrived on October 31, 1858 and helped to begin St. Martin's first coeducational school. They taught immigrant children in the St. Martin's parish for years before moving to the new Ursuline Academy.⁶⁴

Examples

St. Martin de Tours Church Girl's and Boy's Schools

As stated above, Reverend Leander Streber of St. Martin's was sent to Bavaria to ask the Ursuline sisters to come to Louisville; they arrived on October 31, 1858 to begin the church's first coeducational school. Later, St. Martin's built separate schools for boys and girls. In 1896 the parish built a three-story brick girl's school on Gray Street across from the church (Pfarrschule). The last boys' school was located in what is now the rectory, or parsonage, built in 1888. In 1917 the schools were combined into the Pfarrschule. St. Martin de Tours church reached its height in the early twentieth century, but its membership declined in later years. The Pfarrschule ceased functioning as a school in 1968.⁶⁵

The original school is gone, but the later girl's and boy's schools are extant; both are considered contributing elements within the Phoenix Hill National Register District. An 1892 Sanborn Fire Insurance Map of Louisville shows St. Martin de Tours Church, two different St. Martin's Boy's Schools, and the St. Martin's Girl's School (Figure 4.96).

⁶⁴ Historical Background of "The Cloister," 1-4.

⁶⁵ John E. Kleber, ed. "St. Martin of Tours Catholic Church," in *The Encyclopedia of Louisville* (Lexington: University of Kentucky Press, 2001), 778-779.

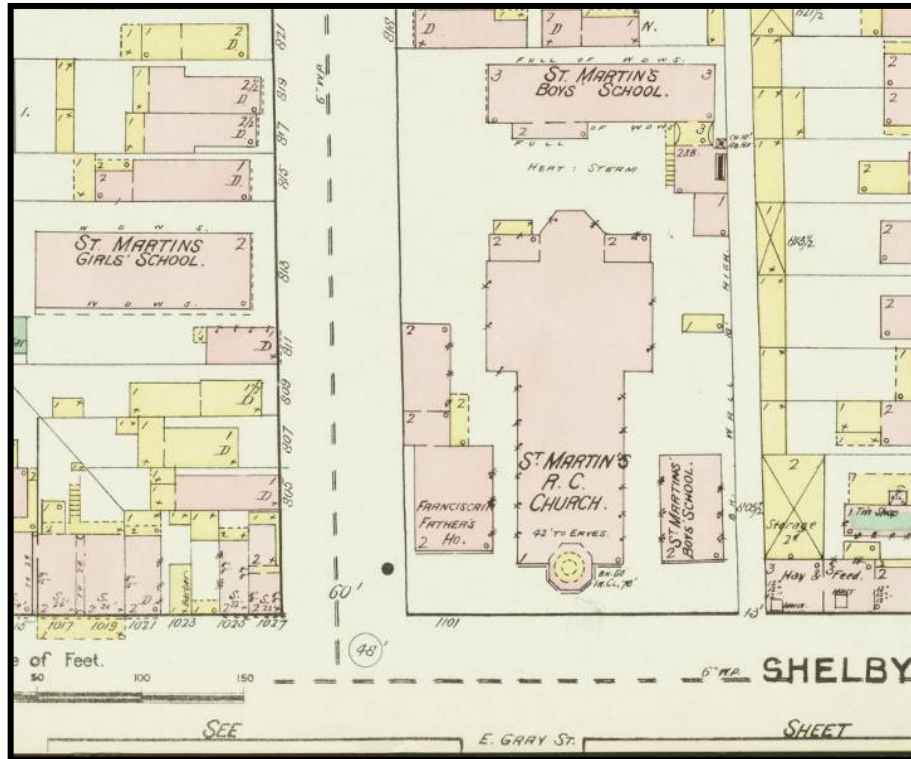


Figure 4.96 Sheet 135 from the 1892 Sanborn Fire Insurance Map showing extant St. Martin's Church, Boy's and Girl's Schools.⁶⁶

St. Martin's Boy's School, 639 South Shelby Street, Phoenix Hill NRHP District (JFCH-396)

The 1888 St. Martin's boy's school at 639 South Shelby Street is now St. Martin de Tours Church Rectory (Figure 4.97). Another St. Martin's Boy's school was adjacent and just to the south of the church itself but is no longer extant. The remaining boy's school is located behind the church on the same parcel (facing on East Gray Street) but shares one of the South Shelby Street church addresses.

The two-story, Italian Renaissance style structure is stuccoed and has some concrete block exterior features. The structure is built over a poured concrete garage with two garage doors. In the projecting bay at the right side of the structure there is an entry door. Windows are replacements. A long ell extends on the right side of the structure. It is two stories and runs behind the St. Martin de Tours Church. At the west end of this ell, there is also a single story addition that is relatively small in size. There are five interior chimneys on the right side of the main building and two interior chimneys on the ell.

⁶⁶ Sanborn-Perris Map Company. *Insurance Maps for Louisville, Kentucky*. Volume II. (New York: Sanborn-Perris Map Co, LTD, 1892), Sheet 135. Available on line at http://kdl.kyvl.org/cgi/i/image/image-idx?rgn1=ic_all&op2=And&rgn2=ic_all&g=kdmaps&c=beasanic&back=back1269874766&subview=detail&resnum=9&view=entry&lastview=thumbnail&cc=beasanic&entryid=x-lou1892&start=1&q1=1892&chaperone=S-BEASANIC-X-LOU1892+LOU_1892_000A&viewid=LOU_1892_135



Figure 4.97 Northwest elevation of St. Martin's Boy's School, now the Rectory (JFCH-396).

St. Martin's Girl's School, 807 East Gray Street, Phoenix Hill NRHP District (JFCH-388)

The 1896 St. Martin's girl's school at 807 East Gray Street is called the Pfarrschule, or parish school (Figures 4.98 and 4.99). It is a three-and-a-half story brick structure, with a stone plaque reading "St. Martinus Pfarrschule 1896" still installed on the East Gray Street façade. A 1905 Sanborn Fire Insurance Map (Figure 4.100) shows the St. Martin's "Parish School Girl's Department" with its stairs at the ends of the structure; notes indicate its first and second floor "Recitation Rooms" and third floor "Private Theatre."

Sitting on a stone foundation, the building is accessed by two doors located at the extreme ends of the façade. These bays, as well as the three central windows, are slightly raised from the face of the building. The doors have a stone surround with ionic columns and a three light transom. Raised stone courses divide the stories. The course between the first and second level contains an egg and dart design with dentils.

The structure retains its original wooden windows; some are decorated with stone voussoirs. All of the windows on the façade have stone sills and lintels. A tower, consisting of an extra story and a pyramidal roof with synthetic slate tiles on the sides sits on the southwest corner of the building. A projecting cross-gable in the center of the front façade has diagonal, glazed brick patterns in its top half story. The cornice line is decorated with dentils and the roof has copper flashing.



Figure 4. 98 *St. Martin School, circa 1932.*⁶⁷



Figure 4. 99 *Southeast elevation of St. Martin's Girl's School (Pfarrschule, JFCH-388).*

⁶⁷ Item no. 1994.18.1054 Herald Post Collection, 1994.18, Special Collections, University of Louisville, Louisville, Kentucky. Online at <http://digital.library.louisville.edu/u/?heraldpost.684>

Ursuline Academy (The Cloister)

The historic Ursuline Academy complex currently consists of two adjacent lots – 800 East Chestnut Street (Bast’s 1867-1868 Ursuline Convent Chapel) and 806 East Chestnut Street (Curtin’s 1900-1901 Ursuline Convent of the Immaculate Conception and the associated dormitory structures at the rear of the lot). Chapel, Convent, and dormitories (later classrooms) show on 1905 and 1941 Sanborn Maps (Figures 4.100 and 4.101). The Ursuline Academy and Convent structures (including the Chapel) were listed on the National Register of Historic Places in 1978.

As noted previously, the Ursuline Academy of the Immaculate Conception was made possible through Bishop Martin John Spalding of Louisville’s 1858 decision to send Franciscan Fr. Leander Streber of St. Martin’s to the Ursuline Convent in Straubing, Bavaria, to ask the sisters to establish an Ursuline Foundation in Louisville. The sisters came to Louisville and taught immigrant children in the St. Martin’s parish for years before moving to the new Ursuline Academy. In 1977, Ray Schuhmann developed the old Ursuline Academy into a shopping complex called The Cloister which was sold in 1981 to The Louisville School of Art and then, later that year, to a restaurant which later closed. It was being renovated for low income housing in 1989.⁶⁸ At date of survey (2009) the left five bays of the historic Convent structure housed Project Women, Inc.



Figure 4. 100 1905 Sanborn Fire Insurance Map showing the Ursuline Chapel and Convent and St. Martin’s Girl’s School.⁶⁹

⁶⁸ Clarice A. Partee, “Phoenix Hill: Early residents drank deep of social life at park; area has taken wing again of late.” *Louisville Courier-Journal*, 1989, p. 89.

⁶⁹ Sanborn-Perris Map Company. *Insurance Maps for Louisville, Kentucky*. Volume II. (New York: Sanborn-Perris Map Co, LTD, 1905), Sheet 188 Online at: <http://kdl.kyvl.org/cgi/i/image/image-idx?c=beasanic&back=back1255530957&chaperone=S-BEASANIC-X->

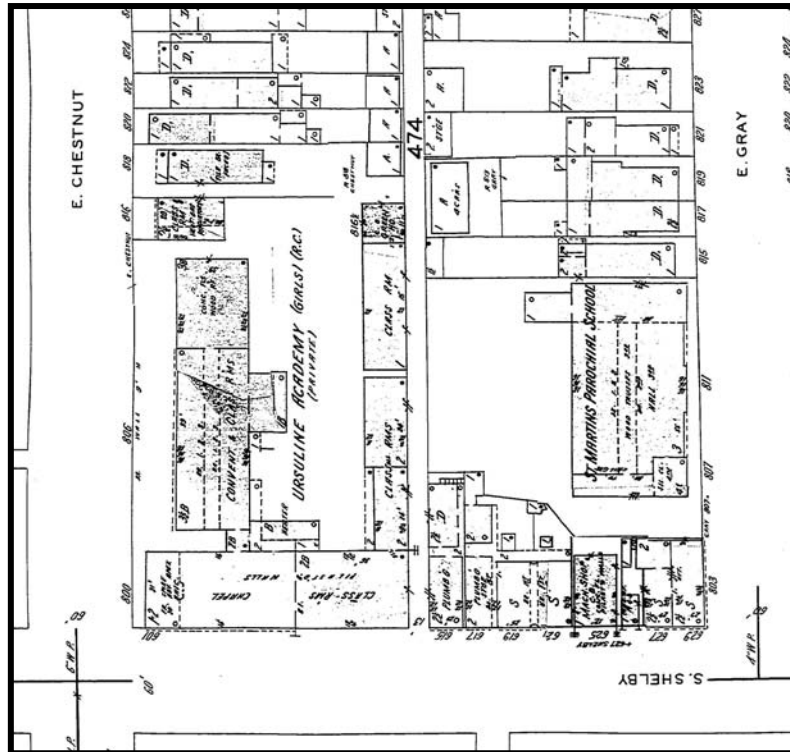


Figure 4. 101 1941 Sanborn Fire Insurance Map showing the Ursuline Academy and St. Martin's School.⁷⁰

Ursuline Convent of the Immaculate Conception, 806 East Chestnut Street, Phoenix Hill NRHP District (JFCH-352)

The original convent opened in 1859, facing on Chestnut Street, and with 20 rooms for boarders. Mother Boniface, Mother Seraphine, and Sister Martha arrived as the Ursuline Academy's first teachers. Sister Mary Salesia Reitmeier, the superior, took on the task of giving young girls a Christian education. The boarding school opened in 1859 and the day school in 1860; both schools grew rapidly. There were about 40 day scholars when the Academy opened. In 1867 Miss Anna Kotter became the first graduate of the Ursuline Academy.⁷¹

An entire wall of the convent had to be rebuilt in 1887. Due to overcrowding issues, in 1899 Bishop McCloskey permitted the old school building to be demolished for a new convent/school. A grotto was built using the foundation stones and a stone dated "1860" from

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 LOU19051922+LOU_1905_000A&ox=1&oy=0&lastres=2&res=2&width=1201&height=1420&maxw=4806&maxh=5680&subview=getsid&view=entry&entryid=x-
 lou19051922&cc=beasanic&quality=2&image.x=1018&image.y=273&start=1&viewid=LOU_1905_188

⁷⁰ Sanborn Map Company. Insurance Maps for Louisville, Kentucky. Volume 2 W. New York: Sanborn Map Company, 1929-1941. Sheet 29E, 1941. Digitized by Proquest, 2001-2008. Accessed by subscription at the University of Louisville at: <http://sanborn.umi.com/>,

⁷¹John E. Kleber, ed. "Ursuline Academy of the Immaculate Conception," in *The Encyclopedia of Louisville* (Lexington: University of Kentucky Press, 2001), 906-907.

the old convent/school. The new structure was designed by Cornelius A. Curtin, a well-known Louisville architect. Excavation for the new convent (Figure 4.102) began on January 13, 1900; the foundation began to be laid on January 22. On the first floor was the Mother's office, library, parlor, portress' room, music rooms, community room, refectory, and serving room; second and third floors contained classrooms, cells, infirmary, and lavatories. A large kitchen with store rooms and pantries was in the basement. From 1931 to 1946, sections of the building were remodeled for a cafeteria, home economics department, and art rooms. In 1946 the new annex with dining room and community room for the 40 faculty members, a library, four classrooms, additional bedrooms, lavatories, and an elevator.⁷²

During the last years of the nineteenth century knitting, crocheting, and embroidery skills were taught along with English, French, German, Latin, Spanish, and physical education. Music and science classes had been added by the early twentieth century. The 1950s saw a peak in enrollment with the implementation of a five track curriculum including general foundation, preparation for college, pre-nursing, fine arts, and secretarial and clerical training. Enrollment began to decline in the mid-1960s and sisters phased out the academy; the last graduating class was in 1972.⁷³

The 1900-1901 Convent is a three-story brick structure with stone sills and incised lintels; it is divided into a thirteen-bay original portion to the west and a smaller five-bay addition with different brickwork to the east. The building retains a massive continuous cut stone foundation as well as its bracketed wooden cornice. The recessed, arched central entrance in the original portion retains double doors with transoms and classical wooden surround (columns supporting a dentiled entablature crowned by a cross with an arch below).

⁷² Historical Background of "The Cloister," 1-4.

⁷³ Kleber, 906-907.



Figure 4. 102 *Northeast elevation of Ursuline Convent of the Immaculate Conception (JFCH-352).*

Ursuline Convent Chapel, 800 East Chestnut St., Phoenix Hill NRHP District (JFCH-352)

In 1868 plans for the Ursuline Convent Chapel were submitted (Figure 4.103). Reverend B. J. Spalding advised the Sisters to obtain Cincinnati architect John Bast to draw up the plans. The Chapel was blessed on December 26, 1869, by Bishop McCloskey. In 1900, the Chapel was renovated and electric lights were installed. The 1890 tornado that destroyed so many structures in Area 1 of the study area damaged the Chapel tower and tore away the cross. In 1908, Mother Theodore had buildings repainted and the Chapel frescoed.

The Chapel is a common bond brick structure and one of the older structures extant in the Ursuline Academy complex. Johann Schmitt, the Covington, Kentucky, artist who did the artwork, was prominent in his field; in 1976 the chapel still contained some of his works.

The façade is divided into three bays by brick corbelled pilasters. The central main entrance consists of a set of recessed double doors (with boarded transoms) within an arched opening with an elaborate pedimented stone surround. Above the front doors there is a paired window composed of two narrow arched panes with a stained glass window above; to the right and left of the central entrance are bricked-in window openings with the same stone keystone details and stone sills as the other windows. There is a turreted false front with brick corbelled dentils along the top edge; at the central bay the false front extends upward in an arched feature with stone details and brick corbelling. The turrets have small domed roofs and cross finials.



Figure 4. 103 Northwest elevation of Ursuline Convent Chapel (JFCH-352).

There is a colorful slate roof on the steeple of the frame bell tower and on the main gable roof; the steeple has a cross finial. The lower portion of the bell tower is covered in metal and has a six-pointed star detail; the bell tower has wooden louvered vents on each face. There is a five-pointed star detail on the tower. There is one chimney visible at the right/rear. There are stone lintels and sills on lower windows.

Along the sides of the structure there is brick corbelled dentiling beneath the eaves. Brick corbelled pilasters divide the side into five sections. Each section contains a stained glass window with what appear to be four panes, the two above being arched and with tracery at the very top with a circular detail. Above side windows are elaborate brick corbelled arches. This structure is built over a basement.

The Chapel is associated with a later building at 601 South Shelby to its rear (Figure 4.104) and with the Ursuline Convent at 806 East Chestnut to its east and, finally, with the old dormitory buildings (also with the address of 806 East Chestnut) along the rear of the lot near Springer Alley.



Figure 4. 104 Southwest elevation showing 601 South Shelby at the rear of the Chapel and the 806 E. Chestnut dormitory (later classroom) structures located along Springer Alley.

In 1870 a brick building, a laundry, and a stable were built. In 1931 work began on an annex with a gym, assembly hall, and spacious classrooms. A novitiate was located at the rear of the lot. Its community room had three windows overlooking the alley. Novices slept in the large

dormitory reached by a short walk on the porch from the novitiate (Figure 4.104). In 1894 the novitiate was moved to Sacred Heart Academy on Lexington Road.⁷⁴

⁷⁴ Historical Background of "The Cloister," 1-4.

Type: Fire houses

Beginning in the 1850s, Louisville began to professionalize its fire fighting services. On June 1, 1858, the Steam Engine Fire Department of Louisville organized, only the third fully paid fire department in the country.⁷⁵ There are several examples of fire houses within the project area, dating from the second half of the nineteenth century, up to the mid-twentieth century.

All of the extant structures are masonry, two-to-three stories in height, with numerous windows providing natural light to the interior. The size and footprint depended upon the area that the fire house served, but all of the examples are located within mixed-use neighborhoods. The Letterle Station (JFCB-336, Figure 4.105) is a fairly small station flanked by dwellings on either side.

The ground floor of the fire houses is typically dedicated to several garage bays (for fire trucks) and at least one human-sized door. The purpose-built structures from the nineteenth century, of which there are two in the downtown study area, tend to be highly ornamented, with stone details on the façade. The second story was usually sleeping quarters for the fire fighters. While two of the fire houses in the downtown were purpose built, adaptive reuse of large existing structures also occurred.

Examples

Steam Engine Company No. 10, 1419 East Washington Street, Butchertown NRHP District (JFCB-336)

Constructed in 1873, and named for First Ward Councilman J.M. Letterle, the Steam Engine Company No. 10 (JFCB-336) stands at 1419 East Washington Street (Figure 4.105). This brick Victorian structure stands two stories high, with rusticated stone pilasters at either side of the façade, flanking a large Romanesque stone arch that once contained the fire doors. The second story features three casement windows centered behind a stone balustrade. The elongated windows are set within a stone surround and topped by a flared window hood.

The architecture of the station reflected upon the fire department, to the extent they were dubbed the “Aristocrats” and purportedly wore expensive diamond pins while on duty. At the end of 1924, 1419 East Washington Street was declared unsafe by the city, and Engine Company 10 relocated to Frankfort Avenue. The Letterle station then began the first of a series of adaptive reuses.⁷⁶

⁷⁵ John Kleber ed., “Louisville Fire Department/Fires” in *The Encyclopedia of Louisville* (Lexington: University Press of Kentucky, 2001), 546.

⁷⁶ *Louisville Fire Department History Volume Number 2* (Paducah: Turner Publishing, 1997).



Figure 4. 105 *Façade of 1419 East Washington Street (JFCB-336).*

Paul C. Barth Engine House No. 3, 800 East Main Street, Phoenix Hill NRHP District (JFCH-1)

Designed by the local firm of Curtin and Hutchings, this large, three-story Richardsonian Romanesque structure (JFCH-1) served as the Paul C. Barth Engine House No. 3 from 1893 until 1924 (Figure 4.106). Engine Company 3 then moved to 221 South Hancock Street (JFCH-90, Figure 4.107). The Preston Lodge of the Order of Masons actually owned the top floor of the structure, which was a ballroom. Later in the twentieth century, the ballroom was used for city activities, including several Mayoral Inaugural Balls and charity events.⁷⁷

Built by J.N. Struck, this impressive structure has been converted to office use. The red brick structure is three-bays wide, with a human sized door on the east side of the façade, and then two large bays, containing paired, wooden hinged doors topped with five-light transoms, for fire trucks. The ground floor features corbelled brick with stone accents. Brick pilasters divide the bays, and rise up to an elaborate denticulated cornice above the third story arched windows, which features a wide band embellished with garlands and wreaths.

⁷⁷ *Louisville Fire Department History Volume Number 2* (Paducah: Turner Publishing, 1997).



Figure 4.106 *Façade of 800 East Main Street (JFCH-1).*

Hook and Ladder Company No. 2 (JFCH-90), 221 South Hancock Street

The Hook and Ladder Company No. 2 located to the former St. John's German Evangelical Church (JFCH-90, Figures 4.107 and 4.108) at 221 South Hancock Street in the 1870s. This was the first firehouse in Louisville to have a sliding pole for firefighters. The firehouse remained in operation until 1965, and now operates as a business.⁷⁸

The ground floor of the front-gable Greek Revival structure was reconfigured to serve the needs of the firehouse, and is now four bays wide, with two large central multi-light bays that replaced the firehouse doors, and on either end, a replacement human scale door. The second story of the structure retains three windows which appear to be original to the 1848 construction date, though the sashes have been replaced. The side elevations and rear have experienced the most alteration, with glass block placed in some window openings and a large garage addition constructed at the rear of the structure.

⁷⁸ *Louisville Fire Department 1858-2004.* (Evansville: M.T. Publishing Company, Inc, 2005)



Figure 4. 107 Façade of 221 South Hancock Street (JFCH-90).

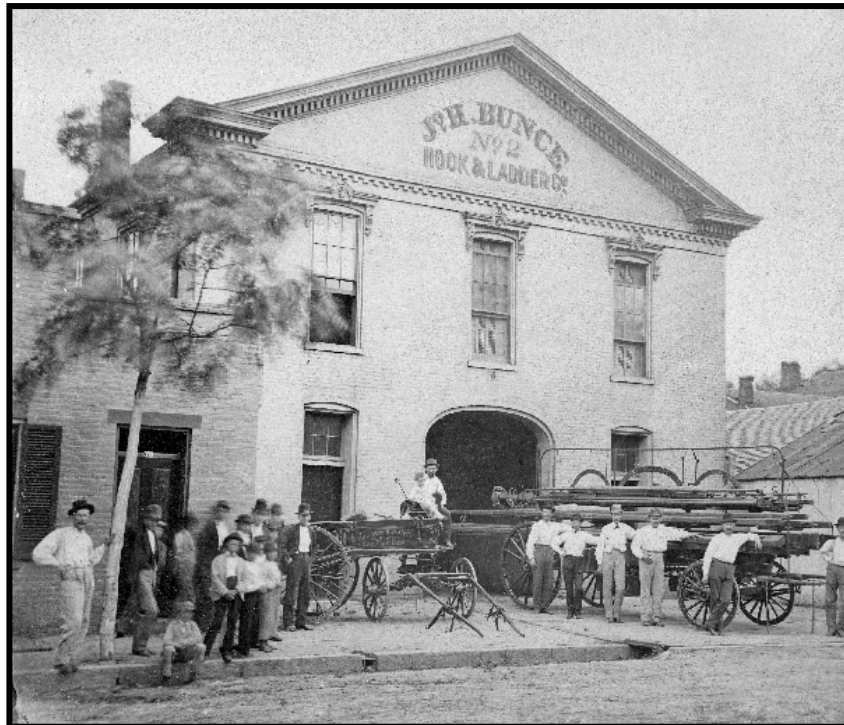


Figure 4. 108 Hook and Ladder Company No. 2, early twentieth century.⁷⁹

79 Item no. 1994.18.0540 Herald Post Collection, 1994.18, Special Collections, University of Louisville, Louisville, Kentucky. Online at: <http://digital.library.louisville.edu/u/?heraldpost,529>

Type: Post offices

The improvement in roads and the advent of Rural Free Delivery in 1896 changed the landscape of Jefferson County and the many independent post offices scattered across the county. Large, consolidated post offices, housed in specifically designed structures, became the norm in the first two decades of the twentieth century. Rural post offices, housed in whatever structure might be available, were also usually paired with another vital neighborhood function, whether it be a railroad station or store.⁸⁰ There are two extant historic structures associated with postal service in the study area; both of these examples were rural post offices. There were no extant urban post offices found during the survey.

Examples

Glenview Station, 4328 Glenview Avenue, Glenview NRHP Historic District and the Country Estates of River Road NRHP District (JF-550)

The Glenview Post Office (JF-550), built in 1887 for the Louisville, Harrods Creek and Westport line, and financed by subscription, is one of the few extant Interurban resources in the survey area (Figure 4.109). The structure has housed a branch of the US Postal Service since 1898. More discussion of this resource can be found under the discussion of “Interurban-light-gauge Railroad Line” on page 381 of this chapter.

General Store and Post Office, 6401 River Road, Contributing Element of the Determined Eligible Harrods Creek Village Historic District (JF-846)

The General Store and Post Office (JF-846) sits in the tight corner formed by Wolf Pen Branch Road and Upper River Road, and dates from circa 1910 to 1920 (Figure 4.110). The Harrods Creek Post Office was established in 1875 and has been operating in the community ever since.⁸¹

This two-story, frame structure has at least three main periods of construction, which reflects the variety of uses it has seen over the years. Currently vacant, it has operated as the Harrods Creek post office, grocery store, and a printing business. A new post office is located to the west of this resource at 6319 River Road (JF-1963).

⁸⁰ Robert M. Rennick. “Post Offices” in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 718-719.

⁸¹ *Ibid*, 719.



Figure 4. 109 *Glenview Station (JF-550).*



Figure 4. 110 *General Store and Post Office (JF-846).*

Theme: Religion

Types: Churches and related landscapes, including cemeteries, schools, parsonages and parish houses

In the nineteenth and early twentieth centuries, urban churches tended to carefully organize the religious landscape. The church or parish would acquire adjacent lots as needed for specific structures. A church would be sited as closely as possible to the homes of its parishioners; therefore, these earlier churches were often located within or very near residential areas. Churches built for immigrants were located within those communities and played an integral part in cultural life. Structures on the urban church landscape typically include the church, parsonage or parish house, and school or multipurpose hall structure (see site plans, Figures 4.111 and 4.115). These religious structures are, for the most part, brick with stone details. Two good examples from within the study area are St. John's German Evangelical Church in the Phoenix Hill National Register District and St. Joseph Catholic Church in the Butchertown National Register District.

Examples

St. John's German Evangelical Church (now St. John's Evangelical United Church of Christ), 629, 633 and 637 East Market Street, Phoenix Hill NRHP District (JFCH-21, 22, 23)

This is a high Victorian Gothic style church (JFCH-23, Figure 4.112) built in the 1860s and associated with St. John's Parish Hall and Renaissance Theater at 629 East Market Street and St. John's Parish House at 633 East Market Street (Figure 4.111). These structures are all considered contributing elements within the Phoenix Hill National Register District. The three associated structures are on adjacent lots, are unified with a wrought iron fence on a stone wall running in front of all three, and have approximately equal setbacks from East Market Street. 629 East Market St. is the farthest west of the three. 633 East Market Street occurs between the Parish Hall and the church. St. John's church is the farthest east of the three at the corner of East Market and South Clay Streets. This German Protestant congregation was founded in 1843 after years of meeting irregularly at private homes.⁸² Its first church was built in 1848 at 221-223 South Hancock Street. The church on Hancock Street was later sold; \$5,000 of the sale proceeds was used to construct the now-demolished 1869 parochial school and \$1,400 was used to construct the current 1883 Parish House.⁸³ The St. John's Kentucky Historical Society historical marker notes that St. John's also sponsored a parochial school for German students from 1849 to 1881; from 1869 to 1881 this school was located in a school house on the site of the current Parish Hall. The first English services were introduced in 1893, causing a rift in the congregation. The church houses the German Heritage Society archives.

⁸² LaVern S. Rupp. "St. John's Evangelical Church (United Church of Christ), in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 777.

⁸³ St. John United Church of Christ website, "History of our Church," <http://www.saintjohnucc.com/historyofourchurch.html>

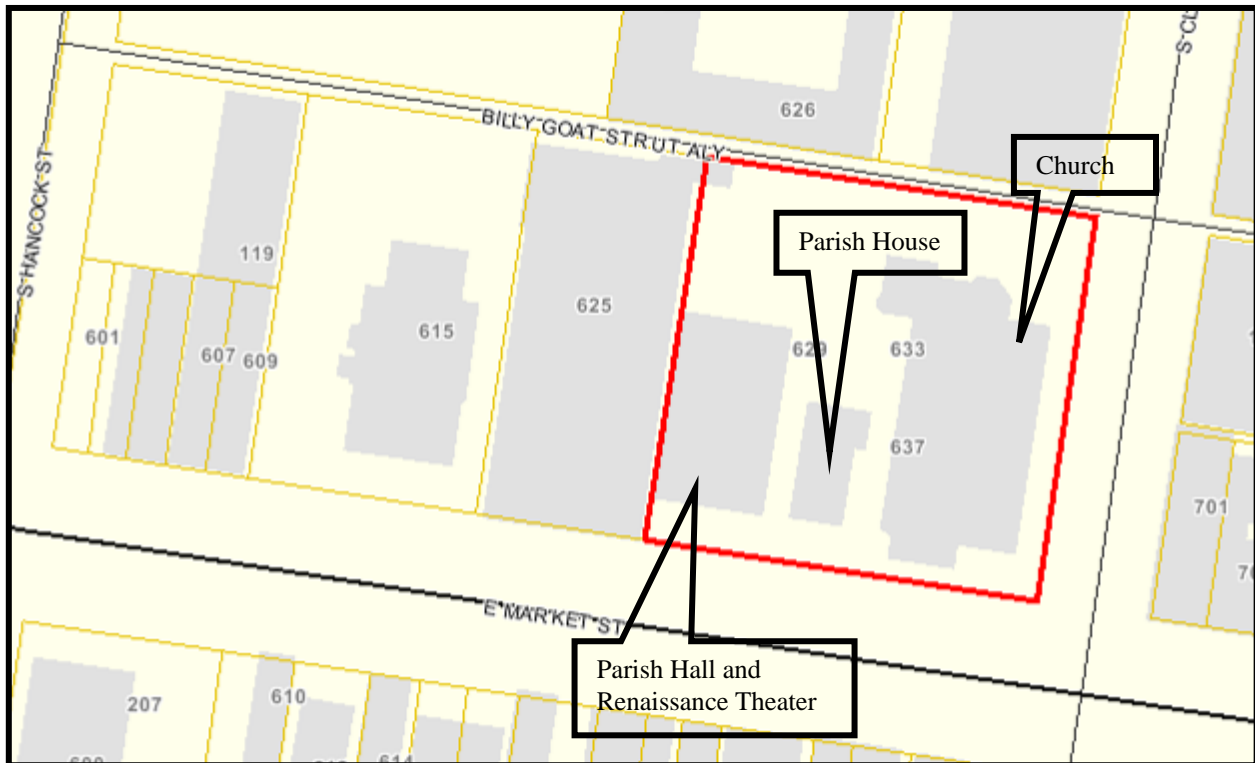


Figure 4. 111 Site plan of St. John's German Evangelical Church complex (JFCH-21, 22 and 23).

St. John's German Evangelical Church (JFCH-23)

The present church at 637 East Market St. was under construction by 1866 and was dedicated in 1867 (Figure 4.112). It cost \$60,000 to build. In 1925 the interior was remodeled (new pews, carpeting, side balconies removed, and new heating system)⁸⁴ and two rear additions were built. The façade is visually divided into three bays by brick corbelled pilasters; the central bay continues up to a metal-steeped, square-sided tower above and projects forward slightly. In each façade bay there are pairs of doors with stone stairs ascending from street level.

The main (central) entry doors have a stone pointed arched hood above with the date 1866 carved in below a cross; side entry doors have simpler stone hoods above pointed arched doorways. Above the doors are tripartite stained glass windows with tracery in the side bays and a larger, five-part stained glass window with tracery in the central bay; each has a stone pointed arched lintel above. At the sides of the structure stone-capped brick buttresses articulate piles and reinforce the walls. At the left side is a crenellated single story ell at about the sixth pile to the rear; it has a stone foundation, door surround, and stone course at the top of the door. At the rear of the church is a five-sided apse with brick and stone-capped piers. There are pointed arched windows and four-over-four double-hung windows in the rear addition. There is a single story brick quarter-hipped entry on the side with a stone surround. The structure has one interior brick chimney and retains its wooden cornice; its brick walls are in need of repointing.

⁸⁴ St. John United Church of Christ website, "History of our Church," <http://www.saintjohnucc.com/historyofourchurch.html>, Internet, accessed November 2009.



Figure 4.112 *Southeast elevation of St. John's church (JFCH-23).*

St. John's Parish House (JFCH-22)

This is a three-story brick building, which was built, according to the façade plaque, in 1880 (Figure 4.113). It was originally the parsonage for St. John's German Evangelical Church to its east. The building retains most of its original features including its bracketed, dentiled wooden cornice and some of its two-over-two double-hung sash windows (the one-over-one double-hung sash windows in the second and third story façade may be later replacements). This building is notable for its stonework. A stone course runs just below the top level of the third story windows and forms stone crowns above them. Windows in the first and second stories have stone crowns and the door surround is an elaborate stone type. The door itself is recessed and retains a transom above. Windows have stone sills; those on the sides are two-over-two double-hung sash with stone lintels as well. The building has a two-story rear portion that projects one bay to the right side (east elevation) and slightly to the left side. At the far rear is a shed roof covered porch. There is a cut stone sill along the bottom of the façade.



Figure 4. 113 *Southeast elevation of St. John's Parish House (JFCH-22).*

St. John's Parish Hall and Renaissance Theater (JFCH-21)

This is a two-story brick structure that was built in 1906 (see cornerstone) for St. John's Parish Hall/Sunday School and today is used for this as well as the Renaissance Theater (Figure 4.114). Previously, a church-related structure built in 1896 existed here.⁸⁵ The first floor is clad in applied, dressed cut stone; stone quoins accent the edges of the structure as well. The symmetrically-placed Ionic pilasters and pediment on the second floor give the structure a Beaux-Arts feel. It retains its wooden bracketed cornice as well. At the front is a poured concrete porch with cut stone stairs at each side and three stone balusters with stone finials at the edge of the porch. The double entry doors are metal replacements, slightly recessed and retaining original transoms. There is a stone cornice line running between the first and second stories. There are four windows on the second story façade; between the columns the windows are split into two one-over-one double-hung sash half-arched windows. The windows have arched stone hoods. At the sides of the structure, the stone foundation is visible as well as the traditional brick construction. There are 12 windows and three doors on the right side and one-over-one double-hung wooden sash windows with stone sills. There is one exterior brick chimney on the left side. The Parish Hall is associated with a brick garage in the rear.

⁸⁵ Rupp, 777.



Figure 4. 114 *Southwest elevation of St. John's Parish Hall and Renaissance Theater (JFCH-21).*

St. Joseph Catholic Church, 1406 East Washington Street, Butchertown NRHP District (JFCB-704)

This is a Gothic style church completed in 1885 (for additional discussion of this resource, see page 452, Chapter V) and associated with the later St. Joseph Church Parish House now attached at its southwest and the later St. Joseph Catholic School to its east (Figure 4.115). These structures are located on adjacent lots 1406 and 1420 East Washington Street. Until 1867, when Celtic-speaking Catholics obtained their own church at the corner of Washington and Buchanan Streets, the St. Joseph congregation was a mixture of German and Irish parishioners.⁸⁶

⁸⁶ St. Joseph Catholic Church website, "History –a Brief Story of Our Parish."
<http://www.sjosephcatholic.org/history.shtml>

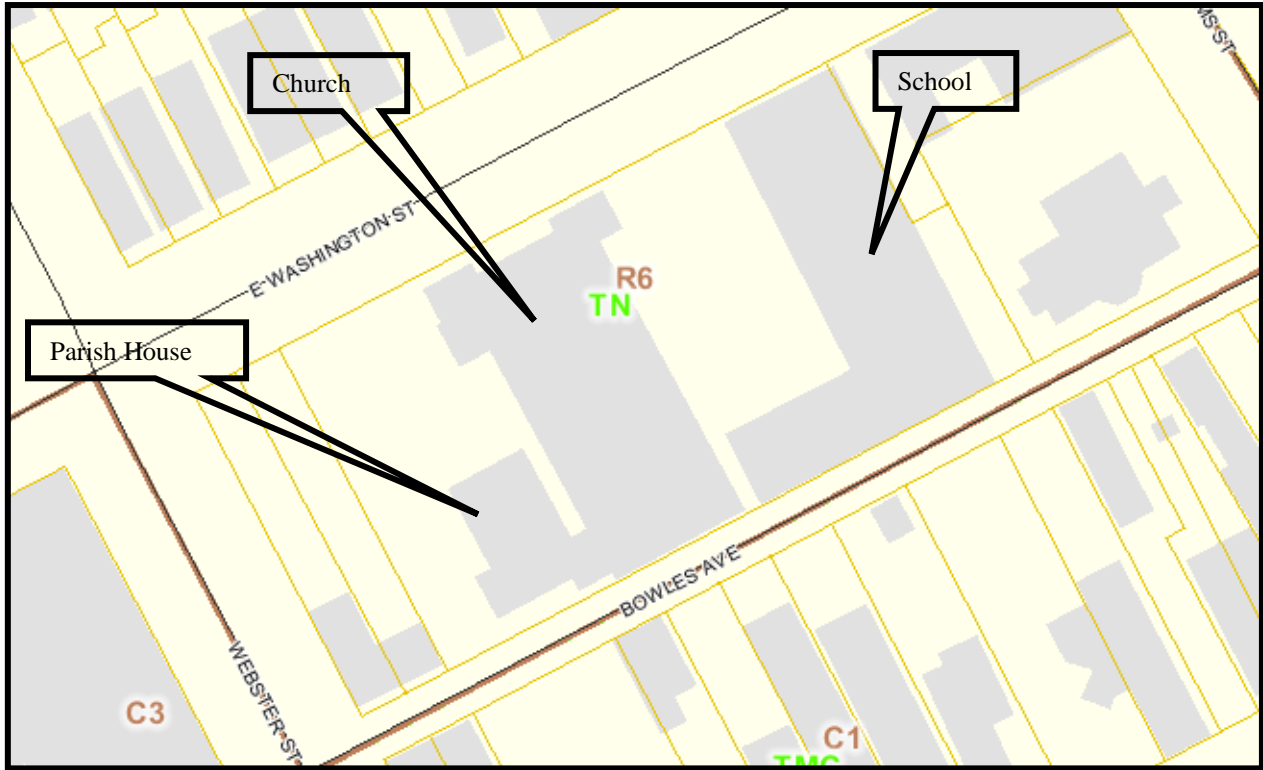


Figure 4. 115 Site map showing relationship of St. Joseph Church parish house, church and school (JFCB-704).

St. Joseph Church Parish House, 1406 East Washington Street, Butchertown NRHP District (JFCB-704.2)

This two-and-one-half story brick American Foursquare (JFCB-704.2), built between 1900 and 1924, is a contributing resource within the Butchertown Historic District (Figure 4.116). This building is connected with the body of the church via a single story brick ell and shares the address 1406 East Washington Street. There are three bays on the front elevation. The two double windows flank the door that is accessed by a front stoop made of poured concrete with a half-hipped roof and brick piers. There is also a mirroring ell on the right side of the building. It is also one story and is constructed of brick. To the west of this building, associated with the property is a single story, concrete block garage in an “L” shape.



Figure 4. 116 Northwest elevation (façade) of St. Joseph Church Parish House (JFCB-704.2).

St. Joseph’s School, 1420 East Washington Street, Butchertown NRHP District (JFCB-704.3)

This two-story brick school building (JFCB-704.3) is located at 1420 East Washington Street (Figure 4.117). It was built in the 1925 to 1949 period and is a contributing resource within the Butchertown Historic District. A four-bay wide section of the building fronts on Washington Street. This portion has two very narrow, yet tall, four-light fixed windows that flank a central stone gothic arch-shaped recessed section that holds two double wooden doors. The other portion of the northern elevation, which is accessed across an asphalt courtyard, is two-and-a-half stories with tripartite windows and a single double door with a transom and a lintel with “St. Joseph’s School” incised in it. The stories are divided by a raised course of stone. The stone is also seen in all of the window lintels. There is a wooden cornice line. Along the west elevation of the courtyard, there are windows that are seven lights tall and two wide. They have hopper and awning windows within the larger frame. The rear of the building is accessed by a brick alley now called Bowles Avenue.



Figure 4. 117 *St. Joseph's School, facing southeast (JFCB-704.3).*

Theme: Ethnic Heritage

Subtheme: German influence and heritage

Type: Churches, schools, neighborhoods, social clubs, etc.

One of the most important antebellum events in Louisville history is the story of immigration to the area by countless German and Irish nationals from the 1840s to the 1860s.⁸⁷ These mid-nineteenth century immigrants were refugees from failed revolutionary efforts or economic depression. The Irish were fleeing their homeland, due to the dire set of economic consequences from the Great Famine of 1845-52.⁸⁸ Typically, Germans left their homeland for less severe economic reasons.

The scale of such immigration had not been seen previously. Total migration to the United States increased from 23,322 in 1830 to 369,980 in 1850.⁸⁹ The majority of immigrants settled in the Ohio Valley, in cities/areas such as Cincinnati and northern Kentucky, Louisville, and St Louis, where land could be had for cheap.⁹⁰ To reach their destination, immigrants traveled by boat from the east or through the port of New Orleans. By 1850, there were 7,537 German immigrants and 3,105 Irish immigrants living in Louisville.⁹¹

Their transition to life in Louisville was not peaceful. From the spring of 1855 through the summer, vehemence and occasionally violence was directed at Germans and Irish throughout the city. On 6 August 1855, an election for Kentucky Congress and governor was held. The Know Nothing party, which was in control of city government, attempted to prevent Germans and Irish from voting in the election, which would insure, due to their sheer numbers, a win for the Democrats. Foreigners were beaten and prohibited from entering polling places.. Eventually, a riot started in Phoenix Hill, at Shelby and Green, which resulted in several murders and destruction of German and Irish property. William Ambruster's brewery, in the triangle at Baxter and Liberty Streets, was stormed and set on fire, but not before large quantities of beer were consumed by rioters.⁹² The West End Irish population suffered greatly as well. Blocks of Irish tenement housing was destroyed, including Quinn's Row on Main Street between 10th and 11th Streets.⁹³ Twenty-two persons, mostly foreign born, were confirmed dead.

The aftermath of this episode, which became known as "Bloody Monday," was significant for Louisville. Many talented immigrants chose to migrate to St Louis, Cincinnati, or points west.⁹⁴ Louisville missed a key opportunity to diversify economically, culturally and

⁸⁷ Yater, 62-65; Kramer, 58-62.

⁸⁸ Karl S. Bottigheimer, *Ireland and the Irish: A Short History* (New York: Columbia University Press, 1982), 178-182.

⁸⁹ *Ibid*, 62.

⁹⁰ J. William Klapper. "Feuer Auf Der Kanzel," in *Das Ohiotal-The Ohio Valley: The German Dimension*, ed. Don Heinrich Tolzmann (New York: Peter Lang Publishing, 1993), 185.

⁹¹ Yater, 62.

⁹² Yater, 69.

⁹³ Yater, 69.

⁹⁴ Kramer, 63.

socially. Without this incident, it is difficult to say how the city might have developed, but likely Louisville would have been a larger, more diverse place before the Civil War.

Despite the events of Bloody Monday, the influx of German and Irish immigrants to Louisville irrevocably shaped the commercial, industrial and religious life of Butchertown and Phoenix Hill, an impact visible by many extant historic resources in the study area. The religion of the immigrants settling in Louisville, in particular, manifested itself in the built environment.

Examples

Delmont Club, 1618 Story Avenue and 1575 Story Avenue, Butchertown NRHP District (JFCB-443 and JFCB-396)

Founded in the 1890s, the club promoted “sociability and recreation in leisure hours.”⁹⁵ The Delmont Club, first located at 1618 Story Avenue (JFCB-443), a brick Italianate side-passage dwelling, later moved to new quarters at 1575 Story Avenue (JFCB-396, Figure 4.118). The Delmont Club was active until 1898. The structure at 1575 Story Avenue (JFCB-396) later served as the headquarters for the Outreach efforts (the Vernon Club) of St. Joseph’s Roman Catholic Church (JFCB-704). St. Joseph’s, located at 1406 East Washington Street in Butchertown, began services in 1866 to serve the large German population in the neighborhood (additional discussion of this resource can be found on page 271). In addition to serving the religious needs of its members, and running a parochial school, St. Joseph’s also reached out to the surrounding Butchertown neighborhood.

The Vernon Club was intended to function as a “civic center for the men and women of the (St. Joseph’s) Parish and their friends of the East End.”⁹⁶ In 1918, the St. Joseph Parish purchased the old Delmont Club building at 1575 Story Avenue for \$5,200. The parcel at the time of the purchase was described as a “brick building of ten spacious rooms and a frame building with four bowling alleys and a large hall above same. The front building is furnished with billiard, pool tables, desks, book cases, hand carved oak chairs, etc.”⁹⁷

The two-and-one-half story masonry structure, originally constructed as a side-passage single family dwelling, is three-bays wide (Figure 4.118). The one-over-one double-hung wood windows have stone sills and pedimented hood molds with a scroll work motif. A belt course runs between the windows at the lintels on the first and second floors; it is embellished with roundels and a starburst pattern. A two-story brick ell extends to the rear of the original dwelling.

On the 1905 Sanborn, the first bowling alley addition had been constructed, and extended to the north of the original side-passage dwelling. Two stories high, the frame structure had a bowling alley on the first floor and gymnasium on the second. This addition was replaced in 1944 with a one-story concrete block structure, with bowling lanes on the ground level and a

⁹⁵ Reverend Father Diomedede Pohlkamp, *A History of the East End of Louisville, KY, including the Point, Butchertown, and the Vernon Club* (Louisville: Rogers Church Goods Co, 1946), 25.

⁹⁶ *Ibid*, 27.

⁹⁷ *Ibid*.

“spacious hall, dining room, kitchens and club rooms” in the basement.”⁹⁸ Still known as the Vernon Club today, the structure operates as a music venue and reception space.



Figure 4. 118 *The Delmont Club, later the Vernon Club, 1575 Story Avenue (JFCB-396).*

St. John’s German Evangelical Church, 637 East Market Street, Phoenix Hill NRHP District (JFCH-23)

First organized by German immigrants in 1843, St. John’s German Evangelical Church (JFCH-23) at 637 East Market Street in Phoenix Hill is the second structure to house the congregation (see Figure 4.112, page 269). Now known as the St. John’s Evangelical United Church of Christ, this resource illustrates the influence and prosperity of the German population in Louisville during the nineteenth century. The High Victorian structure, with Gothic Revival flourishes, was dedicated in October 1967, and constructed for \$60,000. Services were held in German until 1893; the introduction of English caused a schism in the congregation, and members preferring to conduct services in German founded the Immanuel United Church of Christ in 1898. A parochial school, operated by St. John’s, educated students from 1849 through 1881.

⁹⁸ Ibid.

First German Methodist Episcopal, 218 Clay Street, Phoenix Hill NRHP District (JFCH-101)

The First German Methodist Episcopal Church (JFCH-101), though no longer utilized as a church, was founded in 1843, and stands at 218 South Clay Street in Phoenix Hill (Figure 4.119). Constructed in several phases during the 1840s and 1850s, a historic plaque on the front gable structure reads “Zions Kirche, Der Ersten Deutschen, Dischoffl Methodisten, Gemeinde. Gebaut A.D. 1843 U. Vergrossert, A.D. 1859.” The rough translation is “Zions Church, First German Methodist Church in the City, Founded 1843, U. Vergrossert, Built 1859.” The first story of the church was built in 1842 and in 1846 a single story parsonage was added at the rear. A second story was added in 1859. After the congregation moved, several religious and civic groups used the structure; it was later a cigar box factory. It is now used as a warehouse for the Kraemer Paper Company.



Figure 4. 119 *First German Methodist Episcopal, 218 Clay Street (JFCH-101).*

German Security Bank, 401-403 East Market, Phoenix Hill NRHP District (JFCH-6)

Following the Civil War, German immigrants immersed themselves in the economic expansion of Louisville. The German Security Bank (JFCH-6) was founded during this period (Figure 4.120). On the 1892 Sanborn, the structure is noted in its current location; a three-story brick building with a curved façade (intended to address not only Market Street but also Preston Street) housed the bank on the first floor, and a cigar factory on the second and third floors.⁹⁹ Sometime in the first two decades of the twentieth century, the current single-story Neoclassical Revival bank building was constructed.

Most recently, the building was occupied by the Bank Shot Billiards business; they have installed large, mounted advertising signs on the entablature above the façade colonnade and at the left side wall.



Figure 4. 120 *German Security Bank, 401-403 East Market Street (JFCH-6).*

⁹⁹ 1892 Sanborn

Type: Parks and Beergardens

Breweries were among other operations dominated by Germans in mid-century Louisville. The Anglo-Saxon establishment looked on in wonder as Germans drank on Sundays and enjoyed live music at outdoor establishments such as the Woodland Gardens (1849) near Butchertown (Figure 4.121). Apparently, native-born Americans were joining in the fun, as the Louisville Daily Courier noted, “These make each Sunday a Saturnalia and with all their might are attempting to Europeanize our population. Americans are ever fond of novelties, especially if brought from across the water, and it is amusing to see how they perfectly adapt to enjoying German music and Lager Beer...in a pleasant retreat like that of the Woodland.”¹⁰⁰

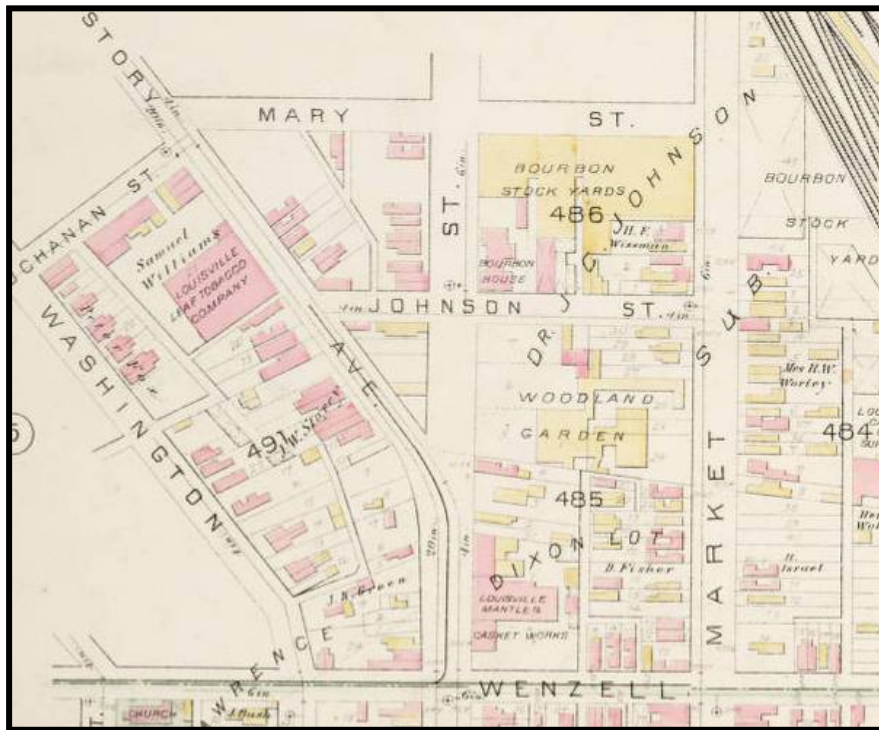


Figure 4. 121 Section of the 1884 Atlas of Louisville showing Woodland Gardens between Johnson and Wenzel Streets in Butchertown ¹⁰¹

Other than outdoor, healthy entertainment represented by city parks, recreational activities common in the time period are symbolized by Phoenix Hill Park and Brewery. The site was developed in 1865 on Baxter Avenue near Payne, Underhill (Barrett), and Overhill (Rubel) Streets.¹⁰² The park and brewery served as an entertainment complex which included a

¹⁰⁰ Yater, 68. From the *Louisville Daily Courier*, 12 June, 1855.

¹⁰¹ LouAtlas1884 in University Archives and Records Center, University of Louisville, Louisville, Kentucky. Online at: <http://digital.library.louisville.edu/u/?maps,51>

¹⁰² Neil O. Hammon, “Phoenix Hill Park and Brewery,” in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001),702.

beer garden, 111-foot long bar, auditorium, bowling alley, and park area for picnicking.¹⁰³ Notable political orators of the day often visited the park, such as Theodore Roosevelt and William Jennings Bryant, and popular musical concerts were held in the summertime.¹⁰⁴ The brewery and park remained open until 1919, when the effects of the Prohibition movement resulted in declining sales.

There were no extant resources identified with this type in the study area. Future archaeological survey and research, however, could expand our understanding of this property type.

¹⁰³ Ibid.

¹⁰⁴ Ibid.

Theme: Ethnic Heritage

Subtheme: African American influence and heritage

Antebellum Types: Slavery: slave houses, slave-built dwellings and cultural landscape of slavery

Very few slave and servant quarters from the antebellum period exist today, and those that do are the ones situated within the domestic yard and intended for house slaves. Quarters constructed for field slaves were located away from the main dwelling and domestic yard, and like tobacco barns of the twentieth century, were constructed where needed, often out in the fields where the slaves worked. These quarters, not intended to be seen by the public, were not constructed of choice materials, nor were exemplary construction methods used, hence their low survival rate.

Domestic quarters were often constructed more carefully, with higher quality materials, usually brick or stone. Many slave units of this type had one more than living unit under a single roof. It was also common for a settlement era dwelling to be repurposed for use as slave quarters after a more substantial dwelling was built for the owner.

There were no extant resources identified with this type in the study area. Future archaeological survey and research, however, could expand our understanding of this property type. See archaeological property types, residential, page 407 of this chapter and chapter 6, page 462.

Post-bellum Types: Rural Farming Communities, Religious and Educational Institutions and Subdivisions

As a result of de facto segregation and a desire for security, blacks founded neighborhoods to the east and west of the downtown core. Areas such as California on the west and Smoketown to the east became havens for African Americans seeking employment and a safe place to raise their families.¹⁰⁵ These areas were comprised largely of small shotgun cottages, built by African American carpenters, though the land was often owned by a white landholder.¹⁰⁶ Blacks were not entirely residentially segregated in this early period, or even later. African American pockets of population always existed across the city. For instance on the 1892 Sanborn Insurance Maps for the city, African Americans can be found living in Butchertown on Maiden Lane (now East Washington Street).¹⁰⁷ A school for blacks and several “negro tenements” was situated in this pocket of settlement.

Jefferson County also contained African American rural communities. Black families purchased farmland, often contiguous to other blacks, to form small farming-based communities. Historian Marion Lucas notes, “Between 1865 and 1870, farmers with accounts in the Freedmen’s Savings Bank spent an impressive amount of money for farms, supplies, and equipment. They put \$416,000 in land, with thirty of the largest purchases averaging seventy-five acres.”¹⁰⁸ Early Jefferson County settlements include “The Neck” bottomlands adjacent to Harrods Creek.¹⁰⁹

¹⁰⁵ Yater, 108-109.

¹⁰⁶ Kramer, 80.

¹⁰⁷ Sanborn-Perris Map Company. *Insurance Maps for Louisville, Kentucky*. Volume III. (New York: Sanborn-Perris Map Co, LTD, 1892), Sheet 152. Online at: http://kdl.kyvl.org/cgi/i/image/image-idx?size=50;c=beasanic;back=back1256604089;subview=detail;view=entry;cc=beasanic;entryid=x-lou1892;viewid=LOU_1892_000

¹⁰⁸ Marion Lucas, *A History of Blacks in Kentucky, Volume 1: From Slavery to Segregation, 1760-1891* (Frankfort: The Kentucky Historical Society, 1992), 276-277.

¹⁰⁹ Orloff G. Miller, “The Historic African American Community of Greater Harrods Creek, Jefferson County, Kentucky,” Report for the Country Estates Historic District/River Road Corridor Historic Preservation Plan Ohio River Bridges Project. Unpublished paper on file at the Kentucky Heritage Council, 2007, 6.

Examples

Merriwether House, 6421 River Road, NRHP Listed (JF-690)

In the late nineteenth century, as the area around Harrods Creek continued to develop into a thriving community of freed blacks, Oldham County native and African American farmer Harris Merriwether and his son, Isaac, began to purchase parcels around Harrods Creek. Harris Merriwether's grandson, Henry Hall Merriwether, purchased an acre and a half on the bank of Harrods Creek in 1898 for \$40.00. The construction of the NRHP-listed Merriwether House (JF-690) likely began shortly after the purchase of the land.¹¹⁰

Merriwether likely farmed his small parcel intensively, raising hogs and crops for home consumption, and also taking advantage of the property's location on Harrods Creek to provide lodging for boaters and others pursuing recreation on the river. Though some sources date the construction of the small cabins (now almost in ruins) at the Merriwether property to the 1950s, certain architectural and construction details point to a construction date closer to the 1920s and 1930s, which would also fit in with the emerging tourism and recreational activities in the area. In addition to the cabins, which the Merriwether family rented, they maintained boat docks on the creek.

The two-story, frame dwelling, which rests on a man-made terrace facing Harrods Creek, has a wrap-around Eastlake porch and a hipped roof (Figure 4.122). The northwest elevation is two bays wide and faces River Road; a portion of the porch has been enclosed on this elevation (Figure 4.123). The southwest elevation is three bays wide, with irregularly spaced windows, including some ocular and diamond shaped windows.

¹¹⁰ Douglas Stern, "Merriwether House, JF-690." *Nomination to the National Register of Historic Places*. Copy on file at the Kentucky Heritage Council. Approved February 1987.



Figure 4. 122 *Southwest elevation of Merriwether House, facing northeast (JF-690).*



Figure 4. 123 *North and southwest elevations (JF-690).*

Green Street Baptist Church, 517-519 East Gray Street, Phoenix Hill NRHP District (JFCH-421)

Home to the second oldest African American congregation in Louisville, the Green Street Baptist Church (JFCH-421) is now located at 517-519 East Gray Street (Figure 4.124). Originally known as the Second African Church, the church was first located at First and Market Streets; in 1860 the church moved to Liberty (then known as Green Street) and took its present name.

The congregation, founded in 1844, has a long history of activism in the African American community. A Soldier's Aid Society was founded during the Civil War to support black troops serving in the Union army. The first National Convention of Colored Baptists was held at the church in 1879 and in 1886, the congregation petitioned the Kentucky legislature to pass a civil rights bill.¹¹¹

In 1930, the church moved to its present location. A historical marker located in front of the church states it was the scene of an August 3, 1967, Martin Luther King, Jr. led rally. On what was to be his last visit to Louisville, King preached at Green Street that day to support a voter registration drive.

The Neoclassical brick church has a recessed bay on the front elevation that contains three entry doors with classical hoods. The façade is further ornamented by four Corinthian columns and flanked by stone framed panels at the sides of the building. There is also a false front over an elaborate frieze. Along the sides of the nave are four stained glass windows. There is a date stone located to the right of the doors that states "Green Street Baptist Church Founded 1844. Erected 1928. H.W. Jones D.D. Pastor 'For other foundation can no man lay than that is laid' – 1 Cor. X 41." A two story, brick ell projects on the left side of the church. It contains the Education Building. The windows on this ell are framed in metal and have stone sills.

¹¹¹ John Kleber ed., "Green Street Baptist Church" *The Encyclopedia of Louisville* (Lexington: University Press of Kentucky, 2001), 358.



Figure 4. 124 *Green Street Baptist Church, facing northwest (JFCH-421).*

Green Castle Baptist Church, 7611 Rose Island Road (JF-838)

This historic African American church is one of only two frame churches in the study area (Figure 4.125). Though this resource no longer operates as a church, it retains many of its original features. The congregation was founded in 1868, under the leadership of Reverend John Buckner, and moved to Rose Island Road in 1873. The front gable frame portion of this building was built around 1900 and housed the sanctuary. It is now three bays wide and rests on a raised foundation. The basement was added in 1946, and two rear lateral wings were added in 1985.¹¹² The structure now houses Gingerwoods, a reception and conference center.

¹¹² Green Castle Baptist Church website. Available online at: <http://www.greencastle.org/ourhistory.htm>, Accessed October 2009.



Figure 4. 125 *Green Castle Baptist Church (JF-838).*

Jefferson Jacob School, 6601 and 6517 Jacob School Road, Determined Eligible for NRHP Listing (Rosenwald School; JF-840)

Prominent African American educator Booker T. Washington, keenly aware of the lack of educational infrastructure for blacks in the rural south in the years after the Civil War, sought partnerships and funding opportunities across the nation to improve the plight of education in the rural south. In 1904, Standard Oil agreed to fund, on an experimental basis, the construction of three schools in Alabama. The joint venture between Washington, his Tuskegee Institute and Standard Oil continued until 1909. While in Chicago fundraising in 1911, Washington met Julius Rosenwald, President of Sears, Roebuck and Company, and discovered they both shared a common philosophy related to self-improvement, education and community building. The Rosenwald Fund was created, and in 1912, it funded the construction of six schools in Alabama. Following Washington's death in 1915, Rosenwald continued the mission of both, and developed extensive plans to fund school construction and train teachers.

Communities that demonstrated commitment to education and financial investment in the school would receive one-third of the cost of construction from the Rosenwald fund, provided that they agreed to supply and maintain the school in the future.¹¹³

The Jefferson Jacob Rosenwald School, constructed between 1916 and 1917, is located at 6601 Jacob School Road, and is also associated with the a small, one-story, four-bay wide frame

¹¹³ Turley-Adams, 8-8, 17.

structure at 6517 Jacob School Road. This structure was built in the 1930s to house the woodshop and home economic courses for the school. It currently houses the Prospect-Harrods Creek Senior Center. This resource is also discussed under the Government/Public Infrastructure theme on page 246 of this chapter.

William C. Baass House, 6300 Bass Road (JF-839)

Acquired by William C. Baass in 1919, this property originally belonged to the Shirley family. The high-style Craftsman bungalow, constructed in 1920 for Louisville businessman William C. Baass, was sold in 1957 to James S. Taylor, an African American real estate developer like his father, James T. Taylor. Additional discussion of this resource is on page 429 of Chapter V.

James T. Taylor/James W. Chandler House, 6209 Wolf Pen Branch (JF-784)

James T. Taylor built this house (JF-784) between 1928 and 1930 on a steep hill overlooking Wolf Pen Branch. Taylor did not live in the dwelling long, as it sold in 1931 to Paul Will, and Taylor moved to 6600 Shirley Avenue. This one-and-one-half story dwelling, clad in stone veneer and weatherboards, evokes several of the Revival styles, including Dutch and Tudor Revival (Figure 4.126). The flared side gable roof is clad in asphalt shingles. Shed roof dormers are located on the north and south elevations of the dwelling, with paired and single six-over-six double-hung sash windows. A projecting, one-bay wide, front gable entry with a flared roof is located on the west gable end. A shed roof porch runs across three-quarters of the façade. A stone, hipped roof one-bay wide garage is located to the rear of the dwelling.



Figure 4. 126 *Façade of James T. Taylor House (JF-784).*

James Taylor Subdivision, Determined Eligible District

One of the earliest African American subdivisions in Louisville, the James T. Taylor subdivision is located in the East End of the study area north of Harrods Creek. Developed by James T. Taylor, an African American farmer, construction worker, quarry operator and freemason who grew up in Harrods Creek, the land where the subdivision was laid out was part of the A.E. Shirley farm. After Taylor purchased the farm, he raised cattle and hogs before, in 1922, platting the eventual development. Three plats were filed for houses along Shirley Avenue and Duroc Road; a private drive for the existing William C. Baass (JF-839) house was included in the 1922 plat and forms the eastern boundary of the subdivision.¹¹⁴

The subdivision's development reflected Taylor's background and its rural location – lots were large so that residents could keep livestock and raise enough crops for home consumption. Taylor, through the James T. Taylor Real Estate Company, which he founded in 1915, screened potential buyers and carefully managed the land sales. Many early residents were family members or members of the Green Castle Baptist Church (JF-838) on Rose Island Road.

The historic resources along Shirley Avenue and Duroc Road include Bungalows, Cape Cods, ranches and Minimal Traditional style dwellings, and range in age from the 1920s through the 1950s.

¹¹⁴ Jacqueline Horlbeck and Jeremy Edgeworth. With contributions from Craig Potts and Alicestyne Turley-Adams. *Cultural Historic Assessment of the Bass-Shirley Sanitary Sewer and Drainage Improvement Project, Louisville, Jefferson County, Kentucky* On file at the Kentucky Heritage Council, 2006. 29, 31.

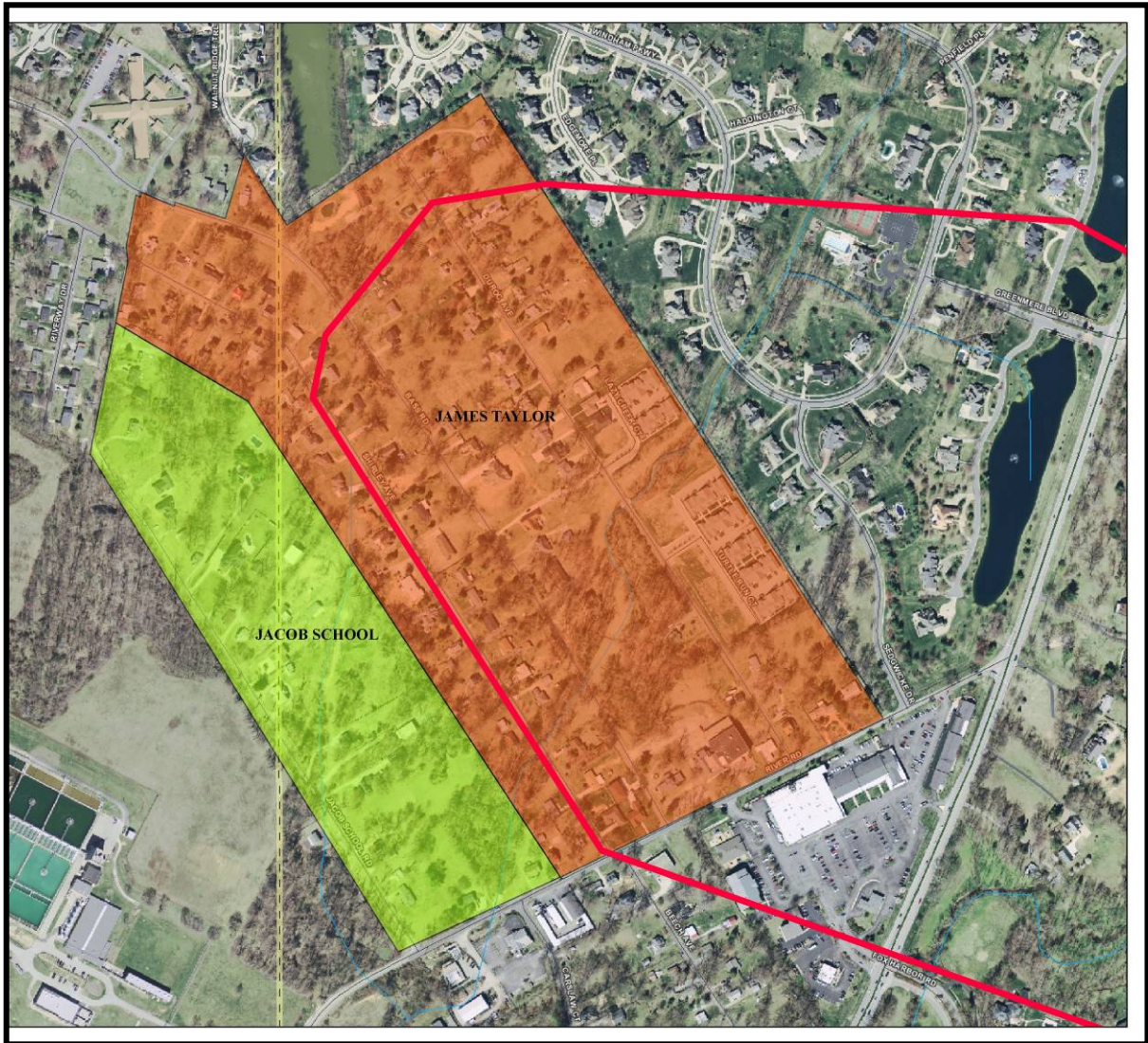


Figure 4. 127 Aerial view of Jacob School Road and James Taylor Subdivision.



Figure 4. 128 6401 Shirley Avenue (JF-1877).



Figure 4. 129 6502 Shirley Avenue (JF-1886).

Theme: Social History

Type: Settlement Houses

The Progressive era saw the entrance of national reforms which emphasized cleanliness, hygiene, and space. The overcrowded slums of the inner city caused a national movement to eradicate vice, disease and create a more family oriented atmosphere. Jane Adams, the founder of Hull House in Chicago, visited Louisville in 1895 to meet with citizens interested in social settlements. A year later, the first settlement house in Kentucky opened at Jefferson and Preston Streets.¹¹⁵ Other efforts to assist the poor in Louisville came through the creation of free citywide public kindergarten in 1887.¹¹⁶

A number of settlement houses were located in Louisville historically including the following: Neighborhood House at the corner of East Jefferson and Preston Streets (1895); Presbyterian Colored Mission at 760 South Hancock Street (1898); Cabbage Patch Settlement House at 1413 South Sixth Street (1910) and the Plymouth Settlement House at 1626 West Chestnut Street (1917).¹¹⁷

The Cabbage Patch Settlement House, an extant (and still operating) settlement house located in Old Louisville, was founded in 1910 by Louise Marshall, the daughter of a wealthy attorney.¹¹⁸ Settlement houses, following the model set by Jane Adams, became a “popular way to help people in poor neighborhoods at the turn of the century.”¹¹⁹ First housed in a purpose-built structure designed by local architect E.T. Hutchins, a good friend of Miss Marshall, the settlement house had a playroom on the first floor and on the second floor, living quarters for workers and a library.¹²⁰ During those first two decades, the community enthusiastically responded, and by 1928, it became clear that the settlement house would need to expand. Two “brick cottages” on Sixth Street, next to the Stuart Robinson Memorial Presbyterian Church were purchased, and minutes from the board meeting read that the Building Committee was authorized to “spend not exceeding \$32,000 in the erection of the gymnasium and connecting and remodeling of the cottages.”¹²¹ These dwellings were then adaptively reused as the new (and current) home of the Cabbage Patch Settlement House (Figure 4.130).

Further research is needed to determine the exact characteristics of settlement houses in Louisville, since the example found in the study area is an adaptive reuse of three structures

¹¹⁵ Jenn McVickar. “Neighborhood House” in John Kleber ed., *The Encyclopedia of Louisville* (Lexington: University Press of Kentucky, 2001), 648.

¹¹⁶ Yater, 129.

¹¹⁷ John Barrow, Jr. et al. “Settlement House Movement” in John Kleber ed., *The Encyclopedia of Louisville* (Lexington: University Press of Kentucky, 2001), 804.

¹¹⁸ Although the settlement house is included within the Old Louisville NRHP District, which was listed in 1972, as well as the Old Louisville Preservation District (the 1974 Designation report includes a block-by-block description), the buildings included within the Cabbage Patch complex do not have KHRI numbers.

¹¹⁹ Martin E. Biemer, ed. *The Story of the Cabbage Patch Settlement House as Told by Those Who Lived It*. (Louisville: The Cabbage Patch Settlement House, 1993), 5.

¹²⁰ Hutchins designed several dwellings in the Country Estates.

¹²¹ Biemer, 9.

originally built as dwellings. It is likely that most settlement houses reused existing dwellings or other buildings, since it was far less costly than constructing a new facility. Purpose-built gymnasiums and outdoor recreation areas (playgrounds, small parks) also appear to be physical components of the historic settlement house complex.



Figure 4.130 *The Cabbage Patch Settlement House on Sixth Street in Old Louisville.*

Examples

The Wesley House, formerly located at 801 East Washington Street (JFCB-68), 805 East Washington Street (JFCB-67), 809 East Washington Street (JFCB-72) and 121 North Shelby Street (JFCB-623), Butchertown NRHP District

The Wesley House has had a profound influence on both Phoenix Hill and Butchertown since its inception in 1903. Founded as the Louisville Settlement House and renamed for John Wesley, the founder of the Methodist Church, the agency settled into quarters at 809 East Main Street, adjacent to Marcus Lindsey Memorial Church at 801 East Main Street (JFCB-98).

The agency relocated to East Washington Street in 1925, and for the next 80 years, conducted their community outreach and social services from the structures at the corner of East Washington and North Shelby Street, 801 East Washington Street (JFCB-68), 805 East Washington Street (JFCB-67), 809 East Washington Street (JFCB-72) and 121 North Shelby Street (JFCB-623) (Figures 4.131 and 4.132). The latter structure was purpose-built in 1928 as a gymnasium (Figure 4.133).



Figure 4. 131 801 and 805 East Washington, looking northeast (JFCB-68 and 67).



Figure 4. 132 809 East Washington Street, looking northwest (JFCB-72). The rear of the Wesley House gymnasium is visible to the right of 809 East Washington Street.



Figure 4. 133 121 North Shelby Street, Wesley House gymnasium (JFCB-623).

Grace Immanuel United Church of Christ, 1612 Story Avenue, Butchertown NRHP District (JFCB-442)

In the twentieth century, Grace Immanuel United Church of Christ (JFCB-442) joined forces with the Wesley House to provide a non-segregated tutoring program in the church basement. Under the leadership of Reverend Don Buchhold, who pastored at Grace Immanuel from 1958 to 1963, the church partnered with Mary Alice Hadley on efforts to revitalize Butchertown.¹²² Additional discussion of Grace Immanuel Church of Christ is on page 454 of Chapter V.

¹²² Personal conversation with Greg Bain, Minister of Grace Immanuel United Church of Christ.

Theme: Entertainment/Recreation

Type: River camp communities and recreational resources

Transportation improvements after the Civil War allowed wealthy residents to develop country estates and summer homes along the Ohio River. The residents of homes constructed along the bluffs also developed clubs along the river, with clubhouses and docks for members. The country estates property type is discussed on page 202 of this chapter.

Nationally, a new middle class began to develop after the Civil War, and by the end of the nineteenth century, an increase in industry meant higher wages and more leisure time for its workers. The disposable income and free time enabled the middle class to participate in recreational activities along the Ohio River. River camps, designed for weekend or summer recreation activities, replete with small cabins parallel or perpendicular to the river and the “beach” sprang up along the banks of the Ohio River and Harrods Creek.

Transylvania Beach, platted in 1923, included 24 lots, each with 100 feet of valuable river frontage. The Hieatt Brothers and Charles W. Seltz developed the camp. Originally a “Bathing Beach and Park” was located on the north end. Some lots have been subdivided since that time, and two extra lots have been added on the south end. American Turners, discussed on page 309 of this chapter dates to the 1920s as does Eifler’s Beach; Waldoah Beach was developed in the 1930s; Juniper Beach (Figure 4.135) had scattered development during the mid-1930s and more consistent construction during the 1940s and 1950s.

The general layout of river camps is typically very similar (Figure 4.134). Most feature a long entranceway from River Road, often with gateposts or signs marking the entry (Figures 4.136 and 4.137). Typically, the long drive passes through undeveloped land on either side, which would have been used for recreational purposes. At American Turners, a baseball field, swimming pool and tennis courts have been developed (Figure 4.150). The entry drive then splits, with access drives running parallel to the river, both to the west and east. The cabins are typically sited parallel to the river, with outbuildings on the opposite side of the access drive that runs west to east. The cabins at American Turners are arranged in a row perpendicular to the river, against the west side of the property line. Occasionally, some structures have been built on the south side of these access drives (such as at Waldoah Beach), but typically the space is reserved for parking spaces, outbuildings or picnic/grilling areas.

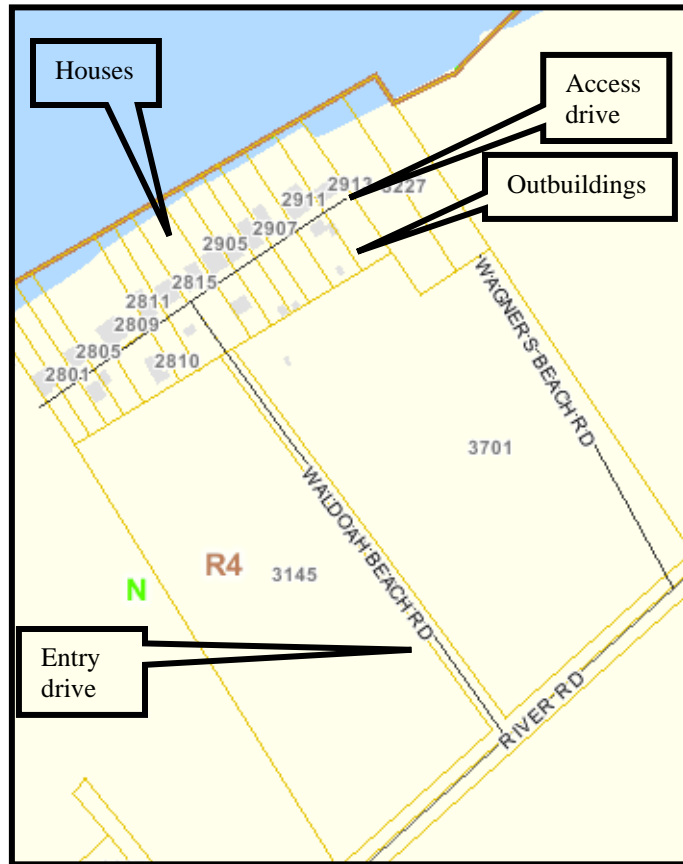


Figure 4. 134 Site plan of Waldoah Beach.

There are several building and rebuilding campaigns evident in the river camps – a process that continues today. The historic examples of river camps within the study area range from the 1930s to the late 1950s. Construction in the river camps was constrained and limited, for the most part, to three types of dwellings. Frame, one-story, structures built on high pier foundations were among the first generation of resources constructed; most of these were summer residences only. Their overall scale was small, with only two to three rooms inside. There was always a porch on the façade and usually one at the rear of the dwelling as well. Due to the ravages of the river, many of these small wooden resources have been replaced, but a few remain (Figure 4.138). This first generation of river camp resources includes those built between 1920 and 1937.

The second type of recreational architecture dates from the 1930s through the 1950s and consists of one-story, concrete block or brick structures built on continuous foundations. These were also intended for summer use, but some have been modified for year-round living. Many of these resources had flat roofs, porches on the façade and rear elevations, and a spare aesthetic. The second generation of river camp resources overlaps slightly with the first. This second building campaign may reflect the increased wealth of individual owners and their more year-round use of the camp. This generation runs from 1935-1950.

The last type of recreational architecture found along the river would be the more expansive poured concrete and brick dwellings, which allowed residents to live along the river year round. Usually two stories high, with steel windows (often a combination of fixed and casement), these structures represented an evolution in the type, with improvements in materials and form to weather repeated flooding. These dwellings also incorporated more stylistic details than the other two types. This substantial type of recreational architecture was usually constructed by residents with more disposable income, and often in river camps developed as playgrounds for wealthy Louisvillians. This last type of river camp resource was constructed between 1940 and 1960.

Although these are the three most common examples of recreational architecture found along the river, typical residential forms from the first quarter of the twentieth century, such as Bungalow, were also adapted. The frame bungalow at 2809 Waldoah Beach (JF-1925) is one example (Figure 4.145). Ranch style homes, with their simple rectangular footprint, lent themselves well to the concrete block construction along the river, such as the one-story, three bay wide example at 5617 Juniper Beach Road (JF-2000, Figure 4.146).

The rebuilding campaign continues in the present day. Many early structures have been extensively remodeled with new fenestration and cladding materials, raised higher off of the ground, and generally adapted to serve as year-round residences. Though these resources may not appear historic from the exterior, it is likely that modern materials surround a historic core.

It is not known whether any of the river camps discussed excluded African Americans; segregation was often a de facto occurrence. One source cites that the river cottages at the Merriwether House catered to African Americans, additional research would be necessary to verify this statement. The two resources in question, located on the banks of Harrods Creek, are almost in ruins.¹²³ The river camp property type is a unique one in the study area and would benefit from further research and study. A Multiple Property Documentation Form (MPDF) for recreation on the Ohio River could be developed for this property type (see page 489, Chapter VII).

¹²³ Orloff G. Miller. "The Historic African American Community of Greater Harrods Creek, Jefferson County, Kentucky." Report for the *Country Estates Historic District/River Road Corridor Historic Preservation Plan* Ohio River Bridges Project. Unpublished paper on file at the Kentucky Heritage Council, 2007.

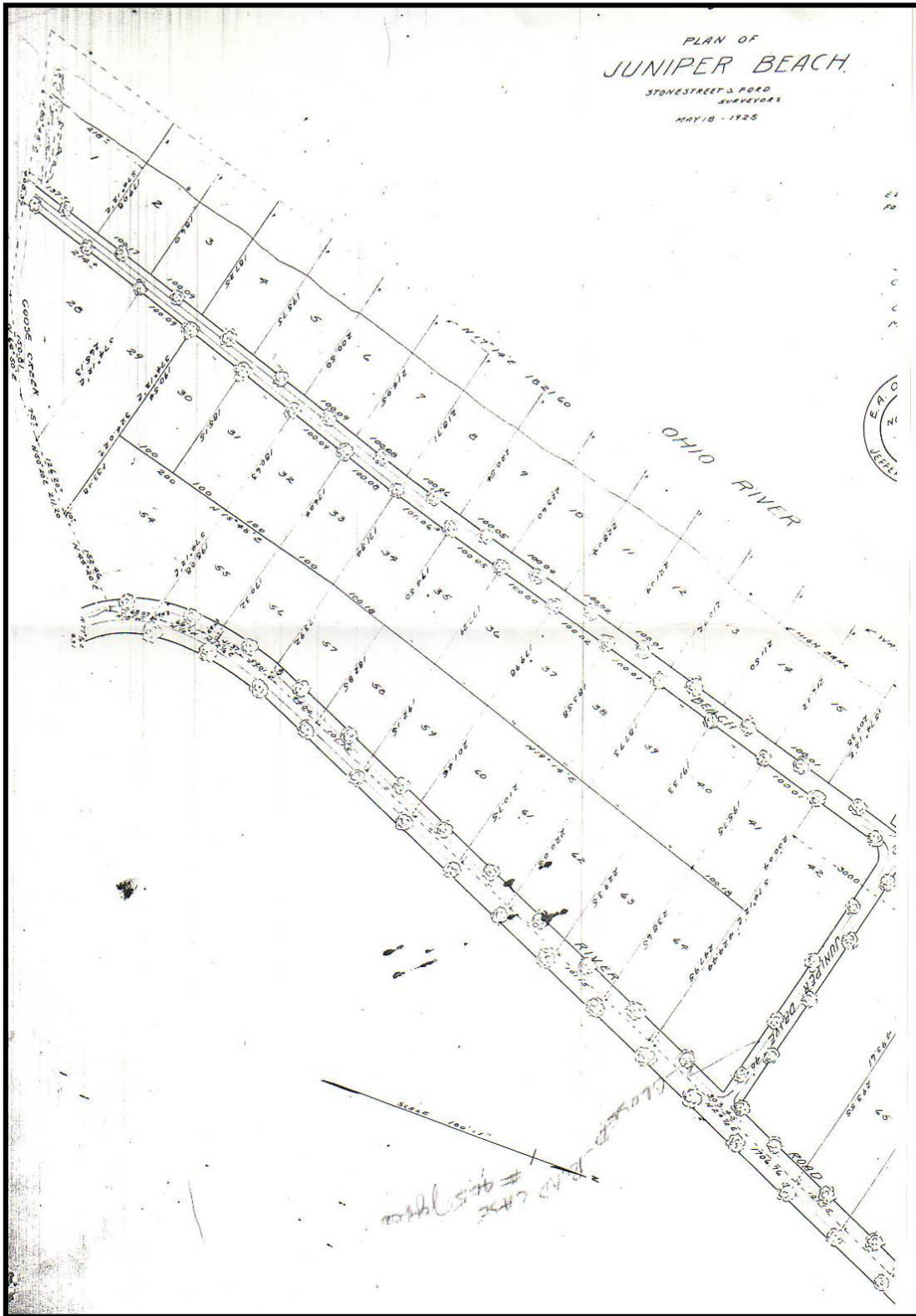


Figure 4. 135 A portion of the 1925 plat of Juniper Beach.¹²⁴

¹²⁴ Jefferson County Plat Book 5, page 96.

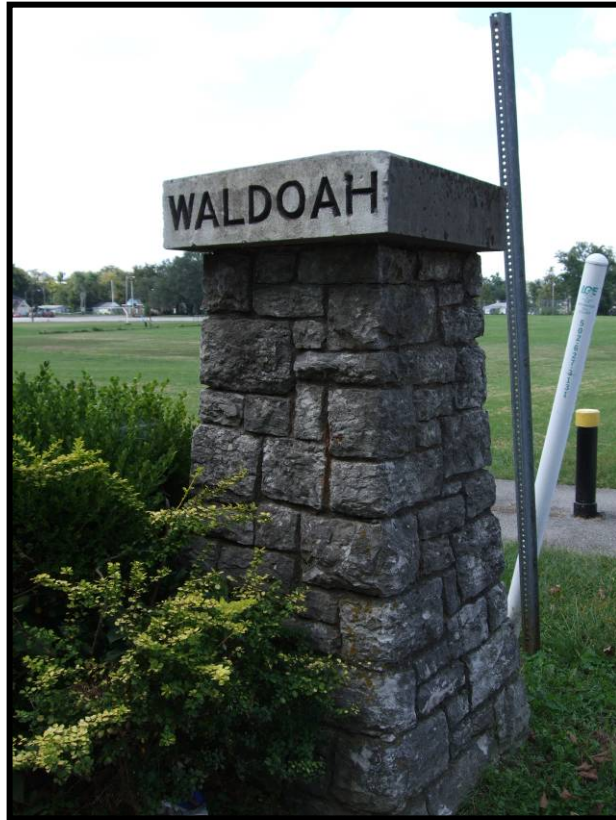


Figure 4. 136 Gatepost at the entry drive to Waldoah Beach.



Figure 4. 137 Sign at the entry to American Turners.

Examples

Dwelling at American Turners Beach, 3125 River Road (JF-2039)

This front-gable, frame dwelling (JF-2039), built on piers, is an example of the first generation of construction in the river camps (Figure 4.138). Unlike the rest of the dwellings at Turners, which are sited perpendicular to the river, this resource is parallel to the river, in front of the non-historic clubhouse. Like many of the early river camp resources, this example is very small, with only a few rooms on the interior. The fenestration pattern on the four-bay wide façade is window/window/window/door, with six-light fixed windows. The original cladding appears to be board and batten. The dwelling has an integral front porch that has been enclosed, a small shed addition at the rear of the west elevation, and a small stoop at the rear. The resource is currently being modified or remodeled.



Figure 4. 138 Cabin at Turner's Beach (JF-2039).

2801 Waldoah Beach (JF-1927)

Another example of a “first generation” frame river camp dwelling is found at 2801 Waldoah Beach (JF-1927, Figure 4.139). Located at the end of the west side of dwellings at Waldoah Beach, the dwelling faces the river. The three-bay wide front gable dwelling is built on a concrete pier foundation. Like the previous example at American Turners, this dwelling is only a few (perhaps three) rooms deep, with a shed roof porch on the façade and a small deck on the elevation facing the river.



Figure 4. 139 *West and south elevations of 2801 Waldoah Beach (JF-1927).*

2913 Waldoah Beach (JF-805)

The two-story brick veneered dwelling found at 2913 Waldoah Beach (JF-805) dates to the mid-1930s, and is part of the second generation of river camp resources (Figure 4.140). It is likely that the original owner had more disposable income to spend on this vacation respite along the river, hence the masonry construction and overall larger scale of the dwelling. Despite the addition of a hipped roof and addition on the rear, it retains its historic integrity and is indicative of the more permanent status this type represented.



Figure 4. 140 *2913 Waldoah Beach (JF-805).*

5605 Juniper Beach (JF-1999)

As discussed earlier, the “second generation” of river camp resources were often one-story, concrete block structures built on continuous foundations. Concrete, as a construction material, was more impervious to the floodwaters and conditions along the river. Concrete block examples from the 1940s are more much prevalent than brick dwellings. The one-story, three-bay wide concrete block dwelling at 5605 Juniper Beach (JF-1999) is one such example (Figure 4.141).



Figure 4. 141 *Façade of 5605 Juniper Beach (JF-1999).*

J. Schildnecht House (JF-841)

The second generation of river camp resources reflected the willingness of property owners to commit to more lasting materials and perhaps to spend more time along the river. The J. Schildnecht House (JF-841), at 6306 Transylvania Beach, was built around 1941 (Figure 4.142). The brick veneered dwelling, which displays the Art Moderne influence, rests on a raised foundation that includes a one-bay garage. It has a flat roof and stepped parapet wall.



Figure 4. 142 *J. Schildnecht House, facing north (JF-841).*

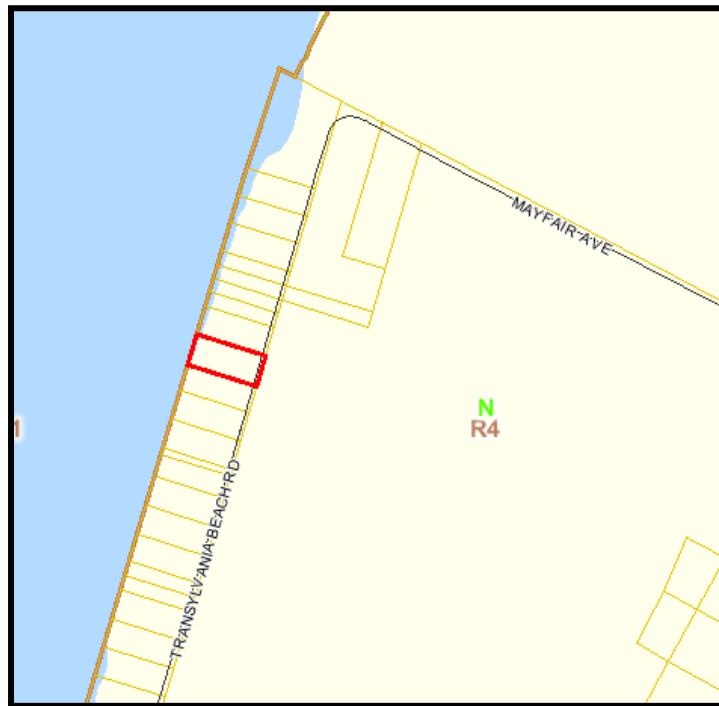


Figure 4. 143 *Location of J. Schildnecht House on Transylvania Beach.*

Determan House, 6100 Transylvania Beach (JF-843)

The Determan House (JF-843) at 6100 Transylvania Beach was built in 1954 by John Determan (Figure 4.144). His father, George Determan, built a large, two-story sheet metal dwelling on an adjacent parcel in 1940 (to replace an earlier dwelling lost in the 1937 flood). Though this is an example of a concrete block river camp resource, the dwelling possesses more stylistic elements than most of its counterparts along the river. The flat roofed dwelling with metal casement windows reflects the influence of the Art Moderne style.



Figure 4. 144 *The Determan House at 6100 Transylvania Beach (JF-843).*



Figure 4. 145 2809 Waldoah Beach, example of a common type (bungalow) built at a river camp (JF-1925).



Figure 4. 146 5617 Juniper Beach Road, example of a ranch type built at a river camp (JF-2000).

Theme: Entertainment/Recreation

Type: River-oriented social clubs

Recreational activities in Louisville and Jefferson County shifted after the turn-of-the-century. Whereas earlier forms of entertainment might have centered on family outings to experience nature, (i.e. the picnic or family song night), new types of pastimes were purchased and consumed. With more free time, due to progressive labor laws limiting the work day and additional money to spend, new forms of entertainment were created across the city and county. From a trip to the movie theater to a boat ride to one of the booming new amusement parks, monetary outlay became in part necessary to pursue a good time.

Given the sylvan setting provided by the Ohio River, the banks surrounding the river succeeded in luring residents for free time pursuits. Driving one's automobile on River Road adjacent to the Ohio; biking in one of the many new riverfront parks, such as the west-end's Shawnee Park; swimming at one of the riverfront clubs, such as the German Turners' Club pier; sailing from the Louisville Boat Club's River Road docks; and even traversing the river on one of the many excursion boats, such as the *Idlewild*, became popular.¹²⁵

Examples

Louisville Boat Club, 4200 River Road (JF-1955)

The Louisville Boat Club (JF-1955), founded in 1879 as a social club focused on river activities, moved to its current location on River Road in 1911. Prior to that, the club's headquarters was a large houseboat that was moored at various locations up and down the Ohio River (Figure 4.147). A club history claims that the club is the oldest *social* club in Louisville and Jefferson County. Little remains of the historic structures that once housed club members; the club house burned in 1969, and the current structure was completed in 1971 (Figure 4.148). The pool house formerly functioned as the men's locker room, and dates from the rebuilding of the facility after the 1937 flood – the only portion of the clubhouse to survive the fire.¹²⁶

¹²⁵ Carolyn Brooks, "Life Along the Ohio: Recreational Uses of the Ohio River in Jefferson County, Kentucky." Historic Context Statement on file at the Louisville-Metro Historic Preservation Office, 1997.

¹²⁶ Louisville Boat Club webpage. Available online at:
http://louisvilleboatclub.com/index.php?option=com_content&view=article&id=14&Itemid=11.
Accessed October 2009.

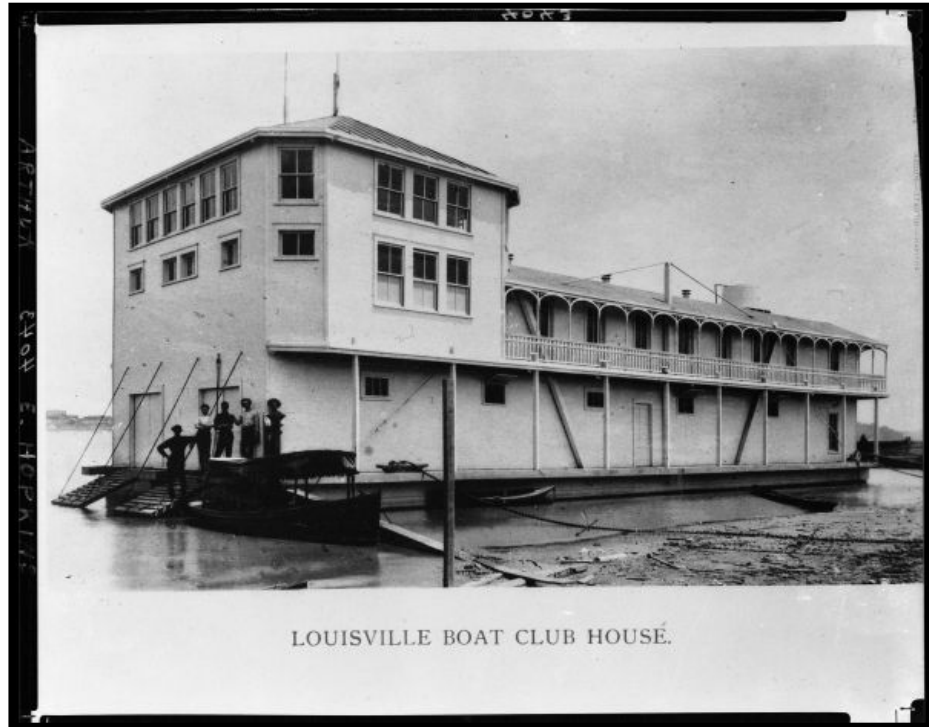


Figure 4. 147 *The houseboat that preceded the Louisville Boat Club's permanent location, date unknown.*¹²⁷



Figure 4. 148 *The current Louisville Boat Club (JF-1955).*

¹²⁷ ULPA R_04043_n, Royal Photo Company Collection, Special Collections, University of Louisville, Louisville, Kentucky. Online at: <http://digital.library.louisville.edu/u/?royal,3149>

Rose Island Yacht Club, 2000 Justin Cove, Prospect

The current-day Rose Island Yacht Club, named after the early twentieth century Rose Island Amusement Park, dates to 1989. There are no historic structures associated with the club or marina.

Rose Island was a fashionable retreat created in 1924 by Louisville businessman D.B.G. Rose on the Indiana shore (Figure 4.149).¹²⁸ Combining many desirable past times, the site featured a swimming pool, rental cabins, a small zoo, tennis courts, a miniature golf course, a roller coaster, rental rowboats, and a swimming pier by 1930.¹²⁹ The island was accessed by a steamboat or ferry leaving from downtown Louisville or a parking area off Rose Island Road.¹³⁰



Figure 4. 149 *New swimming pool at Rose Island, circa 1929.*¹³¹

¹²⁸ Brooks 1997, 13.

¹²⁹ Brooks, 1997, 13.

¹³⁰ Brooks 1997, 13.

¹³¹ ULPA CS 102909, Caufield & Shook Collection, Special Collections, University of Louisville, Louisville, Kentucky. Online at: <http://digital.library.louisville.edu/u/?cs,1048>

Theme: Entertainment/Recreation

Type: Ethnicity-oriented social and recreation clubs

Although many aspects of the downtown portion of the study area were shaped by the area's rich history of immigration, particularly German and Irish natives, the East End of the study area is home to a unique organization founded by German immigrants in 1848.

Examples

American Turners, 3125 River Road (Multiple survey numbers)

American Turners, located at 3125 River Road, is one of over 60 nationwide Turner organizations, and has been active at the current site since 1911. The organization's name derives from the German word for gymnastic exercise, "Turnen."¹³²

The first home of the Louisville Turners – as well as the first gymnasium in the city – was on Market Street. Anti-immigrant sentiment in the decade before the Civil War culminated in the burning of Turner Hall. The organization did not falter, however, and was prospering again by 1890. The River Road property was used for social activities and recreation along the river for its members, and construction of summer homes began in the 1920s and 1930s.¹³³ Today, the centerpiece of the property is a modern multi-purpose building, but the original clubhouse, which dates from the 1920s, still exists, as do many historic residences.

¹³² American Turners Brochure

¹³³ Ibid.

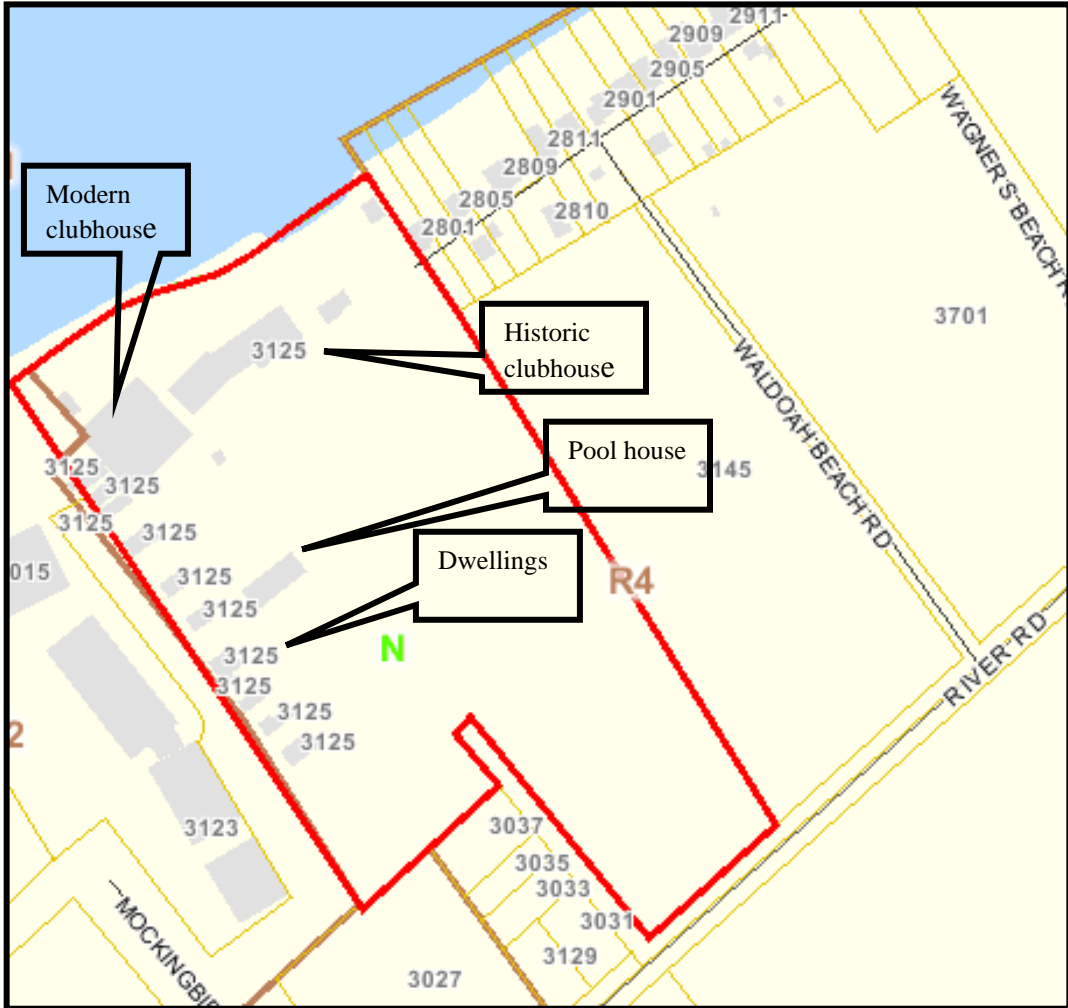


Figure 4. 150 Site plan of American Turners.



Figure 4. 151 *Entry drive leading to original clubhouse (pool house is on left in photo).*



Figure 4. 152 *Looking southeast from the river toward the concession stand and public areas of American Turners.*

Harrods Creek Lodge, 6603 River Road (JF-932)

The front portion of this two-story, three bay wide concrete block structure (JF-932) dates to 1967 (Figure 4.153). The rear of the Masonic Lodge incorporates an earlier structure that was one of the two one-room African American schoolhouses serving Harrods Creek and Prospect. The 1879 Beers and Lanagan Atlas of 1879 depicts a school in this general vicinity, on River Road northeast of the Harrods Creek Bridge (Figure 4.154).¹³⁴

Constructed for the Free and Accepted Masons, No. 456, it ceased to operate as a Masonic lodge in 2005. The first Harrods Creek Lodge was chartered on October 24, 1867; the charter lapsed on October 20, 1899. Chartered again on November 8, 1899, the lodge operated until December 20, 2005, when it was combined with Crescent Hill No. 820 and was renamed Crescent Hill No. 456.¹³⁵



Figure 4. 153 *Façade of Harrods Creek Lodge (JF-932).*

¹³⁴ Orloff G. Miller.

¹³⁵ Grand Lodge of Kentucky website, Available online at: <http://www.grandlodgeofkentucky.org/pdf/Constitution%202008%20Full%20PDF%20Copy.pdf>, Accessed October 2009.

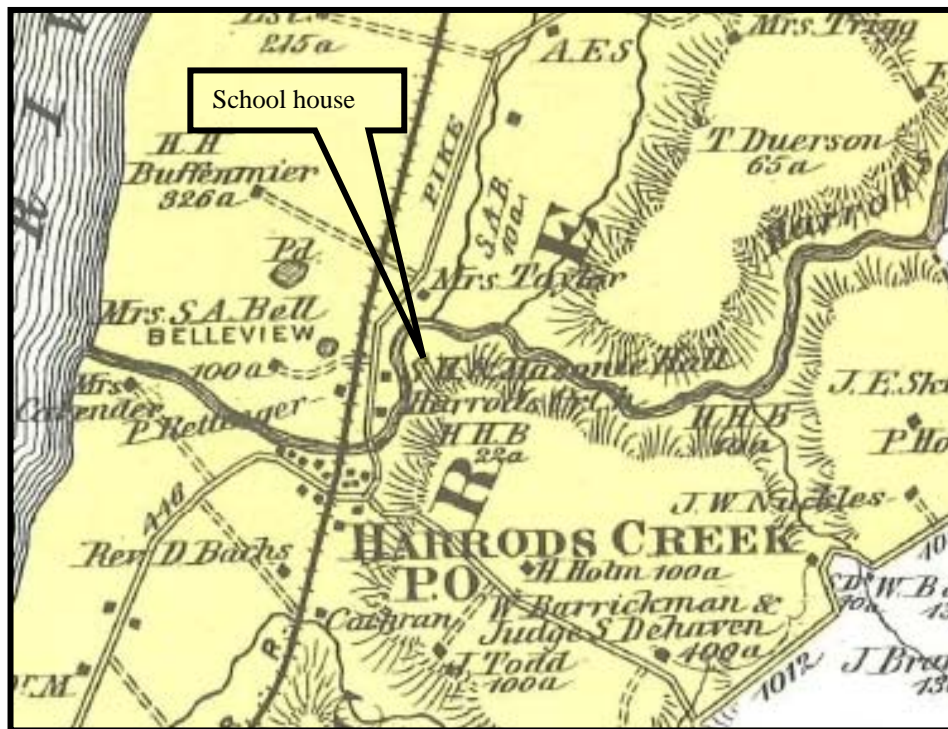


Figure 4. 154 A portion of the 1879 Atlas of Jefferson and Oldham Counties, showing the location of a school house (SH) across the road from Belleview.

Theme: Health/Medicine

Types: Hospitals, medical clinics

Louisville's river location was both a boon and a detriment in the development of a medical community. Malaria plagued early settlers, but the business and money brought in by river commerce meant that the number of physicians practicing in the River City grew each decade. In 1823, the Louisville Marine Hospital, located on Chestnut Street, opened to tend the public. Dr. Alban Gilpin Smith received a charter in 1833 for the Medical Institute of Louisville, better known as the Louisville Medical Institute.¹³⁶

Just to the west of Area 1 of the study area is the United States Marine Hospital, built between 1845 and 1852. This Greek Revival structure, designed by Robert Mills, is a "prototype design for the seven U.S. Marine Hospitals funded by Congress to address health needs of seamen on the Western Waterways."¹³⁷

During the early nineteenth century, doctors often located their practices within their homes, serving neighborhood patients. Hospitals, like the United States Marine Hospital, tended to be architect designed, with large, well-lit masonry structures situated within a complex of support structures (such as stables, laundry and staff quarters). Though the study area contains a number of medical-related structures, they are not historic, or have been altered beyond recognition.¹³⁸ Only one extant historic medical-related building was identified in the study area. Further research outside of this study area is needed to determine the exact characteristics of this property type within Louisville.

Example

Louisville Medical College Building, 101 West Chestnut Street, NRHP listed Local Landmark (JFCD-159)

Many medical institutions were chartered in Louisville in the mid-nineteenth century. The Louisville Medical College, established in 1869, had the Louisville Medical College Building (JFCD-159) constructed between 1891 and 1893 (Figure 4.155). Private funds, raised among the medical staff, paid for the \$150,000 construction cost of the structure. Designed by the Louisville firm of Clark and Loomis, the Richardsonian Romanesque four-and-one-half story rock-faced limestone structure is visually arresting, with a six-story square clock tower on the southwest corner, carved stone sculptures and a varied roofline.¹³⁹

¹³⁶ Eugene H. Connor. "Medicine," in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 605.

¹³⁷ Joanne Weeter, *Louisville Landmarks* (Louisville: Butler Books, 2004), 115.

¹³⁸ The western edge of the Phoenix Hill NRHP District is dominated by the 24 block Medical Center Complex.

¹³⁹ Margaret A. Thomas, "Louisville Medical College Building" *Nomination to the National Register of Historic Places*. Copy on file at the Kentucky Heritage Council. Listed 1975.

The Louisville Medical College merged with two other institutions in the first decade of the twentieth century: the University of Louisville Medical School, which was founded in 1837 and the Louisville Hospital Medical College, which was created in 1873. The new University of Louisville School of Medicine occupied the building from 1907 until 1970. The structure is now home to the Greater Louisville Medical Society and Norton Healthcare.¹⁴⁰



Figure 4. 155 *South and east elevations of Louisville Medical College Building (JFCD-159).*

¹⁴⁰ Ibid.



Figure 4. 156 *Louisville Medical College, façade, looking southwest (JFCD-159).*

Theme: Industry

Type: Industrial Types

As Louisville grew, the city was not merely profiting from trade in raw goods, but also was creating finished products. In 1816, for instance, “the Hope Distillery Company was built at the lower end of Main Street by a New England Company which located in Louisville because it combined the advantages of ‘uninterrupted navigation’ and a central location for “collecting grain from the rich and fertile districts in the vicinity and the country above it adjoining the Ohio and its tributary streams.”¹⁴¹ Other industrial enterprises agreed with the New England Company’s assessment. By 1820, Louisville had a soap and candle plant, five tobacco processors, flour mills, saw mills, and a nail factory.¹⁴²

Distinct industrial areas were created in mid-century Louisville to accommodate expansion. Though these areas were largely industrial, they were typically not single-use zones, with the exception of areas in Area 1 of the study area, such as the 15th Street District and the West Main Street/10th Street Manufacturing Historic District.

In Phoenix Hill and Butchertown, residential areas were mixed into these industrial areas, a combination which provided workers for the burgeoning enterprises. At Main and Preston in Phoenix Hill, for example, the Jefferson Cotton Factory employed “80 laborers and operated 1,056 spindles in processing 500 bales of cotton each year.”¹⁴³ Two pottery manufacturers, ‘Dover and Lewis’, were also situated in the Uptown area, both on East Main Street.¹⁴⁴ Further the Louisville Linseed Oil factory could be found in the 1840s between Hancock and Clay on Main Street.¹⁴⁵

Industrial architecture is distinguished from commercial architecture in the study area mainly by size and massing. Whereas large scale-commercial structures might be four to five stories, their footprint is typically not as expansive as an industrial/manufacturing structure. Fenestration, particularly in areas where work was being performed, is also a key characteristic. Many historic industrial structures have multiple bays, in addition to skylights, to take advantage of natural light. Industrial architecture in the study area might encompass a number of specialized structures spread out over a large parcel. Warehouses, boiler rooms, wash rooms, smokestacks, chilling plants – a cluster of smaller structures might be arranged around a central flagship structure, which served as the figurehead for the business, and could receive customers in addition to processing goods. Location played an important role in the siting of industrial resources. Access to reliable transportation, such as the railroad and the river, was crucial to the success of a company.

Although there are many similarities between commercial and industrial architecture, the latter tends to be more utilitarian and focused on the elements needed for successful

¹⁴¹ Kramer, 40.

¹⁴² Ibid.

¹⁴³ Ibid, 47.

¹⁴⁴ Ibid.

¹⁴⁵ Ibid.

manufacturing of goods. Chief among these is usually some sort of fire-proof construction, typically brick in the nineteenth century and concrete in the twentieth and plenty of light and ventilation. Industrial structures in the study area range from sprawling, one-story warehouses with no definitive architectural style to multi-story structures with high style influence.

Examples

Peaslee-Gaulbert Paint Manufacturing Complex, Portland Avenue at North 15th Street (JFWP-529)

This complex (JFWP-529), historically associated with the Peaslee-Gaulbert Paint Manufacturing Company, contains a number of early twentieth century structures. The company, founded in 1867, was bought in 1928 by Devoe & Reynolds Company of New York, the oldest paint manufacturer in the country.¹⁴⁶

A large structural tile smokestack, located within the curve of the railroad tracks, marks one edge of the manufacturing complex (Figure 4.157). Adjacent to the stack is a two-story masonry structure with numerous multi-light casement windows on the second story. This structure dates to 1923, and once served as the boiler room for the plant.

A two-story, brick structure, built on a stone foundation, sits near the northern boundary of the complex. According to the Sanborn maps, it dates from 1919, and houses the varnish tank room and the filling filter room (Figure 4.158). Brick pilasters accent the northeast and northwest elevations, separating the ten-light windows on the second floor. The first floor is pierced by six-light metal casement windows, while many openings have been enclosed.

¹⁴⁶ John Kleber, ed. "Paint and Coating Industry," *The Encyclopedia of Louisville* (Lexington: University Press of Kentucky, 2001), 683



Figure 4. 157 Peaslee-Gaulbert Paint Manufacturing Complex (JFWP-529).

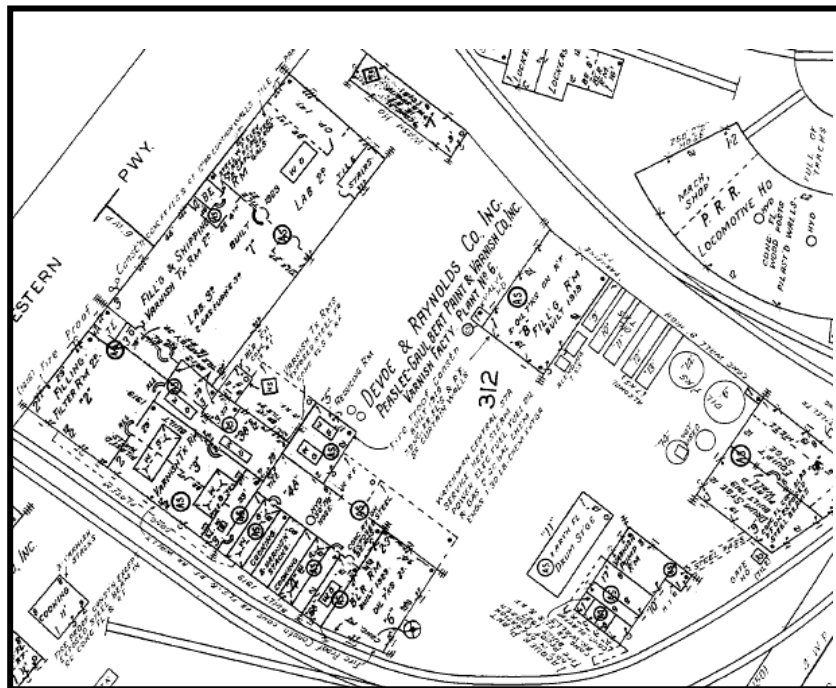


Figure 4. 158 Section of the 1941 Sanborn, showing the Peaslee- Gaulbert complex, with such structures as the wash house, filling room and boiler room. ¹⁴⁷

¹⁴⁷ Sanborn Map Company. Insurance Maps for Louisville, Kentucky. Volume 2 W. New York: Sanborn Map Company, 1929-1941. Digitized by Proquest, 2001-2008. Accessed by subscription at the University of Louisville at: <http://sanborn.umi.com/>.

Peaslee-Gaulbert Warehouse, 1427 Lytle Street, NRHP Listed (JFWP-159)

This four-story, brick warehouse (JFWP-1589) was constructed by Peaslee-Gaulbert in 1902, and listed in the NRHP in 1983. Like many industrial structures of the day, it is a masonry structure on a stone foundation, with many openings. Pilasters separate the bays, which feature paired, segmentally-arched windows on the 15th Street elevation (Figure 4.159). Belt courses with raised brick work resembling dentils separate the second and third stories.



Figure 4. 159 *Peaslee-Gaulbert Warehouse, 1427 Lytle Street (JFWP-159).*

American Machine Company/Vermont American Building, 500 block of East Main, Phoenix Hill NRHP District (JFCH-3 and JFCH-1217)

The historic American Machine Company (JFCH-3 and JFCH-1217), comprised of four separate structures covering half of a city block, is an example of a multi-story industrial complex with a distinct architectural style (in this case, the Romanesque Revival style). The structures on the complex range in date from 1895 to 1940. On the 1905 Sanborn, the two-story brick complex is L-shaped, with a small office space in the northeast corner facing Main Street (Figure 4.161).

The oldest portion of the complex, circa 1895, faces Jackson Street and is located next to the alley (Figure 4.162). It appears to have been a two-and-one-half story, three-bay wide brick structure. The next building period was a long, two-story addition from around 1902. It extends north from the 1895 portion down Jackson Street, with a six-bay wide façade oriented toward Main Street (Figure 4.160). Brick pilasters separate the bays, which feature round, arched openings, both windows and doors. It appears that this section of the building was geared toward manufacturing, as numerous windows pierce the Jackson Street elevation and a clerestory is visible on the historic Sanborn maps. A 1940 addition joins the 1902 building to the 1905 portion, which extends east down Main Street toward the I-65 overpass.



Figure 4. 160 *American Machine Company, looking southeast at Main Street and Jackson Street elevations (JFCH-3).*

Two additional structures are located on South Jackson Street (Figure 4.163). In 1930, they were home to the American Elevator and Machine Company Warehouse, together with the much larger complex that fronts on Main Street (Vermont-American Building, JFCH-3). The ghost of a painted sign for that company is still visible on the second story of the south elevation of the circa 1906 structure, situated on the north side of the parcel. Later in the twentieth century, the structures housed the American Saw and Tool Company.

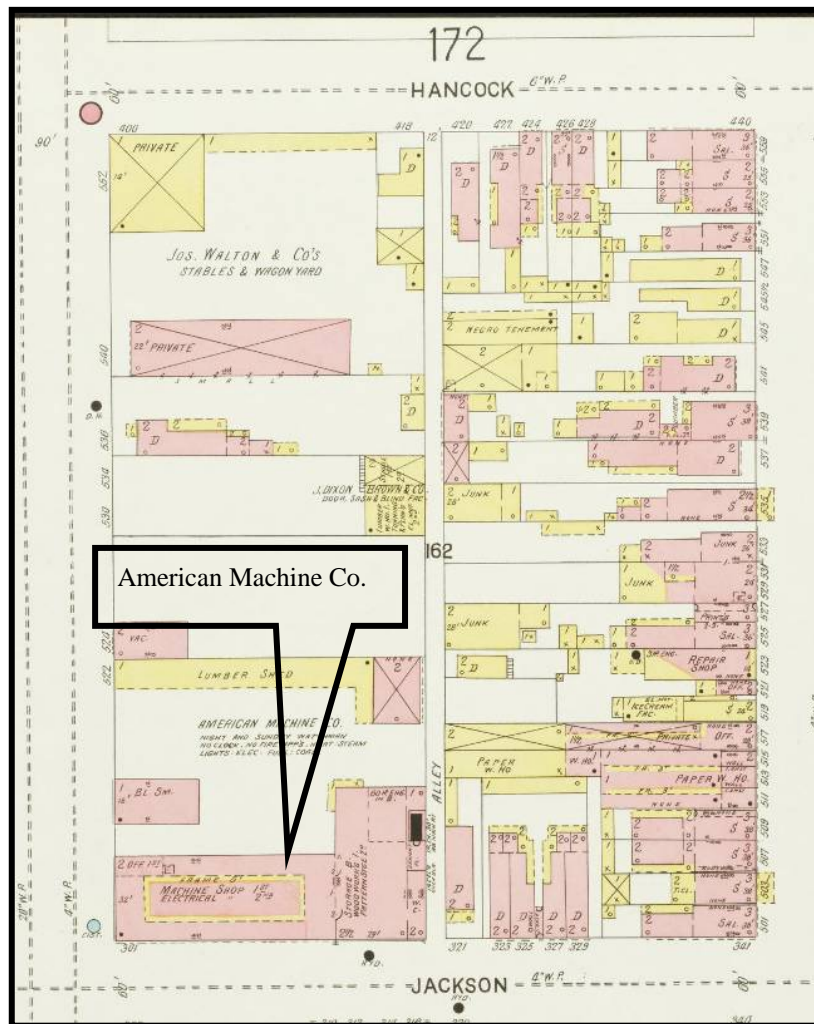


Figure 4. 161 Portion of the 1905 Sanborn (sheet 159) showing the American Machine Company at the corner of Main and Jackson Streets.¹⁴⁸

¹⁴⁸ Sanborn-Perris Map Company. *Insurance Maps for Louisville, Kentucky*. Volume III. (New York: Sanborn-Perris Map Co, LTD, 1905), Sheet 159. Available on line at: http://kdl.kyvl.org/cgi/i/image/image-idx?c=beasanic&back=back1255530957&chaperone=S-BEASANIC-X-LOU19051922+LOU_1905_000A&chaperone=S-BEASANIC-X-LOU19051922+LOU_1905_000A&ox=1&oy=0&lastres=2&res=2&width=1201&height=1420&maxw=4806&max



Figure 4. 162 Jackson Street and Billy Goat Strut elevation (JFCH-3).



Figure 4. 163 Circa 1906 and 1920s structure on South Jackson Street(JFCH-1217).

[h=5680&subview=getsid&view=entry&entryid=x-lou19051922&cc=beasanic&quality=2&image.x=1018&image.y=273&start=1&viewid=LOU_1905_159](#)

1205 East Washington St, Butchertown NRHP District (JFCB-259)

This sprawling, one-story, brick warehouse complex is another example of early twentieth century industrial type in the study area (Figure 4.164) The 1905 Sanborn shows frame structures on this parcel, housing the National Oak and Leather Company (Figure 4.165). The current structure dates from the 1920s or 1930s, and during the 1930s, housed the Puritan Cordage Mills and until recently, Irvin Kahn & Son, a wholesale flooring distributor.

Though constructed for industrial and manufacturing use, and ideally located beside the railroad, the structure is not without architectural details. Window openings on the Washington Street elevation are large and segmentally-arched, with brick sills and contain some original, eight-over-eight double-hung wooden sash windows. A double string course runs below the cornice line on the Washington Street elevation. Along the west elevation, which faces the railroad tracks, there were originally a number of loading dock bays and more window openings, many topped with transoms. The majority of these windows have been filled in with concrete block. A row of large skylights illuminates the structure.

A frame structure extends to the east from the footprint of the brick structure. Extending east, along the floodwall, is another brick structure, built in the 1940s (Figure 4.166). The two-story structure rests on a poured concrete foundation and has a rounded roof. It originally had large, multi-light steel casement windows with concrete sills; most of the openings on the second story have been filled in with large pieces of plywood.



Figure 4. 164 *Façade of 1205 East Washington (JFCB-295).*

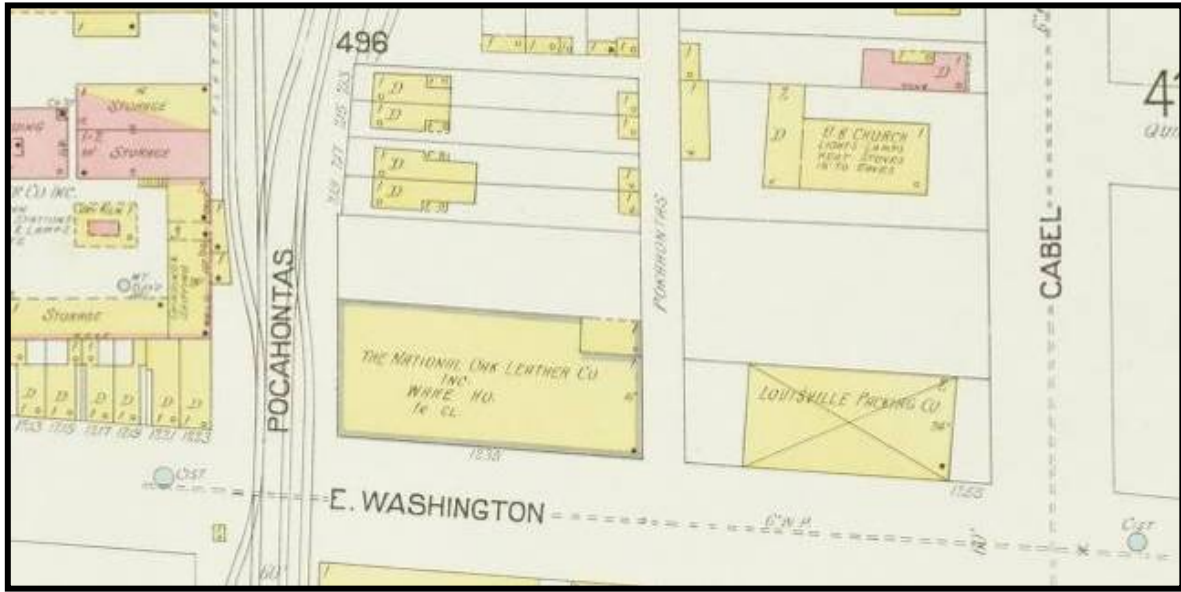


Figure 4. 165 1905 Sanborn showing the National Oak Leather Company at 1205 East Washington.¹⁴⁹



Figure 4. 166 Rear section of 1205 East Washington Street (JFCB-295).

¹⁴⁹ Sanborn-Perris Map Company. *Insurance Maps for Louisville, Kentucky*. Volume III. (New York: Sanborn-Perris Map Co, LTD, 1905), Sheet 149. Available online at: http://kdl.kyvl.org/cgi/i/image/image-idx?c=beasanic&back=back1255530957&chaperone=S-BEASANIC-X-LOU19051922+LOU_1905_000A&chaperone=S-BEASANIC-X-LOU19051922+LOU_1905_000A&ox=1&oy=0&lastres=2&res=2&width=1201&height=1420&maxw=4806&maxh=5680&subview=getsid&view=entry&entryid=x-lou19051922&cc=beasanic&quality=2&image.x=1018&image.y=273&start=1&viewid=LOU_1905_410

Subtheme: Livestock-related resources

Louisville was a national meatpacking power in the three decades before the Civil War. Though its standing nationally faltered in the postbellum period, its role as a *regional* packing power increased.

Butchertown at the time illustrated the “relationship of mutual benefit” that existed among the slaughterhouses, the stockyards and the railroad, a relationship that resulted in the “three entities being quite interdependent; probably none could have prospered without the other two.”¹⁵⁰ This is apparent not only in the partnerships between slaughterhouse owners and packers, and their subsequent vertical integration (following the Chicago model) after 1900, but also in the geographic locations of stockyards, slaughterhouses and packing companies.

Another profitable offshoot of the vital role that livestock – particularly cattle – played in Louisville and Kentucky during the nineteenth and early twentieth centuries was the tanning industry. The production of candles and soap also grew out of the livestock trade and the meatpacking establishments. Tallow, which is rendered from beef or mutton fat, can be used to manufacture candles or soap after pressing. It is natural that Butchertown’s historic industrial streetscape included many such ventures in the nineteenth and early twentieth centuries. There were not any extant livestock-related resources identified in any of the other study areas.

¹⁵⁰ J’Nell L. Pate, *America’s Historic Stockyards: Livestock Hotels* (Fort Worth: TCU Press, 2005), xiii.

Subtheme: Livestock-related resources

Type: Home-based commercial slaughterhouses

Home-based meat processing is hardly novel in rural Kentucky. Farm families raised cattle, hogs, and other livestock for commercial purposes as well as for personal consumption. The presence of the ubiquitous meat house or smoke house bears witness to the practice of familial meat processing in rural Kentucky from the late eighteenth century to at least the middle twentieth century.¹⁵¹

The home-based slaughterhouse in the study area, however, reflects a different dynamic. These urban operations, whether large or small, existed in proximity to the owner or manager's main residence, much like the meat house in rural Kentucky. Unlike rural areas, slaughtering enterprises did not raise stock as their business, but processed it into edible products in their own backyards for sale to consumers.¹⁵²

The men who operated the family business were considered professional butchers.¹⁵³ Typically, they specialized in particular animals; some butchers processed cattle into cuts of meat, while others focused on pigs, lambs and sheep. In some cases, they brought meat-cutting skills with them upon migration from Europe to Louisville; this was the case for professional butcher Herman Vissman who emigrated from Germany to Louisville in the late 1830s.¹⁵⁴

The height of profitability for home-based operations appears to follow general industrial trends for the city of Louisville. Small, family-based slaughtering businesses flourished in the mid-nineteenth to early twentieth centuries and by the 1920s and 1930s, they were displaced by or consolidated with large-scale producers.

Additionally, the trend toward suburbanization, and separation of residential areas from industrial areas also contributed to the decline of home-based slaughterhouses. Families with long traditions of home-based meat processing left Butchertown for residential suburbs in the east and south of Louisville by the mid-twentieth century. If they still participated in the meat industry, their operations may have remained in the neighborhood. Following local and national trends, families no longer found it desirable or perhaps even acceptable to reside within proximity to such an industry.

¹⁵¹ For more information on meat curing and the smoke or meat house as a property type, see: Rachel Kennedy and William Macintire, *Agricultural and Domestic Outbuildings in Central and Western Kentucky, 1800-1865* (Frankfort, KY: Kentucky Heritage Council, 1999).

¹⁵² As far as can be determined none of the slaughter houses held interest in farming operations. More research needs to be done to better illuminate this possible relationship.

¹⁵³ The names associated with butchering are male; however, the entire family probably participated in this home-based industry. Women's roles in home-based meat processing need further research.

¹⁵⁴ David Williams, "A History of the House and Property at 1323 Story Avenue in the Butchertown Area of Louisville, Kentucky, 1831-1982," February 1983, unpublished paper on file at the University of Louisville Archives and Records Center, Neighborhoods Vertical File, Butchertown, Volume 2, 12.

This study did not uncover many examples of home-based slaughterhouses. It is highly plausible that home-based slaughterhouses did not survive once the nature of meat processing changed in the early-to-mid twentieth centuries. In any case, historic maps,¹⁵⁵ primary, and secondary sources¹⁵⁶ indicate their presence in the Butchertown portion of the survey area (Figure 4.167) While the slaughterhouses themselves might not be extant, in many cases, the historic house that was associated with them does still exist (see Appendix A).

As a type, the home-based slaughterhouse had several characteristics. First, it was located in close proximity to the main residence of the owner or manager. Generally speaking, structures were situated at the rear of the house on a creek or river for easy disposal of waste. In Butchertown, the majority of slaughtering operations were placed on the banks of the Beargrass Creek.

Second, given the slim nature of most city lots, slaughterhouses typically had a narrow, elongated footprint with connected structures for each separate use. Common structures in an abattoir complex include an ice house, a cattle pen, a rendering kettle room, a smoke room, and a slaughtering floor. Depending on the size of the operation, slaughterhouses could have multiple animal pens and/or slaughtering floors. Perusal of Sanborn maps suggests that slaughterhouses were built of frame and generally one-to-two stories in height. An attached ice-house could be constructed of brick or stone, due to conducive thermal qualities. It is probable that the structures were devoid of ornament, given their private placement on the lot.

Home-based slaughterhouses constructed in the mid-twentieth appear to make use of concrete block as a building material. Small home-based slaughterhouses complexes were nearly always within immediate distance to other slaughterhouses and related industries, such as tanning or soap-making. Lastly, home-based slaughterhouses were typically family businesses with the family patriarch passing on his collective knowledge to the son and his family. In general, slaughterhouses in Butchertown, and in Louisville, are associated with German immigrants or ancestry.

¹⁵⁵ Sanborn-Perris Map Company. Insurance Maps for Louisville, Kentucky. Volumes II and III. New York: Sanborn-Perris Map Co, LTD, 1892. Online at: http://kdl.kyvl.org/cgi/i/image/image-idx?size=50;c=beasanic;back=back1256604089;subview=detail;view=entry;cc=beasanic;entryid=x-lou1892;viewid=LOU_1892_000A; Sanborn Map Company. Insurance Maps for Louisville, Kentucky. Volumes 2 and 5. New York: Sanborn Map Company, 1905. Online at: http://kdl.kyvl.org/cgi/i/image/image-idx?c=beasanic&back=back1256604089&quality=2&view=entry&subview=detail&cc=beasanic&entryid=x-lou19051922&start=1&chaperone=S-BEASANIC-X-OU19051922+LOU_1905_000A&viewid=LOU_1905_000A; Sanborn Map Company. Insurance Maps for Louisville, Kentucky. Volume 2 and 2E. New York: Sanborn Map Company, 1929-1941. Digitized by Proquest, 2001-2008. Accessed by subscription at the University of Louisville at: <http://sanborn.umi.com/>

¹⁵⁶ Reverend Father Diomed Pohlkamp, *Butchertown of Yesterday: A History of the East End of Louisville, KY, including the Point, Butchertown, and the Vernon Club* (Louisville: Rogers Church Goods Co, 1946); Bill Pike, "Butchertown: When meat packers set up shop, it spawned a host of livelihoods for German immigrants," in Walfoort, Nina and Jean Porter, ed. *A Place in Time: The Story of Louisville's Neighborhoods*. Louisville: Courier Journal and Louisville Times, Company, 1989, 22-25; Author unknown, "Butchertown: How does this sound as a pleasant place to enjoy a summer day outing," *The Louisville Times*, May 16, 1955; Walter E. Langsam, "Butchertown Historic District," *Nomination to the National Register of Historic Places*, Copy on file at the Kentucky Heritage Council, Listed August 1976.



Figure 4. 167 1905 Sanborn map of Story Avenue near Beargrass Creek, showing home-based slaughterhouse complexes.

Examples

Koch Beef Company, Butchertown NRHP District (JFCB-724)

The Koch Beef Company structure (JFCB-724) at 248 Adams Street remains extant behind 1411-15 Quincy Street.¹⁵⁷ Though altered in the 1950s and 60s, the building is a physical reminder of the importance of the butchering industry to both the familial economy of Quincy Street and to the city of Louisville during the twentieth century. As far as can be determined, it is the sole example of a small, family-operated abattoir located in the survey area. By the late nineteenth and early twentieth centuries, Quincy Street was home to many Koch family members as well as numerous small abattoirs.

¹⁵⁷ See Appendix A for history of the Koch family and their home-based meat packing operations. This slaughterhouse is associated with 1411 Quincy Street (JFCB-315).

The current structure is a concrete block, one and two story building that is nearly cross-shaped in plan (Figure 4.169) It appears that a portion of the E.H. Koch Abattoir is extant within several mid-twentieth century additions, accomplished during its tenure as the Koch Beef Company.

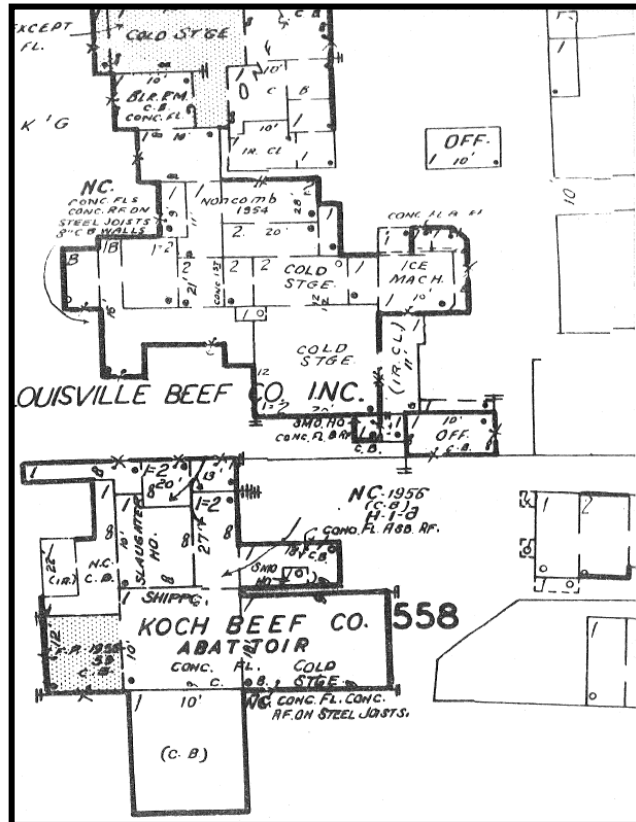


Figure 4. 168 Sanborn Map Update (1990), showing the Koch Beef Company (JFCB-724).¹⁵⁸

Due to the rarity of this property type, the Koch Beef Company building may be eligible for the National Register under Criterion A, as a surviving example of a home-based slaughterhouse. However, more survey work should be done in Butchertown, Irish Hill, and Shawnee, to determine if this is a sole survivor.¹⁵⁹ Given its integrity issues, a better example may exist to reflect this important part of Louisville’s industrial history.

¹⁵⁸ Courtesy of the Louisville Historic Landmarks Commission.

¹⁵⁹ The current survey attempted to discover additional examples of this property type through local contacts. Local historian Jim Segrest sent an email to the neighborhood association listserv, but no additional historic abattoirs were found. In addition to Butchertown, Irish Hill and Shawnee also had a high concentration of family-based butchering operations, as recorded on historic Sanborn maps.



Figure 4. 169 *Front and east elevations of JFCB-724, looking west.*



Figure 4. 170 *This two-story section of the structure (note terra cotta coping) appears to be an older portion of the complex.*

Subtheme: Livestock-related resources

Type: Stockyards

The unique combination of soil and location in antebellum Kentucky resulted in farms that produced large herds of livestock as well as crops. Kentucky's distance from the eastern and southern markets, and the prohibitive costs of shipping (not to mention the inability to preserve meat other than pork) meant that commercial farmers had to find a way to move their livestock from the farm to the market. When the market occurred in the county seat on court days or through inter-county trade between neighbors, transportation wasn't a critical issue. But for farmers who raised large quantities of livestock for the southern states before the advent of the railroad, livestock drovers were a common part of the landscape, driving hogs, mules, horses, cattle, and even geese. Four types of antebellum cattle drovers have been identified: "the cattleman who was his own drover; the hired man who did the driving; the agent who drove and kept informed on market conditions; and the free lance professional drover."¹⁶⁰

From the settlement period on, Kentucky was a major supplier of livestock to the south and the east. Travelers making their way through the Cumberland Gap were often interrupted by "immense droves of hogs, which were bred in Kentucky and were proceeding thence to Baltimore and places in Virginia. These droves often contained very often from seven to eight hundred hogs."¹⁶¹ Yearly, the number of hogs travelling east from Kentucky to markets like Philadelphia or Baltimore numbered in the thousands – until the war of 1812 and the expansion of the national livestock market.¹⁶²

By 1830, Kentucky was the top cattle producer in the country, with pork production close behind. At that time, the nascent national meat industry was centered around ports on the Ohio River and the Mississippi River. The establishment of the Bourbon House in Butchertown in 1834 capitalized on this burgeoning industry.

Examples

Bourbon Stockyards, 1048 East Main Street, Butchertown NRHP District (JFCB-621)

From 1834 until the late 1990s, the Bourbon House and later, the Bourbon Stockyards (JFCB-621) served the butchering and livestock needs of Louisville and the eastern United States. A droving inn, established as the Bourbon House in 1834 in Butchertown, laid the foundation for the stockyards. Inns that housed drovers, famers and buyers, and provided pens for their livestock were common in the first half of the nineteenth century. By 1854, the Bourbon House was known as the Bourbon House and Stock Yard and its owner, slaughterhouse owner Herman Vissman, constructed a new facility and began expanding what would become the largest stockyards in the south.

¹⁶⁰ Paul C. Henlein, "Cattle Driving from the Ohio Country, 1840-1850" *Agricultural History* 2 (April 1945), 83-95.

¹⁶¹ J. Winston Coleman, Jr., *Slavery Times in Kentucky* (Chapel Hill: The University of North Carolina Press, 1940), 20.

¹⁶² Pate, 17-18.

The stockyards closed in 1999, after 165 years of service, and in 2001, most of the structures, with the exception of an administration building, were demolished by the new owner, the Home of the Innocents. The remaining piece of the stockyards is the 1914 Beaux Arts Stockyard Exchange Building, designed by local architect D.X. Murphy (Figure 4.172). Located at 1048 East Main Street, the two-story brick structure, featuring elaborate terracotta ornamentation, now houses the Stockyards Bank and Trust Company. The front entrance gates to the original stockyards, also of brick construction, and terracotta and stone finishes, are located on the east side of the Exchange Building. Two gated bays flank a central enclosed bay, illuminated by one double-hung sash window, which would have been manned by a stockyard employee overseeing the flow of traffic, both human and livestock, in and out of the yards.



Figure 4. 171 *Bourbon Stockyards Expansion, 1920.*¹⁶³

¹⁶³ Item no. ULPA CS 032083. Caufield & Shook Collection, Special Collections, University of Louisville, Louisville, Kentucky. Online at: <http://digital.library.louisville.edu/u/?cs,807>



Figure 4. 172 *Main Street elevation of the Bourbon Stockyards Exchange Building (JFCB-621).*

Subtheme: Livestock-related resources

Type: Commercial slaughterhouses/Meatpacking Plants

While local meatpackers, many of German descent, dominated the industry in Louisville after the Civil War, this tight-knit niche of families – including Klarer, Koch, Vissman and Bornwasser – began to wane at the turn of the twentieth century. Herman F. Vissman, one-time proprietor of the Bourbon Stockyards, established his own packing firm in 1876. The H.F. Vissman Company Pork and Beef Slaughterhouse was located at 117 Bickel Avenue, on the east side of Bickel, alongside the railroad line and across Main Street from the Bourbon Stockyards. This is now part of the JBS Swift plant.

The Louisville Packing Company, “Packers of Beef, Pork and Mutton, and Curers of Magnolia Hams” was operating at the current JBS Swift site on Story Avenue in 1892. It would change hands twice in the next 29 years, serving as the Cuddahy Packing Company and then the Taggart Company. In 1921, Joseph M. Emmart established the Emmart Packing Company on the site.¹⁶⁴

Outside interests began to gain a foothold in the Louisville packing market in the first decade of the twentieth century. The companies founded by Gustavus Swift and Philip Armour, the “Meat Kings of Chicago,” were operating in the city by 1902. In the 1930s, the Vissman Company, the Louisville Provision Company and the Emmart Packing Company still operated in Butchertown.¹⁶⁵

During the first half of the twentieth century, until the 1950s and 1960s, a series of mergers and acquisitions found the smaller, family owned companies emerging into regional powerhouses. The rapid technological changes, along with shifts in the market, made it increasingly difficult for smaller companies to stay afloat. Six packing companies remained in Louisville by 1980: Koch Beef Company, Fischer, Hoereter & Son, Dryden Provision Company, Dawson Baker and Armour.¹⁶⁶ The former Fisher plant, at 1860 Mellwood Avenue, is located outside of the study area.

Characteristics of commercial slaughterhouses include a complex with numerous masonry and frame structure, ideally situated near the railroad. These structures had dedicated uses, such as refining, chilling, livestock pens, warehouses and salting areas. The commercial slaughterhouses typically had a much larger footprint than home-based slaughterhouses.

¹⁶⁴ Reverend Father Diomede Pohlkamp, *A History of the East End of Louisville, KY, including the Point, Butchertown, and the Vernon Club*. (Louisville: Rogers Church Goods Co, 1946).

¹⁶⁵ Carl E. Kramer in “Meatpacking,” in John Kleber ed., *The Encyclopedia of Louisville* (Lexington: University Press of Kentucky, 2001), 603.

¹⁶⁶ *Ibid.*

Examples

Louisville Packing Company (JBS Swift Plant) 1200 Story Avenue, Butchertown NRHP District (JFCB-692)

The sprawling JBS Swift complex (JFCB-692), which includes brick structures from one to three stories in height, occupies a footprint very similar to that of the preceding historic complexes on the site (Figure 4.173 and 4.175) Though access to the Swift plant was denied, analysis of historic Sanborn maps and aerial photos indicate that the rear portion of the complex might contain historic structures dating from the late-nineteenth century.



Figure 4. 173 1905 Sanborn (sheet 417) showing site of current JBS Swift plant at 1200 Story Avenue.¹⁶⁷

¹⁶⁷ Sanborn-Perris Map Company. *Insurance Maps for Louisville, Kentucky*. Volume III. (New York: Sanborn-Perris Map Co, LTD, 1905), Sheet 147. Available online at: <http://kdl.kyvl.org/cgi/i/image/image-idx?c=beasanic&back=back1255530957&chaperone=S-BEASANIC-X->



Figure 4. 174 JBS Swift Plant, looking southeast (JFCB-692).



Figure 4. 175 Footprint of JBS Swift Plant (JFCB-692).-0m

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Subtheme: Livestock-related resources

Type: Tanneries

The historic Sanborn maps show numerous tanneries scattered across Butchertown in the late-nineteenth century. The Charles Stoecker Tannery was located on Lost Alley (now Stocker Alley), while the Frantz Tannery (noted as D. Frantz and Sons on the 1905 Sanborn) was located at the corner of Franklin and Buchanan Streets. The Ulmer Tannery was located on Story Avenue near Webster.¹⁶⁸

Tanneries, like commercial stockyards, tended to occupy a large footprint, with specialized structures housing the different functions of the tannery. Structures tended to be of frame or brick construction (concrete after the turn of the twentieth century), with clerestories or skylights providing light to the workers below. It is not clear how much fenestration was on the main elevations of processing structures; it is likely that fenestration was minimal, and natural light procured through skylights and the like. There would have been pens for the livestock, a space for slaughtering the animals, cold storage structures, ice houses and rendering rooms.

Examples

National Oak Leather Tannery, 1201 Story Avenue, Butchertown NRHP District (JFCB-263)

Located at 1201 Story Avenue, this four-story brick structure (JFCB-263) was once home to the Louisville Butchers Hide and Tallow Company, an organization created in 1873 to maximize profits among the prominent butchers in the neighborhood. Two years before this consortium of “boss butchers” got its start, there were 17 porkhouses and six packing houses in Butchertown. The industry would flourish until the mid-twentieth century. The National Oak Leather Tannery occupied the building until selling it to Magic-Keller Soap Works in 1917. During the twentieth century, it was also home to the Caudill Seed Company, which was founded in 1947.

Built around 1884, the structure, in addition to being an excellent example of the tanning industry in the study area, is a good example of large scale Victorian commercial architecture (Figure 4.176). It also presents the marriage, in Butchertown, between a commercial façade and a very practical industrial bent. The entire structure, composed of several different sections, covers half of the block between Story and Washington, Cabel and the railroad.

The main façade, which faces Story Avenue, is divided into three distinct sections: a three story, 12-bay wide recessed central section and two flanking wings at either end. The wings are four bays wide on the first and second floor, while the third story has triple windows, all of which are slightly recessed between brick pilasters. In addition, the third story windows are further recessed by their placement into arched openings.

¹⁶⁸ Pohlkamp; 1892 and 1902 Sanborn Maps.

Stepped corbelling between each floor and at the cornice further accentuates the sense of movement in the wings and give the building a monumental presence. This ornamentation is carried around to the west elevation, which faces the railroad, and would have historically needed to function as a secondary façade.

The windows on the façade, which feature simple stone lintels and sills, are a mixture of replacement one-over-one double-hung sash and two-over-two double-hung sash. While the sash is replacement, the wooden frames remain in place. One of the two main entrances on the Story Avenue façade, located in the eastern wing, is a half-glass, half-panel door, topped with a four-light transom and single light sidelights. A bracketed door hood shelters the entrance. An arched double door entrance is located in the western wing. A historic one-story brick portion runs to the north of the main building.



Figure 4. 176 National Oak Leather Company, facing northwest (JFCB-263).

Tasman Industries, 927 and 930 Geiger Street, Butchertown NRHP District (JFCB-723)

Founded in 1947, Tasman Industries (JFCB-723) at 927 and 930 Geiger Street is a lone remnant of the meat packing and tanning industry that once helped define Butchertown. Situated on both sides of Geiger Street, the company's processing activities take place on the north side of the street, site of the Wissert and Bornwasser Slaughter and Packing House, later known as Louis P. Bornwasser Pork and Beef Packer.¹⁶⁹ Mid-twentieth century and later buildings, including a one-story frame, four bay structure located right at the sidewalk edge, and a large concrete block structure, occupy the front portion of the parcel.

A brick veneered structure, with a deep setback from Geiger Street, is located at the rear of the parcel (Figure 4.177). The north elevation appears to be the rear wall of an original Bornwasser brick storage building. A long, two-story brick structure with canted corners on the north elevation extended north of this wall and was present on the 1892 Sanborn (Figure 4.178). This section was demolished in the 1990s, but the footprint of the structure on the ground can still be identified in aerial photos.

Behind this wall and surrounded by a mid-twentieth structure on the north, east and west sides, is believed to be a portion of the original Bornwasser structure, a two-story frame structure. According to the Sanborn maps, this section of the Bornwasser Packing Plant contained the rendering kettles on the east side of the structure and stock pens on the first floor of the west side, with "killing" labeled as being on the second floor of the east side.

Today, this rear portion ranges from one story high in the front to two stories high in the rear, with steel casement windows piercing the west elevation. A two-level monitor roof provides light to the first and second stories. A decorative stepped parapet wall, topped with clay tiles, runs along the east and west elevations.

Goodman Tasman began this family business, now run by his son, Norman Tasman. The company has grown from one that tanned four hides on its first day of operation, to an international firm that processes around 120,000 hides weekly. Some 15,000 of that number are processed on Geiger Avenue.¹⁷⁰

¹⁶⁹ 1892 and 1905 Sanborns.

¹⁷⁰ Ben Adkins. "Skins Game: Family Business Extends Strategy Beyond Tanning to Begin Manufacturing Leather Goods, Too." *Business First of Louisville*, February 29, 2008.



Figure 4. 177 This brick portion of the Tasman operation appears to be part of the original Bornwasser complex (JFCB-723).

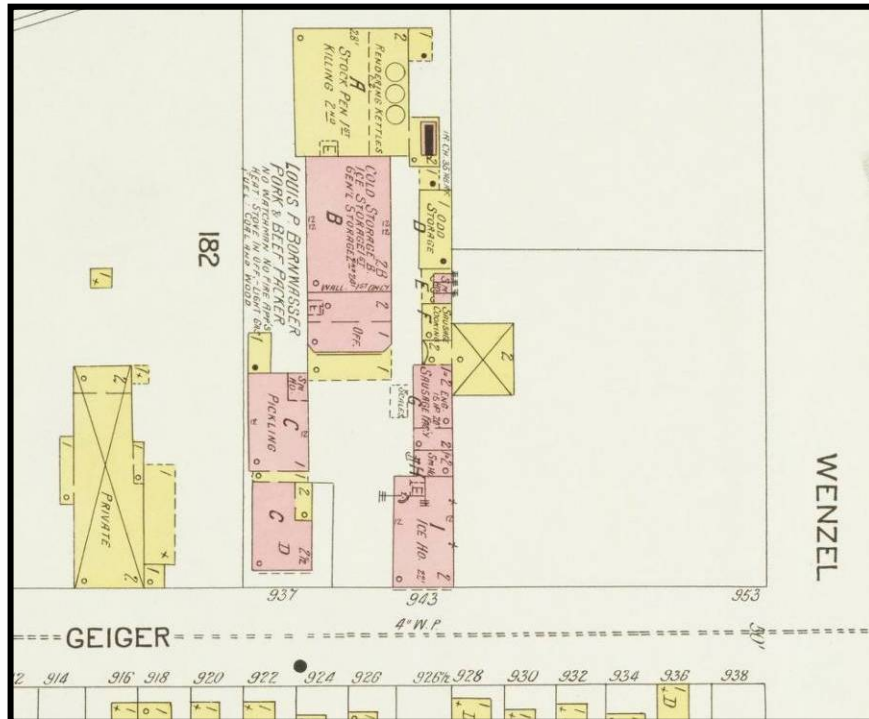


Figure 4. 178 1905 Sanborn (page 183), showing Bornwasser Packing Plant, site of current Tasman, 927 Geiger Street.¹⁷¹

¹⁷¹Sanborn-Perris Map Company. *Insurance Maps for Louisville, Kentucky*. Volume III. (New York: Sanborn-Perris Map Co, LTD, 1905), Sheet 183. Available online at: <http://kdl.kyvl.org/cgi/i/image/image-idx?c=beasanic&back=back1255530957&chaperone=S-BEASANIC-X->

Subtheme: Livestock-related resources

Type: Soap and candle fabrication plants/buildings

The historic Sanborn maps provide some of the only evidence of these resources, most of which have long since disappeared from the landscape. For example, in 1892, the Fabel Soap and Candle Company at 79 Maiden Lane manufactured both products in a two-story brick structure with frame additions. The Ambrose Klug Soap Company operated at the back of the lots that today consist of 1647 through 1651 Story Avenue. The National Oak Leather Tannery at 1201 Story Avenue (JFCB-263) operated as the Magic Keller Soap Company for a number of years in the twentieth century. The narrow design of the front portion of that structure, combined with the numerous windows, made it perfect for manufacturing.

It is likely that the property type characteristics of soap and candle fabrication plants in the study area were similar those for tanneries and slaughterhouses and other industrial/manufacturing complexes. The structures were likely masonry, with numerous windows to provide natural light and ventilation. Structures such as warehouses and storage, possibly built of frame, would likely have been present on the site. Location near a water source would have been helpful, hence the advantage of being near Beargrass Creek.

Examples

Hadley Pottery, 1558-1570 Story Avenue, Butchertown NRHP District (JFCB-401)

The Hadley Pottery building (JFCB-401) has a commanding presence at 1558-1570 Story Avenue. Since 1944, the structure has housed the Hadley Pottery Company, and is the only known extant candle factory in the study area. Following its use as a candle factory, the structure was the home of Kentucky Woolen Mills in 1892, the Mayfield Woolen Mills Clothing Company, Incorporated in 1905, and then the Semple Cordage Mill.¹⁷² According to oral tradition, it was the first commercial structure in Louisville to be wired for electricity and to have a sprinkler system installed.

Light and ventilation were essential to the manufacturing business in the nineteenth century, and the Hadley Pottery building met these specifications from its inception, with a multitude of windows and skylights. The location of the site, bounded by Beargrass Creek and two major thoroughfares, Story Avenue and Frankfort Avenue, was a shrewd business decision as well as a practical necessity.

Three-stories high and built into a slope so that the full basement receives plenty of natural light, the brick and stone structure is eight bays wide, the structure dates to the 1840s (Figure 4.179). The first floor and raised basement of the west side of the structure is five bays wide and constructed of stone. There has not been any research into the function of this original

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¹⁷² 1892 Sanborn

stone portion. The storefront entrance to Hadley Pottery is located in this section, through double panel doors topped with a four-light transom. The ground floor windows in this section have been filled in with glass block. Between 1892 and 1905, the brick second and third stories were added. Single and paired segmentally-arched windows light the façade on these floors, with a variety of double-hung sashes, including eight-over-eight and six-over-six. Only two windows pierce the west gable end, while the south and east elevations feature regular rows of windows on each story. A three-story, three-bay wide brick section adjoins the original stone portion on the east, and matches the symmetry of the west side with regularly spaced segmentally-arched windows, divided by brick pilasters. This section of the structure is present on the 1892 Sanborn, and is not as deep as the western side (Figure 4.180).



Figure 4. 179 *Façade of Hadley Pottery Building, facing southwest (JFCB-401).*

In 1944, George Hadley purchased the former Semple Cordage Mill structure on Story Avenue for his wife, Mary Alice Hadley, as a birthday present.¹⁷³ Mary Alice, an Indiana native, began making her own pottery in the early 1940s after a frustrating and failed search for dinnerware to use on the Hadley's houseboat.

¹⁷³ Hadley Pottery website. Available on line at: <http://www.hadleypottery.com/history.html>, Internet, accessed November 2009.

Hadley began to design her own pottery, painting onto unglazed greenware produced by Louisville Pottery Company and then firing the painted pieces in a method known as “single process.” This allowed the painted design, body and glaze of the finished piece to be completely bonded together, resulting in a resilient piece of stoneware.¹⁷⁴ Hadley Pottery opened in 1945, and since then, the brick and stone structure has served as the Hadley Pottery Company’s office, factory and production location.

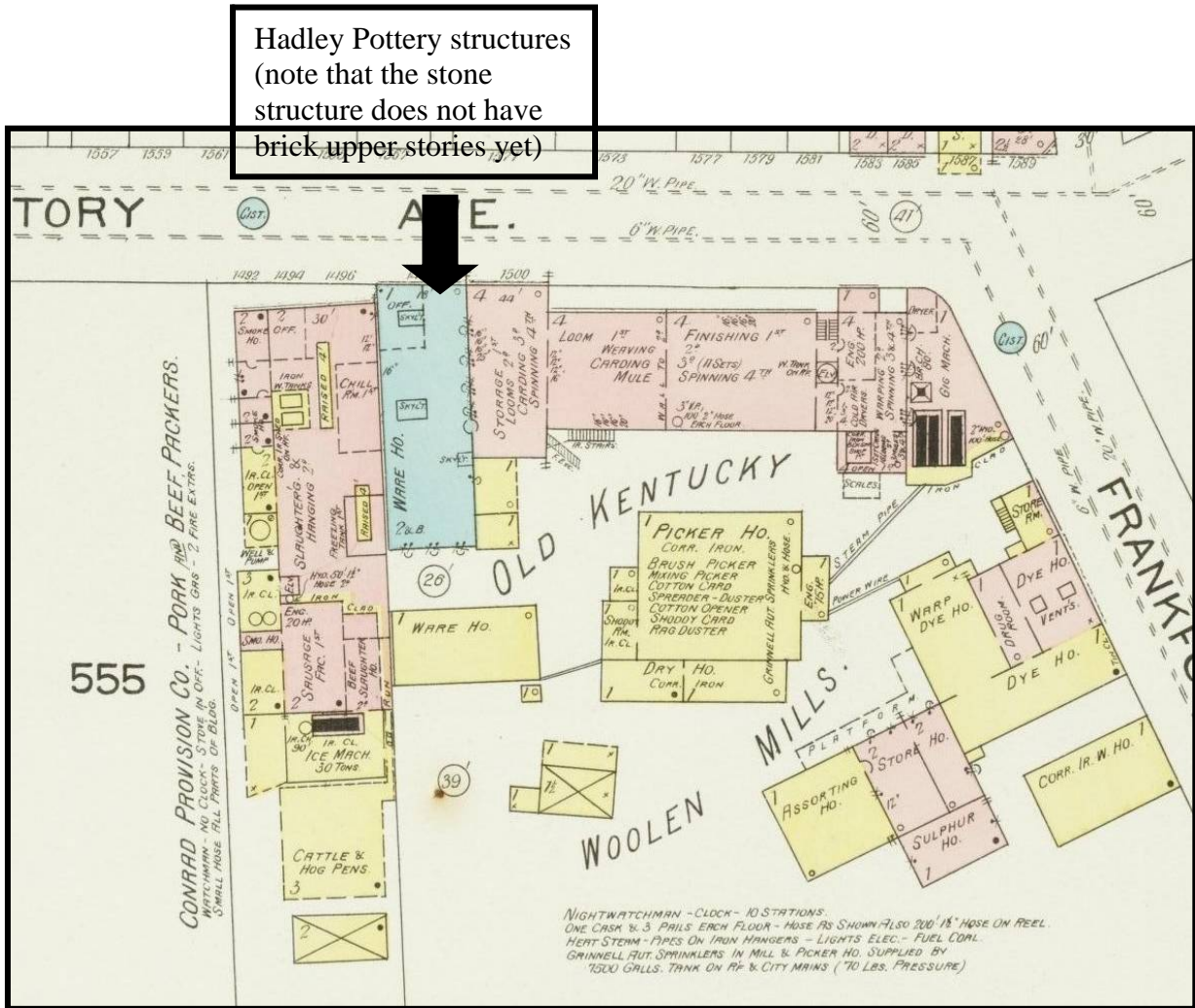


Figure 4. 180 1892 Sanborn (sheet 152), showing Old Kentucky Woolen Mills, site of current Hadley Pottery.¹⁷⁵

¹⁷⁴ Lynn Olympia. “Hadley Pottery” in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 364.

¹⁷⁵ Sanborn-Perris Map Company. *Insurance Maps for Louisville, Kentucky*. Volume III. (New York: Sanborn-Perris Map Co, LTD, 1892), Sheet 152. Available online at:

Type: Breweries

In addition to the manufacturing of byproducts from the numerous slaughterhouses in the area, both Butchertown and Phoenix Hill had a number of companies that produced “cool refreshments.” Extant examples of this type have only been found in Butchertown.

Louisville breweries operated primarily on the local level throughout most of the nineteenth century. Beer production can even be seen as a neighborhood industry, rather than a city industry, as dozens of small neighborhood breweries produced beer that was consumed within that neighborhood. There several reasons for this very localized production model; beer was highly perishable, transporting beer by horse-drawn wagons limited distribution and many breweries combined their industrial production with on-site saloons.¹⁷⁶

Historically, breweries in Louisville were located in neighborhoods, among commercial and residential buildings. Breweries typically included several structures, usually constructed of brick, with a few frame buildings, each of which had specific production functions. Although some structures in a brewery complex may have been built as separate units, historic Sanborn maps show that the structures were usually all connected. Extant breweries, then, may appear to be composed of one structure when in reality that one structure consists of numerous continuous structures. Buildings found within a brewery complex would of course depend on the size and scope of the company, but examples include cold storage (and ice storage) buildings, brew houses, mill houses, engine houses, mechanical plants, warehouses, beer vaults, barrel wash structures and bottling structures.

Frank Rettig began operating a brewery at 1400 Story Avenue, at the corner of Story and Webster in Butchertown in 1865. He sold the venture to Charles Hartmetz in 1873; Hartmetz ran the business until 1887. Upon his death that year, his widow, Magdalena Hartmetz ran the brewery in conjunction with John F. Oertel, who had been brew master of the Franklin Street brewery. By 1892, Oertel owned the entire brewery, and in 1906, the Oertel Brewing Company incorporated. Oertel and two other men, William Rueff and Louis Bauer, owned all of the original stock. The brewery burned in 1908, was rebuilt in 1909, and in 1912, a new bottling plant was constructed at 1332 Story, on the other side of Webster Street from the brewery.¹⁷⁷

Examples

Oertel’s Bottling Plant, 1332 Story Avenue, Butchertown NRHP District (JFCB-310)

The two-story, three-bay brick bottling plant (JFCB-310) was designed by local architects Glaser & Schwarz (Figure 4.181). The central portion of the façade is slightly recessed from the side bays, and contain large double doors, flanked by single-light sidelights and a three pane transom. The windows to either side of the entry are paired two-over-two double-hung sash with a five-light segmentally-arched transom. The windows have terracotta sills that span the length

¹⁷⁶ Peter Richard Guetig and Conrad Selle . “Brewing Industry” John Kleber ed., *The Encyclopedia of Louisville* (Lexington: University Press of Kentucky, 2001), 116.

¹⁷⁷ Pohlkamp
Guetig and Selle, 118.

of the bay and wrap around to the side elevations, and a full-length terracotta lintel that runs above the brickwork jackarch. The second story windows, with the exception of the central window, are also paired, two-over-two double-hung sash, with brick quionwork forming the surround. The central bay has been enclosed with glass block; brickwork forms a segmental arch above the window, which is pierced by a terracotta keystone. A heavy cornice with block modillions and egg and dart detailing runs across the side bays, while the arched false front of the central bay is topped with a terracotta parapet.

While the façade combines exuberance and skillful use of brick and terracotta, the east elevation, facing toward Webster (and facing the site of the former brewery) is the business face of the structure (Figure 4.182). The east elevation has a stepped parapet topped with terracotta and a corbelled, stepped cornice. Brick pilasters irregularly divide the bays, which are a combination of two-over-two double-hung sash and single light replacement windows. The second story windows have a Greek Ear lintel formed by brickwork. The rear section of the east elevation has two shed roofs covering numerous cargo bays. This section is labeled as the “garage” on the 1929 Sanborn map. Windows in this section are utilitarian four-over-four double-hung sash with concrete sills.

Despite declaring bankruptcy in 1919, and the fallout from Prohibition, the Oertel Brewing Company remained in business throughout Prohibition by producing cereal products and soft drinks. Following Oertel’s death in 1961, the brewery was purchased by Brown Forman Distillers Corporation and continued operating until its closure in 1967.¹⁷⁸

¹⁷⁸ Guetig and Selle, 118.



Figure 4. 181 *Façade of 1332 Story Avenue, Oertel's Bottling Plant (JFCB-310).*



Figure 4. 182 *East elevation of 1332 Story Avenue (JFCB-310).*



Figure 4. 183 Louisville Brewers Association ad (including Oertel's) in a 1952 special edition of the Courier-Journal.¹⁷⁹

¹⁷⁹ Special Edition of the Louisville Courier Journal, September 28, 1952, page 99.

Bauer's Franklin Street Brewery, 935-943 Franklin Street, Butchertown NRHP District (JFCB-133 and 134)

The Franklin Street Brewery (JFCB-133 and 134) at 941 Franklin Street (the historic address) was owned and operated by J. Bauer from 1865 to 1877. Today this location contains a complex of buildings, both historic and modern, that is utilized as the headquarters for Royal Supply, Incorporated, a pool chemical manufacturing business.

Bauer lived in the brick two-story, three-bay wide structure at the front of the parcel that now has the address of 943 Franklin Street (Figure 4.185). According to the earlier survey form, this was both his residence and a saloon. That form also states that the brewery, which is a two-story brick structure on a stone foundation located at the rear of the parcel, also housed, or was known as, the Falls City Malt House (Figures 4.186 and 4.187).¹⁸⁰

On the 1892 Sanborn, the brewery is denoted as the Elizabeth Bauer Brewery, presumably the widow of J. Bauer (Figure 4.184). The brewery was run by the Union Brewing Company, under the direction of proprietors Hettinger and Hauck, from 1898-1911.¹⁸¹

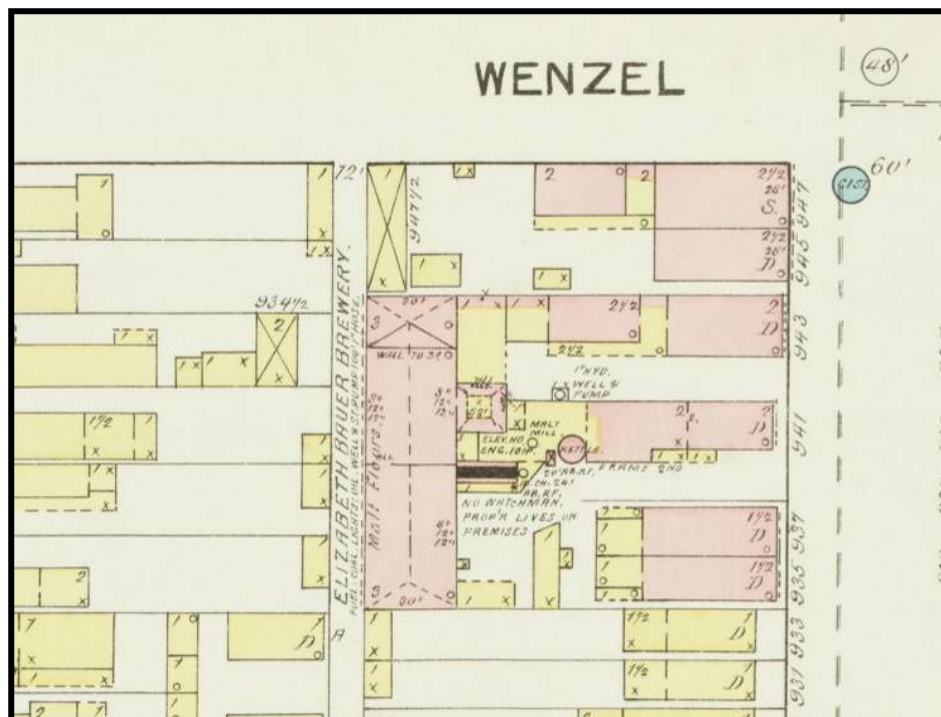


Figure 4. 184 1892 Sanborn map (sheet 131) showing the Elizabeth Bauer Brewery.¹⁸²

¹⁸⁰ Kentucky Historic Resources Inventory Form, JFCB-133

¹⁸¹ 1905 Sanborn; Guetig and Selle, 120.

¹⁸² Sanborn-Perris Map Company. *Insurance Maps for Louisville, Kentucky*. Volume III. (New York: Sanborn-Perris Map Co, LTD, 1892), Sheet 131. Available online at: http://kdl.kyvl.org/cgi/i/image/image-idx?rgn1=ic_all;op2=And;rgn2=ic_all;g=kdlmaps;c=beasanic;back=back1269874766;chaperone=S-BEASANIC-X-LOU1892%20LOU_1892_000A;q1=1892;evl=full-image;chaperone=S-BEASANIC-X-LOU1892 LOU_1892_000A;quality=2;view=entry;subview=detail;cc=beasanic;entryid=x-lou1892;viewid=LOU_1892_131;start=1;resnum=9



Figure 4. 185 943 Franklin, home of John Bauer (JFCB-133 and 134).



Figure 4.186 *Bauer Brewery, facing northwest (JFCB-133 and 134).*



Figure 4.187 *Rear elevation of the Bauer Brewery (JFCB-133 and 134).*

Type: Bakeries

Like beer, bread products were highly perishable, and bakeries during the nineteenth century were localized and served small areas within neighborhoods. The structures that housed bakeries or bake houses from the nineteenth century were very similar to other commercial/residential structures, such as groceries. They were usually two stories, either frame or masonry, with a storefront on the ground floor for selling baked goods, and living quarters on the second story. The utilitarian spaces for preparing baked goods were confined to the rear of the main structure, usually in a series of additions. Examples of these nineteenth century bakeries can be seen in Figure 4.188. These two bakeries were on Baxter Street, near the intersection with Morton Avenue, adjacent to the study area. Andres Bakery (JFEH-455) at 942 Baxter Avenue, is a two-story, three-bay wide brick structure that dates to 1870. The images on the 1892 Sanborn show the typical two-story commercial/residential structures with a series of additions to the rear. The masonry ovens, located at the very rear of the complex, are clearly labeled.

Innovations in commercial baking during the late nineteenth century fueled the mass production of baked goods. The introduction of a strain of reliable, fast-acting yeast and the creation of kneading machines enabled the establishment of large baking facilities that supplanted small, neighborhood bakeries. It is likely that many of these bakeries were located in specially-constructed buildings, probably masonry, with areas for baking, storage and retail. The Whiteside Bakery (JFSW-404), located at 1400 West Broadway, is outside of the study area, but serves as a valuable example of a purpose-built commercial bakery from the twentieth century. Designed by local architect Arthur Loomis, the Mission style structure contained the latest in baking technology, and careful placement of windows and skylights to ensure proper lighting and ventilation for the baking process.¹⁸³

Example

Bakery Square, 1324 East Washington Street, Butchertown NRHP District (JFCB-297)

Only one extant bakery structure was identified in the study area, and it is an early twentieth century example of adaptive reuse (Figure 4.189). In 1925, the Hellmueller Baking Company converted the structure for its use, and remained there for forty years. Since it is an adaptive reuse, it is therefore not the ideal example to describe the characteristics of this property type, though its earlier manufacturing roots (resulting in numerous windows and large rooms) served the later baking needs well. The three-story brick building at 1324 East Washington Street known as Bakery Square (JFCB-297) is a good example of the symbiotic relationship between industry and its neighbors and workers in the downtown study area. The remainder of this block of East Washington is residential and very intact – workers would need only to cross the street to get to work.

¹⁸³ For more information on the Whiteside Bakery building, see the NRHP nomination: Diane Kane, “Whiteside Bakery.” Nomination to the National Register of Historic Places. Listed 1979. Copy on file at the Kentucky Heritage Council.

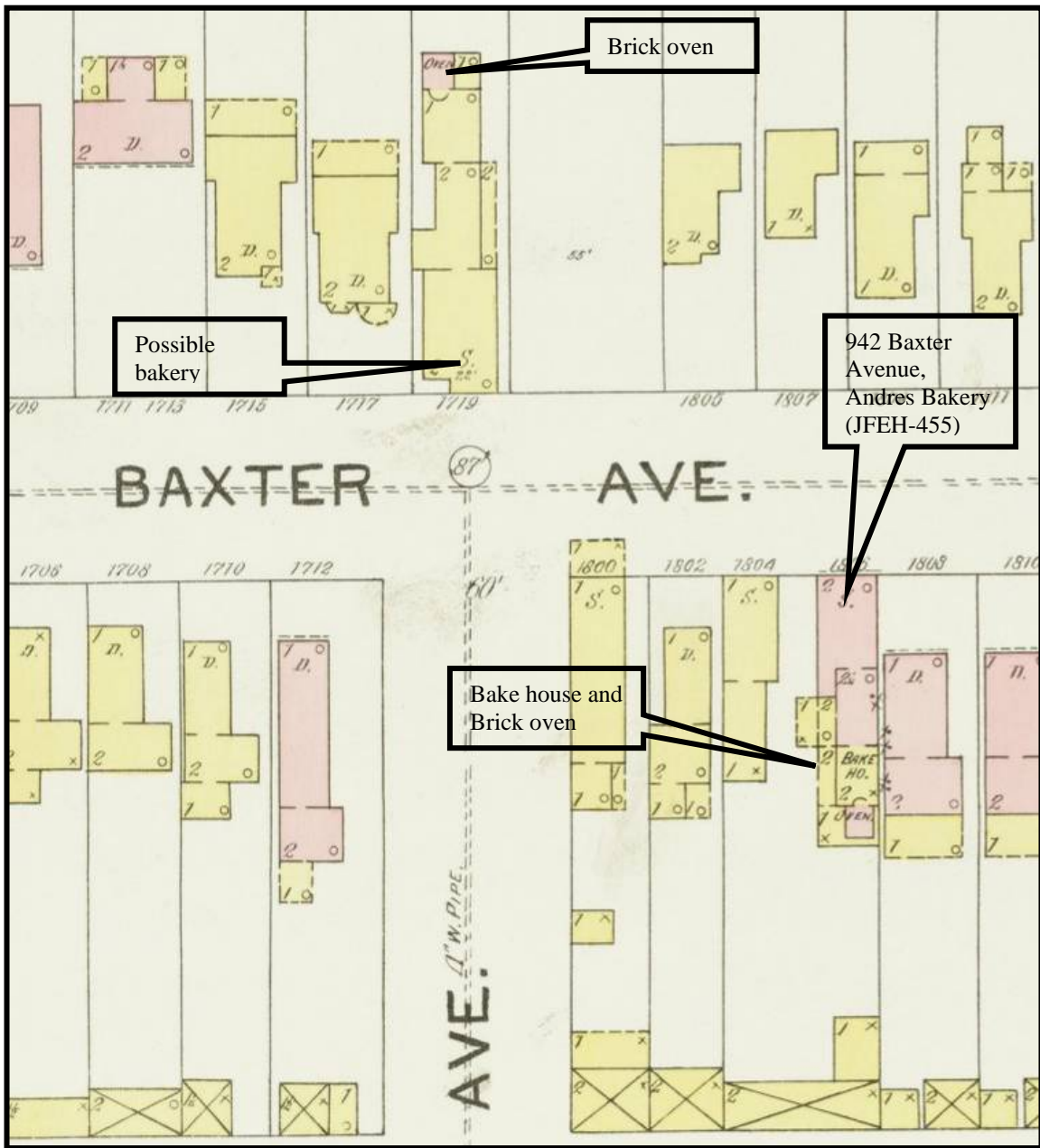


Figure 4. 188 1892 Sanborn map, (sheet 169), showing two bake houses or bakeries on Baxter Avenue, adjacent to the study area.¹⁸⁴

Located at the corner of Webster and East Washington Streets, the structure opened in 1870 as the Charles Long Furniture and Chair Company. A host of other businesses filled its

¹⁸⁴ Sanborn-Perris Map Company. *Insurance Maps for Louisville, Kentucky*. Volume III. (New York: Sanborn-Perris Map Co, LTD, 1892), Sheet 169. Available online at: http://kdl.kyvl.org/cgi/i/image/image-idx?rgn1=ic_all&op2=And&rgn2=ic_all&g=kdlmaps&c=beasanic&back=back1269874766&chaperone=S-BEASANIC-X-LOU1892+LOU_1892_000A&chaperone=S-BEASANIC-X-LOU1892+LOU_1892_000A&quality=2&view=entry&subview=detail&cc=beasanic&entryid=x-lou1892&start=1&resnum=9&q1=1892&viewid=LOU_1892_169

walls, from the Meyer and Rath Store Fixture Company, the Louisville Silvering and Beveling Company to the O'Brien Tobacco Company. In the 1970s, the structure underwent renovation and was converted into shops and restaurants. It was during this adaptive reuse that it received the moniker "Bakery Square" which continues to be utilized today. Despite a series of renovations over the years, some of the original baking ovens remain (Figure 4.190).

The structure rests on a stone foundation and wraps around a small central courtyard. The main façade, oriented toward Webster Street, is ten bays wide, with stone quoins at the corners and a recessed entryway with double doors. Windows on the first floor are varied, with casement windows that match those on the second and third stories, and fixed multi-light windows. All of the openings are framed with arched lintels and simple stone sills. A one-story, 12-bay wide addition extends to the west along Washington Street.



Figure 4. 189 *Bakery Square, facing southwest (JFCB-297).*

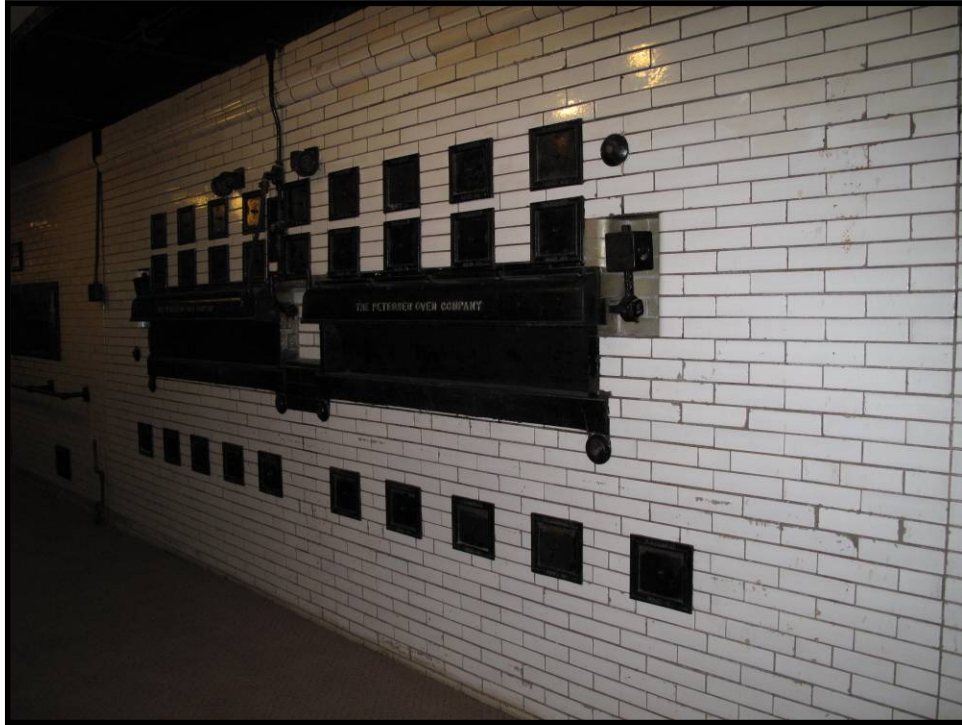


Figure 4. 190 *Interior of Bakery Square, showing extant ovens (JFCB-297).*

Type: Tobacco warehouses

The disruption caused by the Civil War in Kentucky was just the beginning of a changing agricultural landscape in the Commonwealth. The introduction of burley tobacco heralded a new cash crop that suited the soil and climate of central Kentucky perfectly. This new tobacco worked ideally in the factory-produced cigarettes that were gaining ground among consumers in the last two decades of the nineteenth century.

Along with the introduction of burley tobacco came a new built environment, that included not only agricultural buildings on farms to dry the new leaf, but also warehouses and manufacturing centers in the downtown study area to process tobacco into plugs, cigarettes, cigars or snuff, and also to trade tobacco and ship it out. The West Main Street/10th Street Manufacturing District includes many examples of tobacco warehouses from the late nineteenth and early twentieth centuries. A section from the 1905 Sanborn map shows the numerous tobacco warehouses located along West Main Street between 10th and 12th Streets (Figure 4.191).

There were 15 tobacco warehouses, 16 manufacturing plants, and 79 other, smaller firms that processed tobacco into consumable products in Louisville by 1880. Prior to the advent of “loose leaf” markets, Louisville held the role as the tobacco manufacturing center of Kentucky; 175,000 hogsheads of tobacco were sold every year between 1880 and 1900.¹⁸⁵ While tobacco warehouses tended to cluster along West Main Street, near not only the river, but also the rail lines, manufacturers of tobacco products tended not to be grouped together. Five Brothers Tobacco Works and Globe Tobacco Works were both located south of Broadway in the late nineteenth century, and examination of historic Sanborn maps does not show a concentration of manufacturing plants in any one area.

The tobacco warehouse, which stored tobacco brought from the farm before it was sold, served not only as a storage building, but as “a public auction house, as well as housing offices for buying and selling agents, shippers and handlers. The warehouse was corporate symbol...prominent architects such as H.P. McDonald and D.X. Murphy were hired to design them.”¹⁸⁶ Historic tobacco warehouses are typically of brick construction, on stone foundation and two stories high, usually with a full basement. Warehouses are large structures, often with a gable end oriented to the street, with bays for loading and unloading of goods, as well as human-sized entry doors. Clerestories and skylights provide light and ventilation to the interior of the warehouses. Often, fenestration on the façade is divided by full-length brick pilasters.

¹⁸⁵ Steven R. Price, “Tobacco,” in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 855-886.

¹⁸⁶ Hugh Foshee. “New Enterprise Tobacco Warehouse.” *Nomination to the National Register of Historic Places*. Copy on file at the Kentucky Heritage Council. Listed 1980.

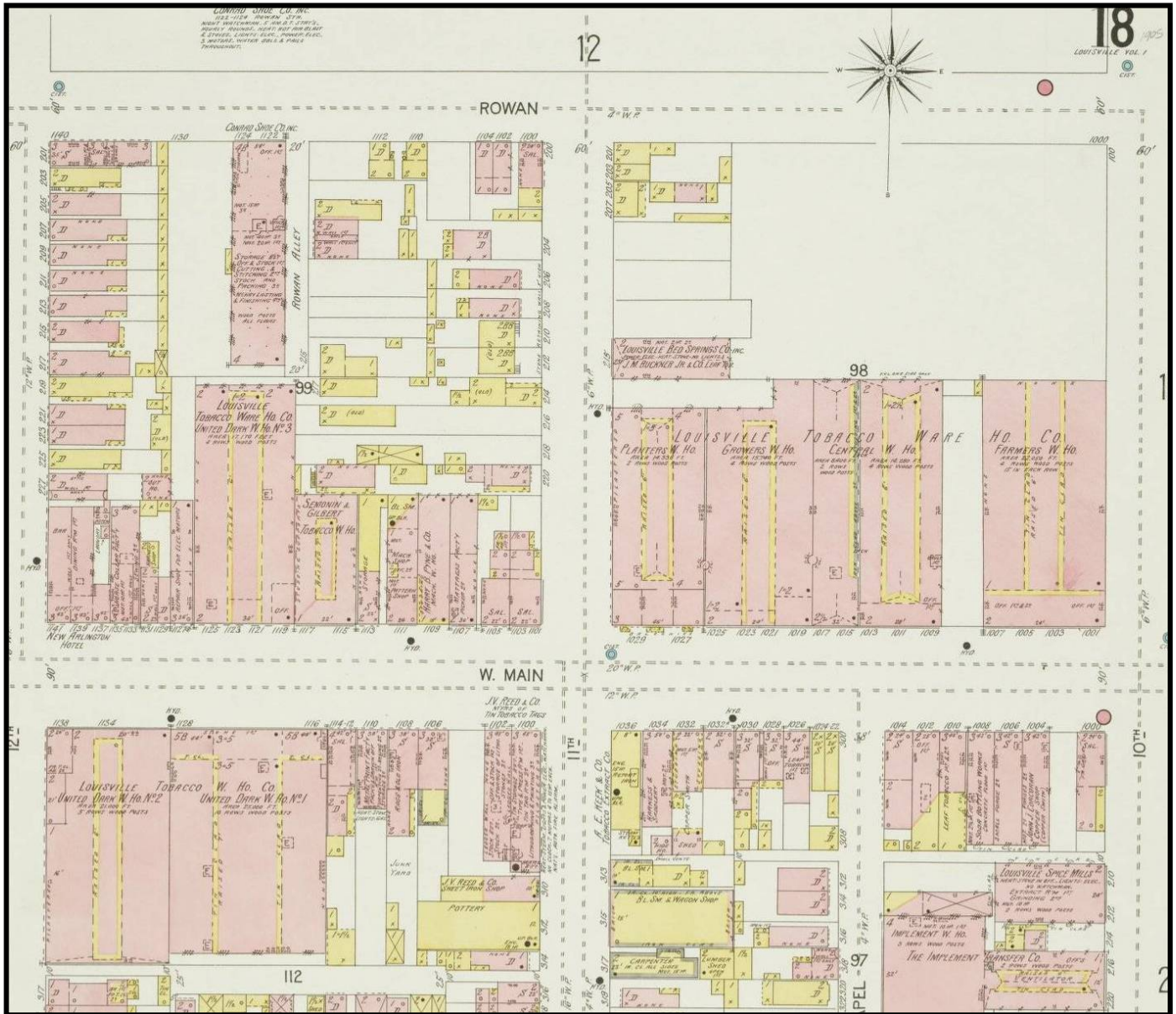


Figure 4. 191 Section from 1905 Sanborn map of Louisville, (sheet 18), showing tobacco warehouses along West Main Street between 10th and 12th Streets.¹⁸⁷

¹⁸⁷ Sanborn-Perris Map Company. *Insurance Maps for Louisville, Kentucky*. Volume I. (New York: Sanborn-Perris Map Co, LTD, 1905), Sheet 18. Available online at: http://kdl.kyvl.org/cgi/i/image/image-idx?c=beasanic&back=back1255530957&chaperone=S-BEASANIC-X-LOU19051922+LOU_1905_000A&chaperone=S-BEASANIC-X-LOU19051922+LOU_1905_000A&ox=1&oy=0&lastres=2&res=2&width=1201&height=1420&maxw=4806&maxh=5680&subview=getsid&view=entry&entryid=x-lou19051922&cc=beasanic&quality=2&image.x=1018&image.y=273&start=1&viewid=LOU_1905_018

Tobacco Resources After 1900

Tobacco commanded high prices in 1919, but the market dropped in the 1920s. In response, a coalition of tobacco growers, concerned about the volatile market and uncertain prices, formed the Burley Tobacco Growers Cooperative in 1921.

More than 75 percent of farmers in the five state area of Kentucky, Indiana, Ohio, West Virginia and Missouri signed a five year contract with the Burley Tobacco Growers Cooperative. The farmers agreed to deliver their tobacco crop to the co-op. The co-op built storage facilities, purchased redryers, and bought or leased 130 tobacco warehouses.¹⁸⁸

Although the co-op was an attempt to garner the best prices for farmers' tobacco crops, the market remained unsteady until the quota system was enacted in the Agricultural Adjustment Act of 1933, and revised with the act of the same name in 1938. The quota system controlled the supply of tobacco in exchange for a guaranteed price for the crop.

Examples

New Enterprise Tobacco Warehouse, 921-925 West Main Street, NRHP Listed (JFWP-134)

The New Enterprise Tobacco Warehouse (JFWP-134), individually listed in the NRHP in 1980, evokes the Richardsonian Romanesque style with its façade of five, two-story arched bays separated by brick pilasters (Figure 4.192). The pilasters rests on flared, rough cut stone bases and are topped with stylized caps accented with scrollwork. The central arch on the south facing façade is a semicircular arch that projects from the wall plane and is larger than the flanking segmental arches. A corbelled brick cornice runs above the side arches. Built to store more than 2,000 hogsheads of tobacco, the warehouse was constructed after the disastrous tornado of 1890 wreaked havoc on the West Main Street tobacco district. It continued in that capacity until the mid-1920s.¹⁸⁹

¹⁸⁸ Ann Todd. "Turning Over a New Leaf" in *Rural Cooperatives* volume 74, no 1, January/February 2007. USDA Rural Development, <http://www.rurdev.usda.gov/rbs/pub/jan07/turning.htm>

¹⁸⁹ Kentucky Historic Resources Inventory form, JFWP-134



Figure 4. 192 *New Enterprise Tobacco Warehouse (JFWP-134).*

Tobacco Realty Company, 118-126 North 10th Street, NRHP Listed (JFWP-137)

Located on the site of a former paper mill at 118-126 North 10th Street, the Tobacco Realty Company (JFWP-137), built in 1912, was designed by C.A. Curtin of Louisville (Figure 4.193). The brick structure rests on a poured concrete foundation, and faces east; that elevation bears the painted sign of one of the former occupants: the Walker Bag Company. Utilitarian in nature, the two-story warehouse is not without stylistic detail that recalls commercial structures of the nineteenth century: its symmetrical façade, 13 bays wide, with regular openings (albeit some of them bricked in or enclosed with glass block) that are segmentally-arched, is balanced by the two, one-story wings that extend to the north and south. The design of the warehouse, while geared toward its function, also makes a strong and arresting visual statement that attests to the importance of tobacco to the Commonwealth and to Louisville.



Figure 4. 193 Tobacco Realty Company, facing northwest (JFWP-137).

Type: Ice fabrication buildings

Manufactured ice was introduced to Louisville in 1881, changing an industry based on harvesting ice from lakes to the north of the city to one that produced ice on-site and stored the product in structures constructed much like giant refrigerators. Consequently, the extant resources tend to be masonry structures, three or more stories in height, with very limited fenestration. Buildings featured loading bays for wagons and trucks, storage areas and usually an office or commercial space for customers.

Examples

Grocers Ice and Cold Storage, 601-615 East Main Street, Butchertown NRHP District (JFCB-634)

Grocers Ice and Cold Storage (JFCB-634), located at 601-615 East Main Street within the Butchertown NRHP District, opened in 1906 and continued in the ice business until 2008 (Figure 4.194). The two to three story brick structure has a distinctive façade of two-tone yellow brick and terracotta, and combines elements of the Craftsman Industrial style (decorative use of steel beams, the stylized and abstract geometric patterns on the façade), but also has some Neoclassical details (keystoned lintels and quoins). A fire in 1991 resulted in the loss of the top two floors of the structure; its overall composition has been impacted by this truncation (Figure 4.196). The façade is divided into six sections by rows of stylized yellow bricks with pyramidal stone pieces and brick quoins. Windows on the second floor (all replacements) have stone sills and keystoned lintels. The large central section has the company's name set into recessed panels; before the fire, there was an expanse of blank brick wall above the sign, topped with a cornice of inset panels and more decorative brickwork (Figure 4.195) One section of the façade has a large glass block window surrounded by I-beams and topped with a recessed brick panel.



Figure 4. 194 *Grocers Ice and Cold Storage, facing northeast (JFCB-634).*



Figure 4. 195 Detail of façade of Grocers Ice and Cold Storage (JFCB-634).



Figure 4. 196 Grocers Ice and Cold Storage, circa 1975 (JFCB-634).¹⁹⁰

¹⁹⁰ National Register of Historic Places photo files.

Arctic Building, 217 East Main Street (JFCD-260)

Further down Main Street and adjacent to the study area is the Arctic Building (JFCD-260), which dates to 1920. This masonry structure, according to one source, has an interior lined in cork and then covered with more poured concrete – which would have resulted in a very well-insulated structure.¹⁹¹

The Arctic Ice Company, founded in 1909 with Henry S. Brennan as the first president, was first located on South Seventh Street. The company had not only its ice plant and storage vault, but a series of “relay stations” around Louisville and Jefferson County to deliver ice.¹⁹²

Six to seven stories high, the red brick Arctic Building’s façade does more than evoke a storage vault – completely without fenestration, it rises up, far above its neighbors, the starkness of the elevation relieved only by the stylized Craftsman Industrial brickwork, which divides the elevation into three bays (Figure 4.197). The structure is slated for redevelopment as the “Ice House Lofts.”



Figure 4. 197 Arctic Building, looking northwest (JFCD-260).

¹⁹¹ Broken Sidewalk, <http://brokensidewalk.com/2008/11/24/ice-house-lofts-moving-ahead-as-apartments/>

¹⁹² Dorothy C. Rush. “Ice Companies” John Kleber ed., *The Encyclopedia of Louisville* (Lexington: University Press of Kentucky, 2001), 412.

Type: Mills and Milling Related Establishments

The presence of numerous waterways, including Beargrass Creek and Harrods Creek, as well as historical accounts, leave little doubt that many milling establishments once existed in the study area. Water-powered mills would have been used in Louisville to manufacture grains, wool, and wood. Frederick Geiger, early landowner in Butchertown, owned a tract located on Beargrass Creek that included a mill, later known as “Geiger’s Mill.” This mill is no longer extant.

Example

Wolf Pen Branch Road Mill, NRHP Listed (JF-594)

This mid-nineteenth century structure (JF-549) is located outside of the study area, but is representative of the stone mills that once stood along the study area’s waterways. The four-story high, dry laid stone structure is built into the east bank of Wolf Pen Branch, which is a tributary of Harrods Creek (Figure 4.198). The wooden water wheel is located on the north side of the mill.

There were no extant resources identified with this type in the study area. Future archaeological survey and research, however, could expand our understanding of this property type. See archaeological industrial property types, page 410 of this chapter.



Figure 4. 198 *Wolf Pen grist mill and waterfall, circa 1926-1930.*¹⁹³

¹⁹³ ULPA 1987.86.117.p, Kate Matthews (1870-1956) Collection, Special Collections, University of Louisville, Louisville, Kentucky. Online at: <http://digital.library.louisville.edu/u?/matthews,324>

Theme: Transportation

Type: Roads and alleys

The street grid of nineteenth century Louisville included not only the turnpikes and roads, but also alleys, and this property type lingers today in the downtown study area. Alleys were an important part of Louisville's nineteenth century street system.¹⁹⁴ When employed, they served the rear of properties that faced a main thoroughfare. Often associated with dilapidated housing, trash, and crime, alleys were essential in providing affordable houses to the poor and access to carriage houses and rear service structures. Other service functions were also furnished from alleys, such as trash pick-up and in the twentieth century, utilities. Paving materials ranged from cobble stones to dirt surface.

A number of alleys still wind across portions of the downtown survey area, although their numbers have decreased sharply from the nineteenth century. In the first decade of the twentieth century, the Louisville Tenement House Commission hired social worker Janet Kemp of Baltimore to conduct a study of housing issues in Louisville. Kemp decried the alleys of the city, describing them as "horizontal tenements."¹⁹⁵ Social reform, the popularity of Olmsted-designed landscapes, the rise of the automobile and Urban Renewal all served to speed the demise of alleys in the twentieth century.

Alleys tended to engender their own type of built landscape, such as small-scale houses and industrial establishments (Figure 4.199). Lost Alley, from evidence provided by Sanborn maps, was a bustling place in the nineteenth century. Now known as Stoecker Alley, it combined industrial and residential structures in close quarters. Running off of the west side of Ohio Street (now Frankfort Avenue), it provided access to the home-based industries in the backyards of dwellings fronting on Story Avenue, as well as small dwellings facing the alley, and large enterprises like the packing plant of F. Krauth and the Layer and Humbert slaughterhouses.

Charles Stoecker, for whom the alley was later renamed, ran a tannery located on the north side of the alley, a long, vertical span of connected frame and brick structures. There was a one-story, frame double shotgun on the north side of the alley, as well as a one-story brick shotgun. On the south side of the alley clustered two dwellings on the same parcel: a one-story, frame double shotgun and a one-story frame shotgun, which is the only extant structure from Lost Alley (Figure 4.200).¹⁹⁶

¹⁹⁴ Grady Clay. "Alleys," in *The Encyclopedia of Louisville*, ed John Kleber (Lexington: University Press of Kentucky, 2001), 25-26.

¹⁹⁵ Ibid.

¹⁹⁶ This shotgun is now part of the parcel at 1613 Story Avenue.



Figure 4. 199 1892 Sanborn (sheet 153) showing Lost Alley, now Stoecker Alley.¹⁹⁷

¹⁹⁷ Sanborn-Perris Map Company. *Insurance Maps for Louisville, Kentucky*. Volume III. (New York: Sanborn-Perris Map Co, LTD, 1892), Sheet 153. Available online at http://kdl.kyvl.org/cgi/i/image/image-idx?rgn1=ic_all&op2=And&rgn2=ic_all&g=kdlmaps&c=beasanic&back=back1269874766&chaperone=S-BEASANIC-X-LOU1892+LOU_1892_000A&chaperone=S-BEASANIC-X-LOU1892+LOU_1892_000A&quality=2&view=entry&subview=detail&cc=beasanic&entryid=x-lou1892&start=1&resnum=9&q1=1892&viewid=LOU_1892_153

Bowles Alley (now Bowles Avenue), which runs between East Washington Street and Story Avenue, retains the distinctive cobbled brick road surface with stone drainage channel (Figure 4.201) and demonstrates another common use of alleys – the domain of the carriage houses and garages. The two-story brick structure that faces on Bowles Alley is located at the rear of the parcel at 1312 East Washington Street (Figure 4.202).



Figure 4. 200 *The former 12 Lost Alley, now the rear of 1613 Story Avenue (JFCB-726).*

Other extant alleys in Butchertown include Blue Horse Avenue, which is located in between the 1600 block of Story Avenue and Beargrass Creek. The following alleys remain in Phoenix Hill: Ballard Street (formerly an alley between East Jefferson Street and East Liberty Street, Figures 4.203 and 4.204), Springer Alley (between East Chestnut Street and East Gray Street), Billy Goat Strut (between East Main and East Market) Nanny Goat Strut (between East Market and East Jefferson), and Penn Alley (between East Gray and East Broadway, Figures 4.205 and 4.206).

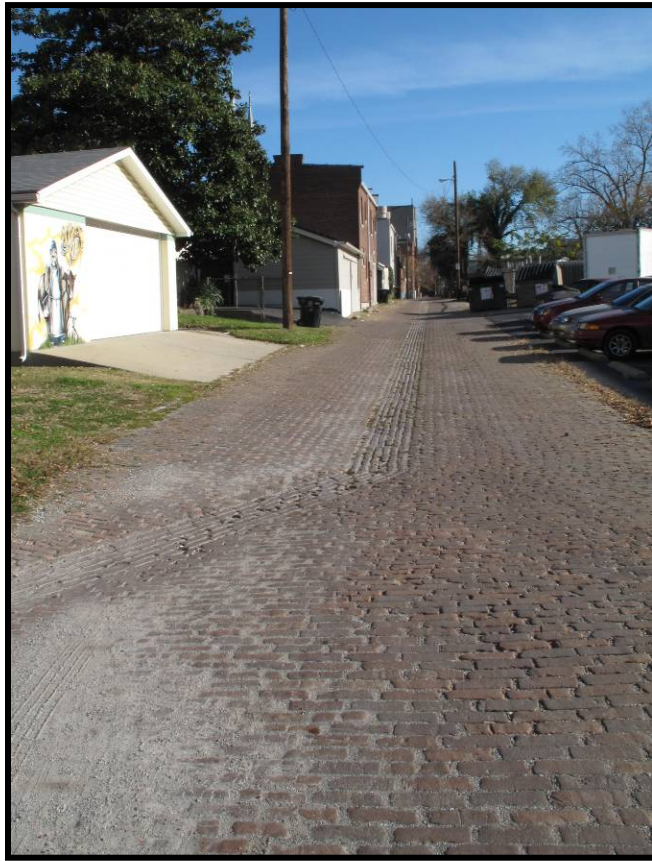


Figure 4. 201 *Bowles Alley, looking west toward Webster Street.*



Figure 4. 202 *Carriage House at rear of 1312 East Washington, on Bowles Alley.*

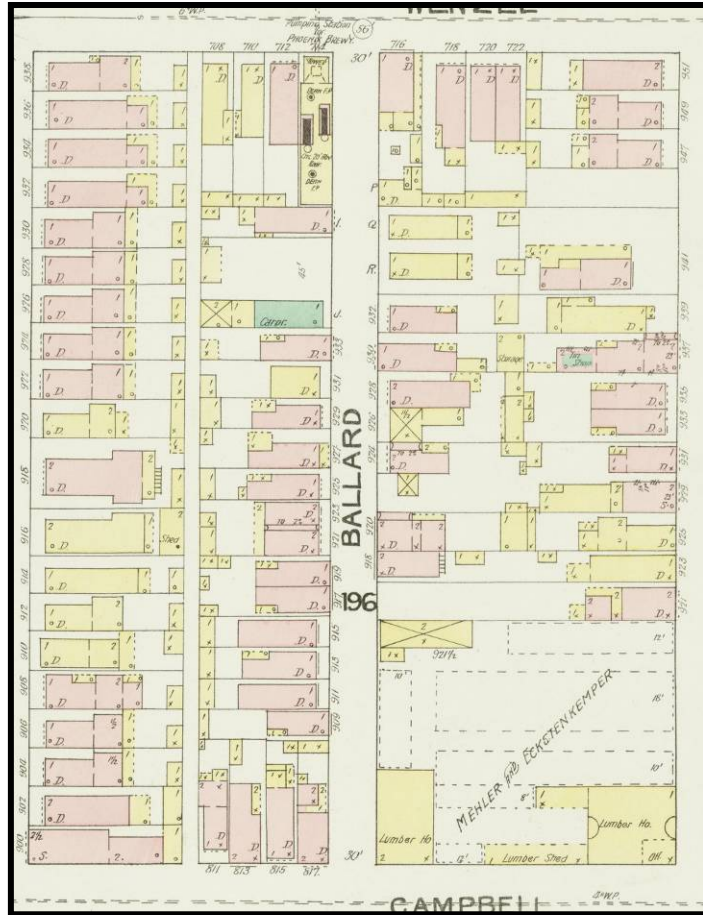


Figure 4. 203 1892 Sanborn (sheet 133) showing Ballard Alley between Campbell and Wenzel.¹⁹⁸

¹⁹⁸ Sanborn-Perris Map Company. *Insurance Maps for Louisville, Kentucky*. Volume II (New York: Sanborn-Perris Map Co, LTD, 1892), Sheet 133. Available online at http://kdl.kyvl.org/cgi/i/image/image-idx?rgn1=ic_all&op2=And&rgn2=ic_all&g=kdlmaps&c=beasanic&back=back1269874766&chaperone=S-BEASANIC-X-LOU1892+LOU_1892_000A&chaperone=S-BEASANIC-X-LOU1892+LOU_1892_000A&quality=2&view=entry&subview=detail&cc=beasanic&entryid=x-lou1892&start=1&resnum=9&q1=1892&viewid=LOU_1892_133



Figure 4. 204 930 Ballard Street (JFCH-1069), between Campbell and Wenzel.



Figure 4. 205 Penn Alley, looking west (behind 700 block of East Broadway).



Figure 4. 206 Structures on Penn Alley, behind 715, 719, 723 and 725 East Broadway between Clay and Shelby Street.

Theme: Transportation

Type: Railroads

After the Civil War, Louisville's economy and industrial base were inexorably linked with the railroad infrastructure that crossed the county. Railroad-related resources in the study area include bridges, depots, offices and warehouses. As a type, these structures are very similar to industrial structures. Depots and offices were frame or masonry, with multiple bays for unloading goods, and space for passengers as well as a business office. The freight depots were typically one-story, very long, side-gable structures. Roofs with wide overhangs, to shelter workers and goods from the weather, were common. Bridges, of course, changed as technology and materials evolved. The first railway bridge spanned the river in 1870; the Louisville Railway Bridge (Pennsylvania Railroad Bridge, JFWP-327) was the first of three railway bridges to be constructed in the late nineteenth century. Efforts to construct a crossing in this section of Louisville began as early as 1829; James Guthrie with the Ohio Bridge Company led the attempt to construct a wooden Town Lattice truss across the mile-wide Ohio River at 12th Street. Like many speculative ventures of the time, the panic of 1837 killed the project.¹⁹⁹

Examples

Louisville Railway Bridge (Pennsylvania Railroad Bridge, JFWP-327)

The first version of this structure (also known as the 14th Street Bridge) was completed in 1870 as a one-mile long, single track structure with a swing bridge over the Portland Canal and over the Ohio River, two through-truss spans. The bridge was completely rebuilt over a period of three years, from 1916 to 1919, as a double track structure that utilized all but one of the original stone piers. The new bridge included a vertical lift span over the Portland Canal and McAlpine Locks and Dam, a 1909 patent known as the "Wadell Vertical Lift Bridge."

The rebuilt bridge (JFWP-327), like the original, had two through-truss spans (Figure 4.207). One of these spans gained distinction as the longest simple-riveted-truss spans ever built in the country.²⁰⁰ The Pennsylvania Railroad acquired the bridge and rail line in 1921. In 1968, the Pennsylvania Railroad and the New York Central Railroad merged, with the new name of Penn Central. The rail line came under the control of the Consolidated Railroad Corporation, known as Conrail, in 1976. Conrail sold the line and bridge to the Louisville and Indianapolis Railroad in 1994.²⁰¹

¹⁹⁹ George H. Yater. "Fourteenth Street (Railroad) Bridge in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 315.

²⁰⁰ Kentucky Historic Resources Inventory form, JFWP-327

²⁰¹ Yater, 316.



Figure 4. 207 *Louisville Railway Bridge (JFWP-327).*

K&I Bridge, JFWP-332

The Kentucky and Indiana Railroad Bridge (K&I Bridge, JFWP-332) was completed in 1886 as the first through-cantilevered-truss bridge constructed in the country (Figure 4.208). Designed by John MacLeod, the railway bridge also included vehicular lanes on each side of the main trusses. The original bridge was dismantled in 1912 following the competition of a new double-track steel bridge on the upstream side of the original. The new bridge retained the design of the side vehicular lanes of the original; these were soon subjected to a much different sort of traffic than the “carriages, buggies, dog carts and phaetons” that crossed the original in 1886.²⁰² These automotive lanes were closed in 1979, though the bridge still carries rail traffic.²⁰³

²⁰² Yater, 461

²⁰³ Ibid..



Figure 4. 208 K&I Bridge (JFWP-332).

Big Four Bridge (JFCB-608)

The Big Four Bridge (JFCB-608), known then as the Louisville and Jeffersonville Bridge, was completed in 1895 (Figure 4.209). Its name comes from the railroad that first crossed it and purchased the bridge soon after its near-disastrous period of construction: the Cleveland, Cincinnati, Chicago and St. Louis Railroad.²⁰⁴

The original bridge was replaced between 1928 and 1929 with a riveted steel, six-span bridge that carried a single track and used all of the original stone piers. The northernmost span is an eight-panel Parker-through truss, while the three central spans are 16 panel Pennsylvania-through trusses, and the two southern spans are 10-panel through trusses.

Railroad traffic on the Big Four ceased in 1968 when the Pennsylvania Railroad and the New York Central Railroad merged. The bridge is being converted to pedestrian use, a joint project between Kentucky and Indiana, overseen by the Louisville Waterfront Development Corporation, with engineering and design assistance from the Louisville District of the Army Corps of Engineers.

²⁰⁴ Yater, "Big Four Bridge," 89.



Figure 4. 209 Big Four Bridge, seen from Waterfront Park (JFCB-608).

Pennsylvania Lines Freight Depot, 1301 Portland Avenue (JFWP-164)

This two-story brick structure (JFWP-164) has a one-story, gabled train shed approximately 100 yards long (Figure 4.210). It was constructed in 1888 for the Jeffersonville, Madison and Indianapolis Railroad Company, and later utilized as the Pennsylvania Lines Freight Depot (Figure 4.211). In 1919, the structure was purchased by the Louisville Bridge and Terminal Railroad Company.

The historic office space of the complex is the six-bay wide, two-story, seven-row common bond structure, with pilasters dividing the elevations into three bays. Built on a stone foundation, the structure has segmentally-arched windows, most with one-over-one double-hung sash, topped with stone windows hoods with keystone and simple stone sills. The side gable roof is clad in asphalt shingles and the gable ends feature a raked cornice of brick corbelling.

The train shed, which extends to the northwest from the office, is also seven-row common bond on a rough cut stone foundation. The façade (southwest elevation) is 15 bays wide, with each bay detailed with pilasters and brick corbelling. The loading dock openings have segmental brick arches, three courses high; several of the openings have been enclosed or replaced with modern metal overhead doors.



Figure 4. 210 Pennsylvania Lines Freight Depot, 1301 Portland Avenue (JFWP-164).

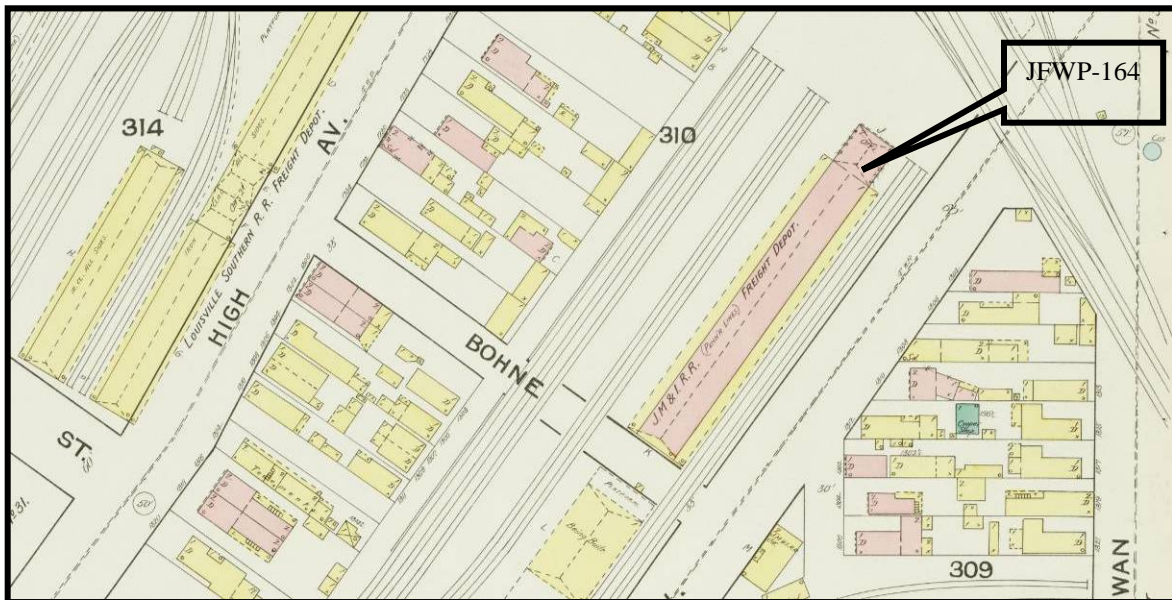


Figure 4. 211 1892 Sanborn (sheet 33) showing the Pennsylvania Lines Freight Depot, 1301 Portland Avenue (JFWP-164).²⁰⁵

²⁰⁵ Sanborn-Perris Map Company. *Insurance Maps for Louisville, Kentucky*. Volume I (New York: Sanborn-Perris Map Co, LTD, 1892), Sheet 33. Available online at http://kdl.kyvl.org/cgi/i/image/image-idx?rgn1=ic_all&op2=And&rgn2=ic_all&g=kdlmaps&c=beasanic&back=back1269874766&chaperone=S-BEASANIC-X-LOU1892+LOU_1892_000A&chaperone=S-BEASANIC-X-

Illinois Central Freight Depot, North side of Rowan Street between 10th and 12th Street, West Main Street/10th Street Manufacturing Historic District (JFWP-468)

This brick structure (JFWP-468), which dates to circa 1897, shares a similar form with the Pennsylvania Lines Freight Depot (Figure 4.212). This structure, however, no longer retains its two-story office, which was located near 12th Street. This structure is not well-maintained.

The one-story structure can visually be divided into three structures; the central portion having lost its roof, and then the west and east sections. It is clear that the north and south elevations were divided into multiple bays. Pilasters separate the segmentally-arched bays; many of the openings have been altered or filled in with brick or concrete. Wide overhanging eaves, evident on the 1905 Sanborn map, ran the length of the north and south elevations, providing some protection to the freight operations (Figure 4.214). Corbelling is evident beneath the parapet walls on the east and west gable ends. The south side of the freight depot, which faces Rowan Street, served vehicular traffic, while the north side, which faced the railroad tracks, serviced freight cars.



Figure 4. 212 *Illinois Central Freight Depot, looking northeast (JFWP-468).*



Figure 4. 213 Illinois Central Freight Depot, looking northwest (JFWP-468).



Figure 4. 214 1905 Sanborn (sheet 12) showing the Illinois Central Freight Depot (JFWP-486).²⁰⁶

²⁰⁶ Sanborn-Perris Map Company. *Insurance Maps for Louisville, Kentucky*. Volume I (New York: Sanborn-Perris Map Co, LTD, 1905), Sheet 12. Available online at http://kdl.kyvl.org/cgi/i/image/image-idx?c=beasanic&back=back1255530957&chaperone=S-BEASANIC-X-LOU19051922+LOU_1905_000A&chaperone=S-BEASANIC-X-

L&N Building, 130 North Spring Street (now Lewis Seed Company) (JFEI-76)

This brick structure (JFEI-76) with “Farm Supplies Lewis Seed Co. Warehouse” painted on the front facing Spring Street was originally an L&N-related warehouse or machine shop (Figure 4.215). Noted on the map is “L&N Railroad; Night Watchman; Buerk Clock 4 Sta.; No Fire App’s; Lights; Lanterns.” Also interesting is that this structure was associated with a large roundhouse to its southeast; additionally there were two other small brick structures (one noted as “oil house”) and a frame structure. Paired windows are divided by brick pilasters (also noted on the Sanborn map). The sequence along the front is WW-WW-WW-WW-WD-D-WW-WW-WW-WD. The first “D” was a full-sized arched window opening; it has been framed in above and now contains a human scale door. The second “D” is the central, large arched entranceway with a scaled up segmental arch above. The final “D” is an arched, human scale door all the way at the right in this photo; this one appears to have been an original door. All segmental arches on this building are corbelled (protrude from building as would crowns).

Corbelling is also used to define pediments at the gable ends of the building and to divide these pediments into five sections, the central three having a W-WW-W pattern. Above the WW section there is a small, round oculus.

The building has stone window sills and arched, sash windows. Corbelling is used to define a cornice line that is further embellished with dentils around the building. The left gable end has two arched, human scale doors and the right gable end has a large, central loading door. All openings on the left gable end are bricked up; windows on the first story of the right gable end are covered in wood; those in the pediment are partially covered. This building may be undergoing restoration; a new roof was being installed at date of survey.²⁰⁷

LOU19051922+LOU_1905_000A&ox=1&oy=0&lastres=2&res=2&width=1201&height=1420&maxw=4806&maxh=5680&subview=getsid&view=entry&entryid=x-lou19051922&cc=beasanic&quality=2&image.x=1018&image.y=273&start=1&viewid=LOU_1905_012

²⁰⁷ 1905 Sanborn Fire Insurance Map of Louisville



Figure 4. 215 *L&N Building, 130 North Spring Street (JFEI-76).*

Theme: Transportation

Type: Interurban-light-gauge RR line

The Louisville, Harrods Creek, & Westport Railroad ran twelve miles along a narrow gauge from First Street in the city to Sand Hill (Prospect).²⁰⁸ The line was necessary to serve the area which began suburbanizing after the war. Many wealthy residents moved from the Point and other areas, as noted earlier, to create affluent country estates along River Road's high bluffs. Yet, rather than engaging in agriculture, the new residents were engaged in the city's economy, and needed a way to travel to work each day. The diminutive steam line served this purpose reasonably well, until it was converted to electric in 1904.²⁰⁹

The interurban train system was electrified in 1893 and by 1901 all lines operated on electricity, instead of steam.²¹⁰ Service to eastern Jefferson County was electrified by December 1904 and included stops at Glenview, Harrods Creek, Transylvania, and Prospect.²¹¹ Other lines extended south to Jeffersontown, Okolona, Fern Creek, and as far as Shelbyville.²¹² Trains generally operated on an hourly schedule with additional runs in the morning and evening for commuters. As with the streetcar, competition was fierce for passengers with the development of better roads and the greater affordability of the car.

Reflecting the nearly wholesale adoption of the automobile, the interurban ceased operations in the area and a new portion of Route 42 near Brownsboro Road and Rudy Lane was opened in the late 1930s to serve automobile traffic more effectively.²¹³

Examples

Glenview Station, 4328 Glenview Avenue, Glenview NRHP Historic District and the Country Estates of River Road NRHP District (JF-550)

The Glenview Station (JF-550), built in 1887 for the Louisville, Harrods Creek and Westport line, and financed by subscription, is one of the few extant Interurban resources in the survey area (Figure 4.216) The one-story, rusticated limestone structure, with its double, half-glass, half-panel entry doors on the east elevation, is comprised of just two rooms, divided by a central hall. The multi-hipped roof, clad in asphalt shingles, is pierced by a central stone chimney and has wide, overhanging eaves. Now serving solely as the Glenview Post Office, the structure has housed a branch of the US Postal Service since 1898.

²⁰⁸ Yater, 106.

²⁰⁹ Kleber, "Harrods Creek," 374.

²¹⁰ Calvert, 418.

²¹¹ Ibid, 419.

²¹² Ibid.

²¹³ Brooks, Section 8, 30.



Figure 4. 216 *Glenview Station, looking northeast (JF-550).*

Theme: Transportation

Type: Bridges and culverts

The role of waterways in the development of Louisville cannot be overstated, and neither can the need of safe passage across the Ohio River and its tributaries. As the city grew and expanded in the nineteenth century, and transportation networks – including roads, streetcars and railroads – improved, the construction and maintenance of bridges within Louisville rose to the forefront.

The advent of the automobile led to the construction of new and wider bridges to handle vehicular traffic. There are numerous bridges in and adjacent to the study area, including the late-nineteenth century railroad bridges across the Ohio River, stone arched bridges and concrete bridges from the 1930s.

Examples

The first railway bridge spanned the river in 1870; the Louisville Railway Bridge (JFWP-327) was the first of three railway bridges to be constructed in the late nineteenth century. The Kentucky and Indiana Railroad Bridge (K&I Bridge, JFWP-332) was completed in 1886, while the first incarnation of the Big Four Bridge (JFCB-608), known then as the Louisville and Jeffersonville Bridge, was completed in 1895. These railway bridges are discussed in more detail under the transportation theme and railroad property type, page 374 of this chapter.

Harrods Creek Bridge, Determined Eligible for NRHP Listing (JF-845)

Construction began on the one-lane, triple span reinforced concrete arch bridge (JF-845) over Harrods Creek at Upper River Road in 1910 (Figures 4.217 and 4.218). Jefferson County Fiscal Court records illustrate a long and often contentious effort to construct the bridge, which was awarded to the firm of Adams and Sullivan. In January 1912, the wing walls were under construction. Later that year, the Fiscal Court records note that the “the part of the spandrel wall that has fallen, was pulled down by the wing wall” and a motion to file suit against Adams and Sullivan carried. Flood damaged portions of the bridge in 1913, and the county decided to raise the bridge above the 1884 flood mark, and also raise the approaches leading up to the bridge.²¹⁴

Concrete piers that support an open concrete railing and balusters form the side walls of the bridge. A cut stone foundation from an earlier bridge is located on the west side of the current bridge, which is being replaced with a two-lane structure. Plans for the Harrods Creek Bridge replacement call for the retention of the historic substructure.

²¹⁴ Jayne Fiegel, *State Level Documentation of Harrods Creek Bridge*. On file at the Kentucky Heritage Council, April 2007.

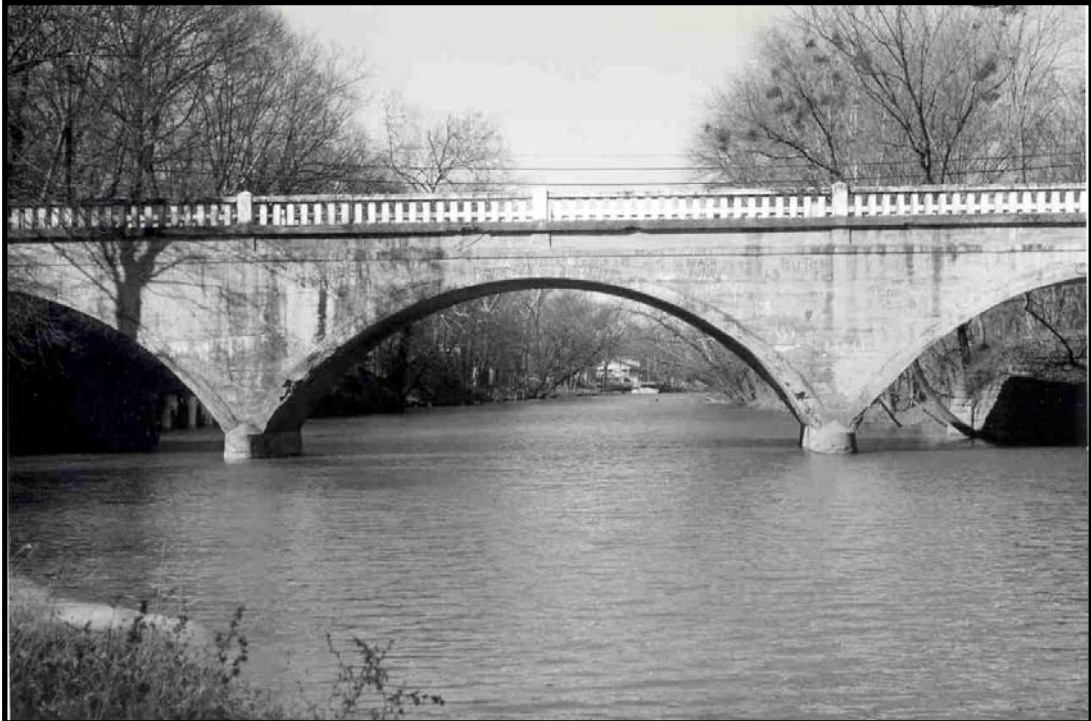


Figure 4. 217 Harrods Creek Bridge (photo courtesy the Kentucky Heritage Council).

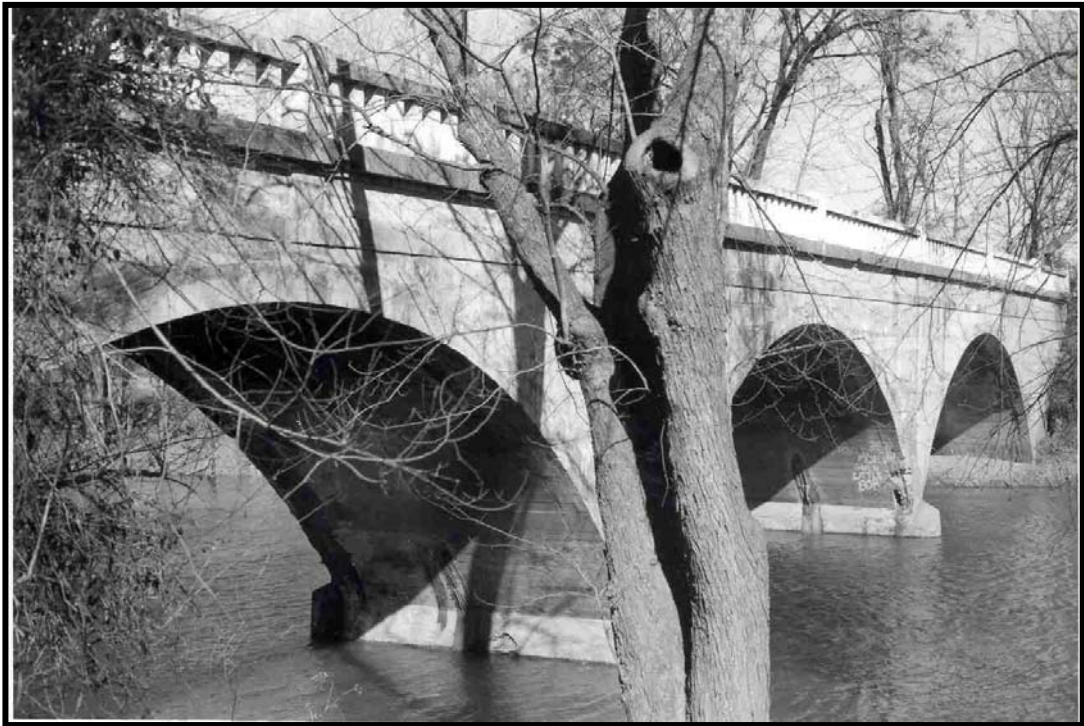


Figure 4. 218 Harrods Creek Bridge (photo courtesy the Kentucky Heritage Council).

Old Upper River Road Bridge over Goose Creek (JF-786)

This single span arch stone bridge crosses Goose Creek at Juniper Beach, but is no longer in use. Constructed in the last quarter of the nineteenth century on stone buttresses, the bridge has solid stone side rails with stone caps (Figures 4.219 and 4.220)



Figure 4. 219 *Goose Creek Bridge on River Road, circa 1935.*²¹⁵

²¹⁵ Item no. 1994.18.0107. Herald Post Collection, 1994.18, Special Collections, University of Louisville, Louisville, Kentucky. Online at <http://digital.library.louisville.edu/u/?heraldpost,6>



Figure 4. 220 *Old Upper River Road over Goose Creek (JF-786).*

Upper River Road Bridge over Goose Creek (JF-787)

This circa 1935 resource is a reinforced concrete deck girder bridge. Seven spans long, the bridge is located over Goose Creek at Juniper Beach (Figures 4.221 and 4.222). It replaced the previously discussed earlier stone arch bridge that is still extant (JF-786). Interesting elements of this structure include the cantilevered pedestrian walkways to either side, and the Art Deco-themed metal railings.



Figure 4. 221 *Upper River Road Bridge, looking west down River Road (JF-787).*



Figure 4. 222 *Upper River Road Bridge (JF-787) as seen from old bridge (JF-786).*

Frankfort Avenue Bridge over Beargrass Creek (JFCB-718)

The Frankfort Avenue Bridge over Beargrass Creek (JFCB-718), which has a construction date of 1915 in the KYTC bridge database, is a single span arch stone bridge (Figure 4.223). The bridge has been reinforced with a corrugated steel arch and brick fill. It is possible that it is earlier than 1915, and may date to the last decade of the nineteenth century. The 1883 *Birds Eye Map of Louisville* shows a bridge crossing Beargrass Creek in this location, but it is not known whether this bridge dates from that period.²¹⁶



Figure 4. 223 *Frankfort Avenue Bridge over Beargrass Creek (JFCB-718).*

Spring Street Bridge over Beargrass Creek (JFCB-717) and Main/Mellwood Bridge over Beargrass Creek (JFCB-719)

There are a number of bridges in the downtown section of the study area constructed in the 1930s, including the Spring Street Bridge over Beargrass Creek (JFCB-717) and the Main/Mellwood Bridge over Beargrass Creek (JFCB-719). Both of these bridges are reinforced concrete deck girder bridges, although the Main/Mellwood Bridge appears to have stone abutments that predate the construction of the bridge. The Main/Mellwood Bridge (Figure 4.224) has decorative concrete railings with inset panels, while the Spring Street Bridge has an open concrete railing (Figure 4.225).

²¹⁶ W.F. Clarke. *Bird's Eye View of Louisville from the River Front and the Southern Exposition, 1883*. (Cincinnati, Ohio and Louisville, Kentucky: M.P. Levyreau and Company)



Figure 4.224 *Main/Mellwood Bridge over Beargrass Creek (JFCB-719).*



Figure 4.225 *Spring Street Bridge over Beargrass Creek (JFCB-717).*

Brownsboro Road Bridge over Beargrass Creek (JFCB-716)

The Brownsboro Road Bridge over Beargrass Creek (JFCB-716) dates to 1956 (Figure 4.226). It is a 100-foot long, two-span steel stringer bridge with a metal railing, but the railings appear to have been replaced since the date of construction. Concrete piers with inset panels are placed between each section of metal railing. This bridge is located adjacent to the Beargrass Pumping Station (JFCB-720) at the northeast edge of the Butchertown NRHP District.



Figure 4. 226 *Brownsboro Road Bridge over Beargrass Creek (JFCB-716).*

The Louisville Municipal Bridge, NRHP Listed (JFCB-217)

The first bridge for automotive traffic crossing from Southern Indiana into downtown Louisville, the Louisville Municipal Bridge (JFCB-217) opened in 1929 between Second Street and Illinois Avenue in Jeffersonville, Indiana (Figure 4.227). Architect Paul Cret partnered with the engineering firm of Modjeski and Masters to design the bridge, Administration Building and its stone Art Deco pylons.²¹⁷ The four-lane, cantilevered Warren through-truss bridge operated as a toll bridge until 1946. In 1949 the bridge was renamed the George Rogers Clark Memorial Bridge. It is currently the only bridge across the Ohio River with pedestrian lanes.



Figure 4. 227 *George Rogers Clark Memorial Bridge, looking northeast (JFCB-217).*

²¹⁷ M.A. Allgeier. "Louisville Municipal Bridge, Pylons and Administration Building." *Nomination to the National Register of Historic Places*. On file at the Kentucky Heritage Council. Listed 1984.

Sherman Minton Bridge (JFWP-589)

The Sherman Minton Bridge (JFWP-589), a through-arch double deck bridge, was built between 1959 and 1963 and named for Indiana native and US Supreme Court Justice Sherman Minton (Figure 4.228). The bridge carries Interstate 64 from New Albany, Indiana, into western Louisville. Hazelet and Erdal, a Louisville engineering firm, designed the bridge. The American Institute of Steel Construction, in 1962, named the bridge “the nation’s most beautiful long span bridge for 1961.”²¹⁸



Figure 4. 228 *Sherman Minton Bridge, looking northeast (JFWP-589).*

²¹⁸ Carl E. Kramer. “Bridges, Automobile” in *The Encyclopedia of Louisville*, ed. John Kleber (Lexington: University Press of Kentucky, 2001), 123.

John F. Kennedy Memorial Bridge (JFCB-722)

The John F. Kennedy Memorial Bridge (JFCB-722), a single deck cantilevered through-truss bridge, was built between 1961 and 1963 (Figure 4.229). The bridge was named in honor of the slain president four days after his assassination. The bridge carries seven lanes of Interstate 65 traffic across the Ohio River between downtown Louisville and Jeffersonville, Indiana. Like the Sherman Minton bridge, the Kennedy bridge was designed by Hazelet and Erdal.



Figure 4. 229 *John F. Kennedy Bridge, as seen from Waterfront Park (JFCB-722).*

Theme: Transportation

Type: Crossroads Village

Although the village of Harrods Creek appears today as a crossroads community that developed during the early automobile age of 1920s and 1930s, and might be classified as a “roadside resource,” its period of development actually dates back to the settlement period and travel on the Ohio River and its tributaries. Throughout its history, this crossroads community has been nurtured by transportation networks and in turn, has supported the traffic that utilized those networks.

Located at the confluence of Wolf Pen Branch Road, Upper River Road and Harrods Creek, the mouth of Harrods Creek was a natural harbor during the settlement period. Flat-bottomed boats utilized the harbor to avoid the Falls of the Ohio, but beginning in the early nineteenth century, Harrods Creek was bypassed for the ports in Louisville. A ferry between Harrods Creek and Utica, Indiana, along with a tavern (Harrods Tavern), storehouse and docks, all run by the Lentz family, continued to attract commerce to the area – particularly farmers attracted to the fertile soil in the area. The tavern was located at the site of the current Captain’s Quarters at Guthrie’s Beach.²¹⁹

The community then benefitted from the established roads leading into Louisville. Wolf Pen Branch and Upper River Road, as established travel routes from Harrods Creek into downtown, supported the development of large gentleman farms, including the James Allison Farm (Allison-Barrickman House, JF-563) and Ashbourne (JF-570), the farm of Joseph Barbaroux. The latter resource is listed in the NRHP as part of the Harrods Creek Historic District, which should not be confused with the Harrods Creek Village Historic District, which was determined eligible during the LSIORB Section 106 consultation.²²⁰

The advent of the railroad signaled another period of development and continued reliance on transportation in the Harrods Creek community. These large farms began to be broken up after the Civil War, and with the advent of the Louisville, Harrods Creek and Westport Railroad line in 1875, a narrow gauge rail line that stopped at Prospect, a new sort of suburban development began to shape the Harrods Creek area. The railway paved the way for the exodus of wealthy Louisvillians from the stifling urban heat of downtown Louisville to the bucolic existence of summer homes such as those at Nitta Yuma.²²¹ The 1879 Atlas of Jefferson and Oldham Counties shows the tight cluster of dwellings, stores and a depot at Harrods Creek (Figure 4.230).

The end of the Civil War brought not only the subdivision of large agricultural parcels, but also the movement of many of the former slaves from those gentleman farms to settle in

²¹⁹ Ward Sinclair and Harold Browning, “Harrods Creek-A Stream, A Village, A Luxury Area,” *Our Suburbs ...Then and Now Series, The Louisville Times*, 19 November, 1965, A12.

²²⁰ LSIORB FDOE.

²²¹ Elizabeth F. Jones, “Nitta Yuma Historic District.” *Nomination to the National Register of Historic Places*. On file at the Kentucky Heritage Council. Listed 1983.

Harrods Creek, near Hoskins Beach Road. These rural African American settlements, based on small-scale agriculture, played an important role in the late-nineteenth century development of Harrods Creek (see the Merriwether House, page 284).

The expansion of the interurban train system to eastern Jefferson County by 1904, with stops at Glenview, Harrods Creek, Transylvania and Prospect, meant that the rural village of Harrods Creek began to develop resources dedicated to the interurban travelers and full-time residents creating their “country estates.”

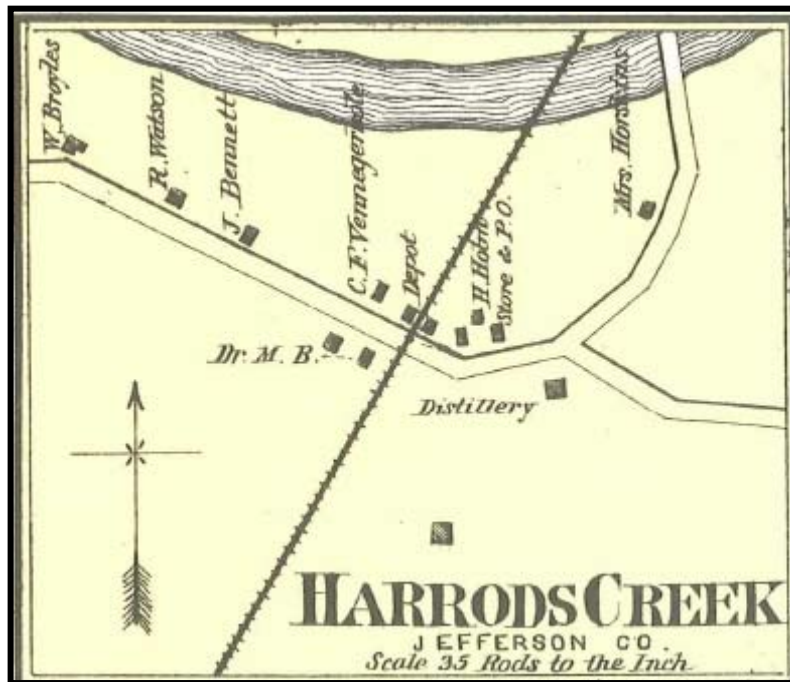


Figure 4. 230 Section of the 1879 Atlas of Jefferson and Oldham Counties showing Harrods Creek.

The interurban stopped service in 1935; by this time, however, the community of Harrods Creek had adapted and continued to prosper from the growth of automobile travel. Most of the extant historic resources found in Harrods Creek today date from the early automobile age (Figure 4.231). The community is itself a transportation resource spanning generations and modes of transport.



Figure 4. 231 River Road at Harrods Creek, 1935. Lang's Garage (JF-847) is at left in photo, the General Store and Post Office (JF-846) is in center of photo.²²²

In the 1960s, the village of Harrods Creek had a post office, service station, a beauty shop, a tavern, some restaurants, and some dwellings.²²³ Some of the extant resources today include:

- The General Store and Post Office, JF-846. (See discussion under “Post Offices” on page 265 of this chapter)
- Walter Bader's Grocery Store, 6329 River Road, JF-937. (See discussion under “Store/Groceries on page 240 of this chapter)
- Lang's Garage and Service Station, 6337 River Road, JF-847. (See discussion under “Automobile-related Types” on page 398 of this chapter)

²²² Item no. 1994.18.1093 Herald Post Collection, 1994.18, Special Collections, University of Louisville, Louisville, Kentucky. Online at <http://digital.library.louisville.edu/u/?heraldpost,722>

²²³ Sinclair and Browning.

Theme: Transportation

Type: Automobile-related types (other than residential subdivisions): auto garages, gas/service stations, other types of roadside architecture

With the automobile came the ability to more rapidly transport people and more easily and efficiently deliver products. The automobile age and its Art Deco and Moderne styles influenced one another; streamlined curved corners, flashy siding materials, and neon signs designed to catch the eye of the motorist proliferated. The widespread adoption of automobile transportation also directly contributed to an explosion in suburban development which drew population away from downtown. In 1902 there were thirty-six automobiles in Louisville and only thirty years later there were over 54,000 privately owned vehicles. By the 1920s the automobile had already made such an impact on the landscape that Louisville became the first city in Kentucky to adopt planning and zoning regulations.²²⁴ A variety of historically automobile-related structures remains within the survey area; each housed one or more businesses serving distinct functions. The establishment of these businesses contributed to the expansion of a new form of transportation while capitalizing on its demand.

Examples

Lang's Garage and Service Station, 6337 River Road, Determined Eligible as Part of the Harrods Creek Village Historic District (JF-847)

The former Lang's Garage and Service Station (JF-847), at 6337 River Road (now Harrods Creek Imports) is an obvious automobile-related resource in Harrods Creek (Figure 4.232). Although the previous survey form states that it dates from 1934, the current owners have a historic photograph that is dated 1928 (Figure 4.233). The front gable, poured concrete structure looks much as it did historically, with the exception of a one-bay wide concrete block addition to one side. The hipped-roof canopy that extends from the façade and originally sheltered the gas pumps, with its distinctive "Y" shaped steel support, is still intact, as are most of the steel casement windows on the east and north elevations.

²²⁴ Phoenix Hill *Historic Preservation Plan*.



Figure 4. 232 Lang's Garage, 6337 River Road (JF-847).

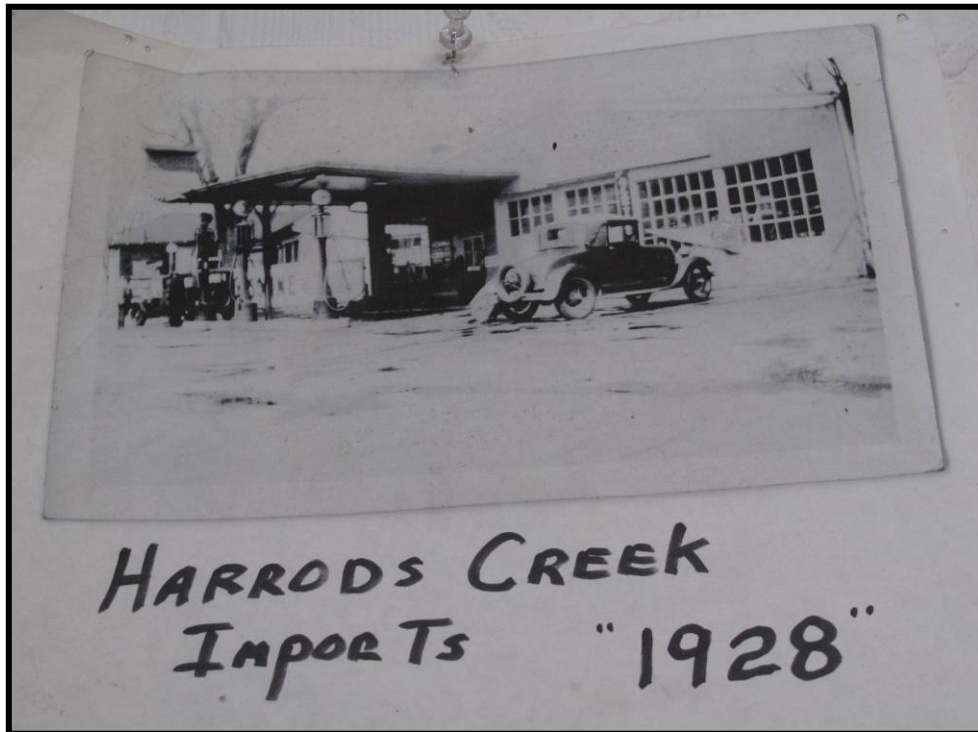


Figure 4. 233 Historic photo of Lang's Garage (JF-847), courtesy Harrods Creek Imports.

101 North Johnson Street, Butchertown NRHP District (JFCB-618)

In the Butchertown National Register District, one example of an automobile-related structure occurs at the corner of North Johnson and East Main Streets, fronting on North Johnson. The structure at 101 North Johnson Street (JFCB-618) is a circa 1920s, single story, frame service station with a stucco- and brick veneer-covered exterior (Figure 4.234). It contains service bays with two garage doors at the north end and an office at the south end. A cross-hipped roof awning which, at one time, sheltered the gas pumps projects toward Johnson Street from the west elevation. Features such as its hipped roof, steel casement windows, and upward-curving V-shaped poured concrete support for the gas pump awning suggest this period's modern aesthetic. A 1929 Sanborn Fire Insurance Map shows the structure and its awning, noting that it was a "filling station" (Figure 4.235).²²⁵ A restaurant, another filling station, and truck body manufacturing business were located in the adjacent block bounded by Story, East Main, and North Johnson. This service station was likely situated to serve automobile suburb commuters.



Figure 4. 234 *Southwest elevation of 101 North Johnson Street (JFCB-618).*

²²⁵ Sanborn Fire Insurance Map of Louisville, KY (415-416 Vol. 7, p.707) 1929

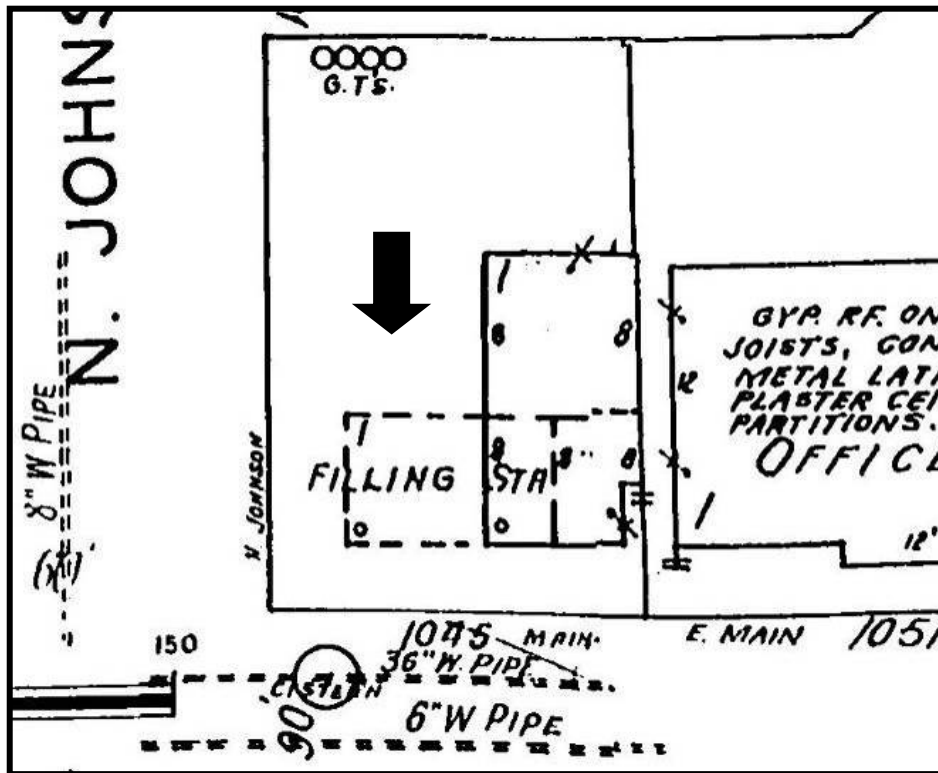


Figure 4. 235 1929 Sanborn Fire Insurance Map with arrow indicating 101 North Johnson Street.²²⁶

Lorillard Automobile Company and Packard Louisville Motor Company, 831 and 839 East Broadway, Phoenix Hill NRHP District, JFCH-422

Within the Phoenix Hill National Register District, and built in 1926 or 1927, are the historic Lorillard Automobile Company and Packard Louisville Motor Company offices (JFCH-422) at the corner of East Broadway and South Campbell Streets (Figure 4.236).²²⁷ The two story 831 East Broadway structure and the three story 839 East Broadway structure have always been associated and are almost identical in their stylistic details. Both retain Art Deco features such as colorful panels of geometric brick patterning, tile sections, and stone shields and corner caps. Windows are ribbons of fixed plate glass surrounded by bands of tile. Brick corbelling is used to articulate bays and create texture.

By 1941, a Sanborn Fire Insurance Map shows that the 831 East Broadway was the home of a wholesale business selling “radios & refrigerators” (Figure 4.237). 839 East Broadway was still the home of an “auto sales & service” business. The 1941 Sanborn map notes the concrete (and steel in 839) structural members, tile, “brick curtain walls” in 831, and a “brick apron wall” occurring between the two. Another significant notation is that 831 East Broadway was built

²²⁶ Sanborn Map Company. Insurance Maps for Louisville, Kentucky. Volume 2 and 2E. New York: Sanborn Map Company, 1929-1941. Digitized by Proquest, 2001-2008. Accessed by subscription at the University of Louisville at: <http://sanborn.umi.com/>

²²⁷ Kentucky Historic Resources Inventory form, site number JFCH-422 at 831 and 839 East Broadway.

with “fire proof construction” in 1926.²²⁸ These structures shared the block with businesses including a corner store and restaurants; there were also offices and a private school. These associated structures are indicative of the influence of the automobile in Louisville.



Figure 4. 236 Southwest elevation of 831 and 839 East Broadway (JFCH-422).

²²⁸ Sanborn Map Company. Insurance Maps for Louisville, Kentucky. Volume 2 and 2E. New York: Sanborn Map Company, 1929-1941. Digitized by Proquest, 2001-2008. Accessed by subscription at the University of Louisville at: <http://sanborn.umi.com/>

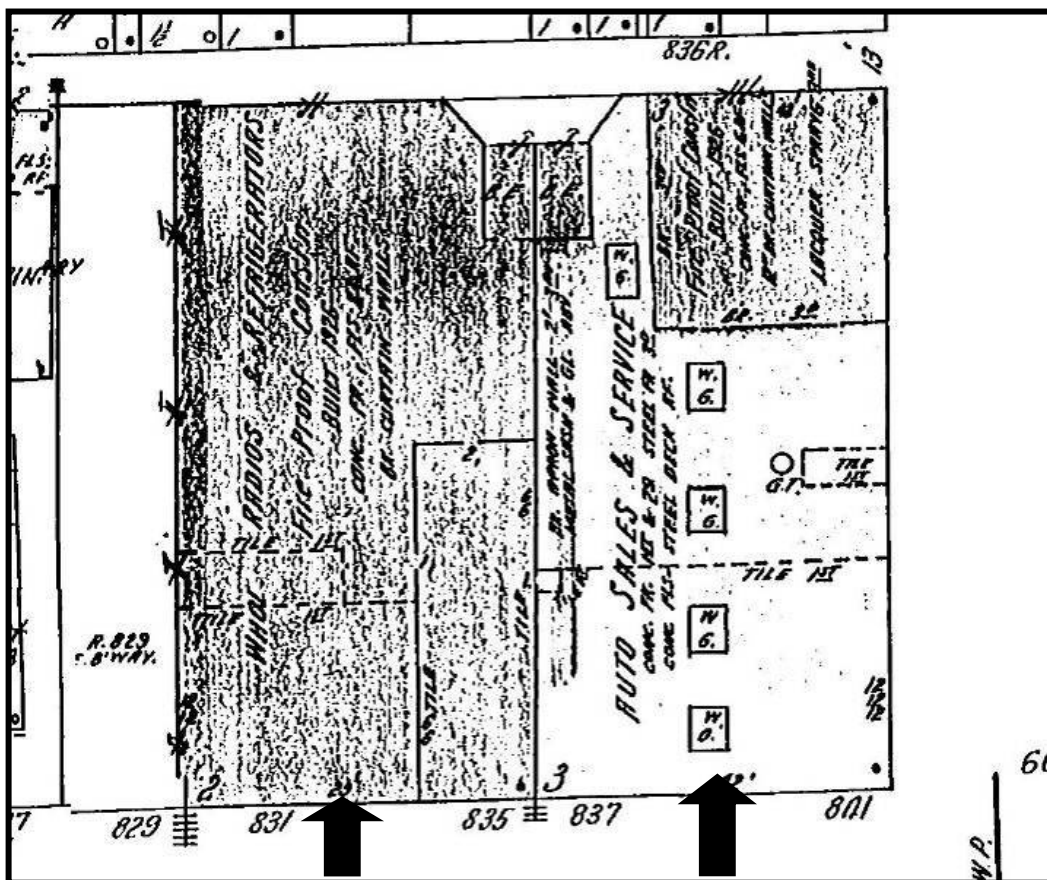


Figure 4. 237 1941 Sanborn Fire Insurance Map with arrows indicating 831 and 839 East Broadway.²²⁹

926 East Gray Street (JFCH-1306)

Another automobile-related structure in the study area occurs in the Phoenix Hill neighborhood but outside the Phoenix Hill National Register District boundary. The example at 926 East Gray Street (JFCH-1306) was a historic trucking business located at the far eastern end of East Gray and, later, an auto repair business (Figure 4.238). It is an early twentieth century, single story, round roofed brick commercial structure. Its common bond brick construction, brick false front, and rear brick parapet wall give this structure a distinctly older appearance than the modern service station in Butchertown. The large, central garage door on its façade is framed by two equally large boarded window openings; a human scale door is located directly to the right of the garage door. At the front of the structure, a neon sign now reading only “Gener. Truck.” still hangs in place from its metal roof fixture.

A 1941 Sanborn Fire Insurance Map shows the 926 East Gray structure labeled with old addresses 924 and 930 East Gray; also noted are its monitor windows along the ridge of the

²²⁹ Ibid.

round “gypsum” roof, brick piers, concrete floor, and steel trusses (Figure 4.239).²³⁰ Next to the structure in 1941 were a “junked auto yard” and an auto wrecking business. The early trucking business would have been established to capitalize on the superior speed and efficiency of the automobile over older, slower methods of delivering goods; the later automobile repair business served the need for automobile services in a period when automobile travel had become an important part of everyday life.



Figure 4. 238 *Northeast elevation of 926 East Gray Street (JFCH-1306).*

²³⁰ Sanborn Map Company. Insurance Maps for Louisville, Kentucky. Volume 2 and 2E. New York: Sanborn Map Company, 1929-1941. Vol. 2E, Sheet 30E) Digitized by Proquest, 2001-2008. Accessed by subscription at the University of Louisville at: <http://sanborn.umi.com/>

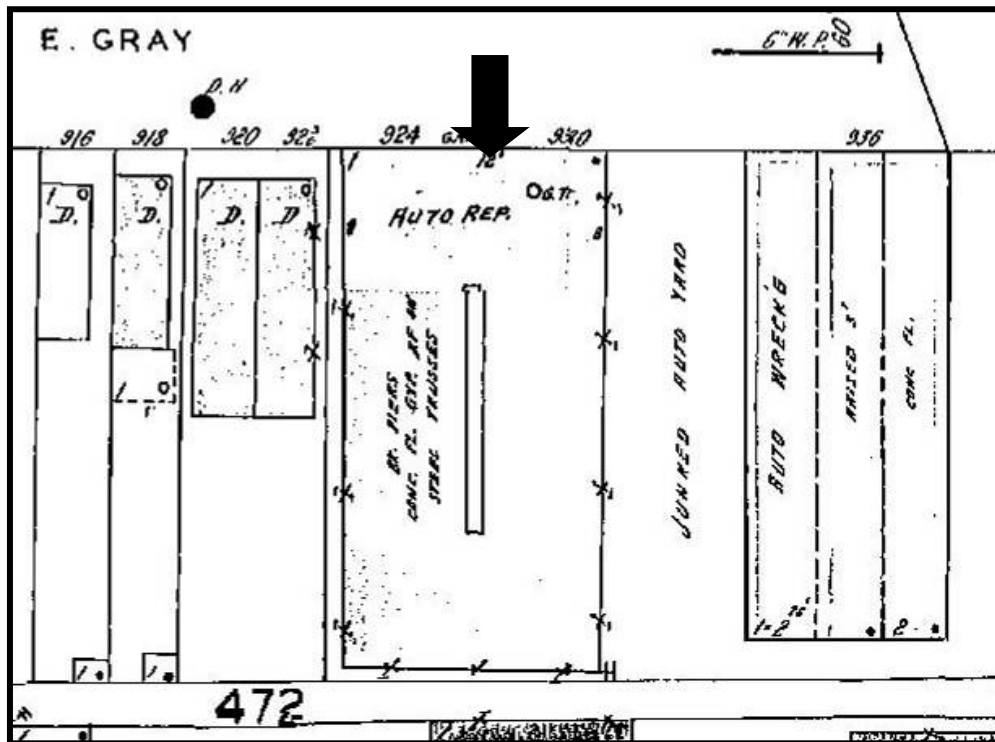


Figure 4. 239 1941 Sanborn Fire Insurance Map with arrow indicating 926 East Gray structure (JFCH-1306).²³¹

1007 East Jefferson Street (JFCH-1272)

Finally, within the Phoenix Hill neighborhood but outside the Phoenix Hill National Register District, is the example at the corner of South Wenzel and East Jefferson Streets. The structure at 1007 East Jefferson (JFCH-1272) was historically a wholesale tire business with a service station built into its western end (Figure 4.240). The structure was constructed in the 1925-1949 time period – about the same time as the Butchertown service station. It is concrete block and steel with Art Moderne details such as curved corners, glass block wall sections, and enameled tile covering exterior walls. The front entrance is framed by curved glass block wall sections. A large awning with steel supports projects from the west elevation toward South Wenzel Street and partially shelters a human scale side entrance as well as four service bays with garage doors.

A 1929 Sanborn Fire Insurance Map shows this structure and indicates its curved corners, “steel trusses and posts,” and “tile faced” concrete block walls (Figure 4.241).²³² The western portion with the wall of fixed windows is labeled “filling station;” the awning at this side would

²³¹ Ibid.

²³² Sanborn Map Company. Insurance Maps for Louisville, Kentucky. Volume 2 and 2E. New York: Sanborn Map Company, 1929-1941. Vol. 7, 707 (1929) Digitized by Proquest, 2001-2008. Accessed by subscription at the University of Louisville at: <http://sanborn.umi.com/>

have sheltered gas pumps. The eastern portion is labeled “wholesale tires.” In 1929 this structure shared a block with another small filling station at the corner of East Jefferson and South Johnson (now Baxter Avenue). Most surrounding structures were dwellings; however a feed store, tractor sales and service business, and a wholesale poultry operation were also located nearby. This structure illustrates how a salesperson of the time probably wished their customers to describe their business and their merchandise – innovative, sleek, and eye-catching.



Figure 4. 240 *South elevation of 1007 East Jefferson Street (JFCH-1272).*

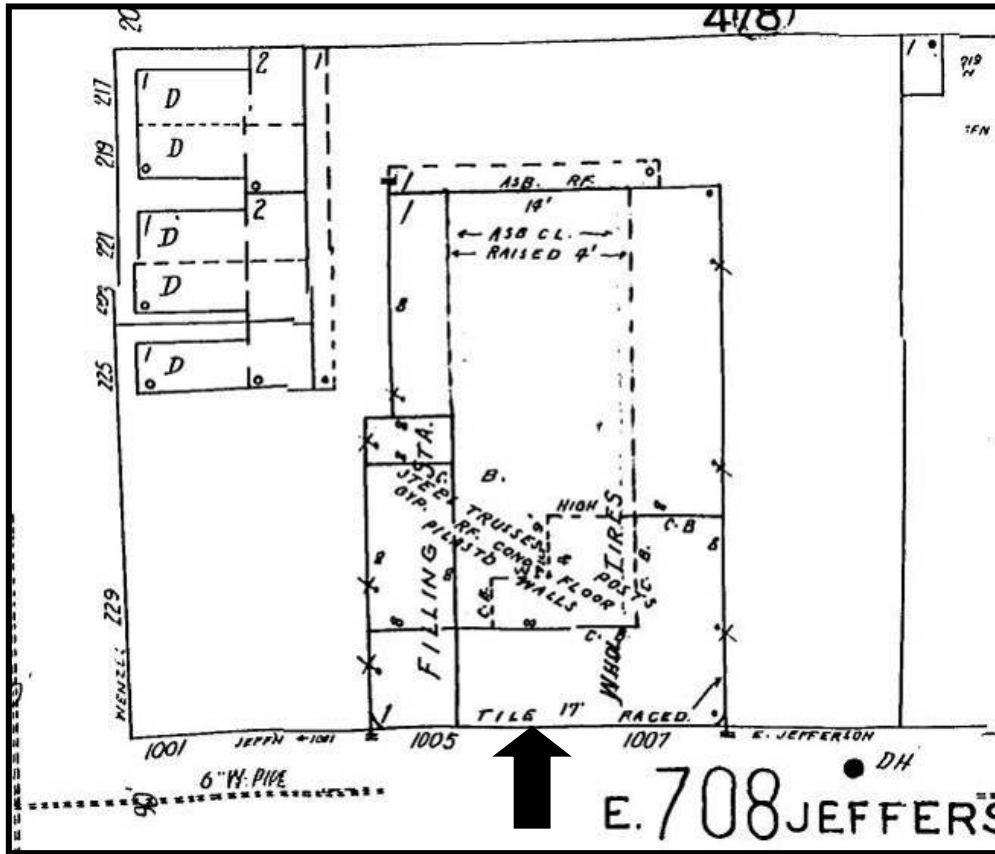


Figure 4.241 1929 Sanborn Fire Insurance Map with arrow indicating 1007 East Jefferson Street (JFCH-1272).²³³

²³³ Ibid.

Archaeological Property Types

Based on archaeological investigations conducted in the Metro Louisville region, several prehistoric and historic property types have been documented in or can be expected to be present in the study area. In this section these property types are defined, and where applicable, their relationship to the previously discussed architectural property types are identified. The types that are or could be present within the study area are:

Residential
Agricultural
Industrial
Commercial
Institutional
Military
Transportation
Cemeteries

Residential

Residential properties primarily function as places where people lived (see Domestic Architecture, Multiple Family Housing, Country Estates, beginning on page 162 of this chapter). They are characterized by the presence of dwellings and associated domestic activities.

Prehistoric period residential sites include short-term camps, seasonal and year-round base camps, villages, and administrative mound centers. Short-term camps encompass less than one acre. They may be associated with floodplains of major rivers, nearby terraces, interior upland ridgetops, high ground associated with swamps, rockshelters, and caves. Seasonal and year-round base camps, villages, and administrative centers range in size from one to more than 30 acres, with most encompassing less than 10 acres. They are found in similar environmental contexts as short-term camps, though they are rarely associated with rockshelters or caves.

Features associated with the prehistoric residential sites include storage/trash pits, hearths, postholes, wall trenches, and house basins. Cemeteries are associated with many of the larger residential sites as well as caves and rockshelters. Artifact assemblages recovered from prehistoric residential sites include large amounts of domestic artifacts including projectile points and the debris from their manufacture and maintenance, ceramic vessels, groundstone tools, bone and shell tools, faunal remains, and botanical remains.

Historic residential sites are characterized by a main dwelling and associated domestic support buildings, such as small sheds, carriage houses, stables, kitchen, and slave/servant quarters. They are typically associated with urban lots or lots in rural areas that serve strictly a residential purpose. Artifact assemblages recovered from historic residential lots contain a large amount of domestic artifacts similar to those found at agricultural complexes. Features

associated with house lots, include building foundations, cellars, postholes, trash pits/dumps, privies, wells, and cisterns.

Agricultural

Agricultural properties primarily function as farms, where the production of agricultural goods, such as crops and livestock are the main focus. These properties often do have residential components (see above), which are only a portion of their function. Agricultural properties consist mainly of historic farmsteads and plantations, and their associated lands and structures (see gentleman farms). The focal point of these sites is usually the main residential house, which is often accompanied by various outbuildings including kitchens, smokehouses, slave quarters, icehouses, and other work buildings that form the domestic complex (see above). Agricultural outbuildings such as, barns, sheds, corn cribs, and granaries were located much further from the house (see gentlemen farms property type, page 155 of this chapter).

In general, artifact assemblages recovered from these types of sites contain large quantities of domestic artifacts, including items related to food preparation, storage, and service. Faunal remains, ceramic tablewares, teawares and storage containers, and glass cups, stemware and bottles are examples of domestic artifacts recovered from agricultural complexes. Other artifacts present at these types of sites include personal possessions, personal care and hygiene, clothing, sewing, and entertainment related items. Examples of these types of items, include smoking pipes, coins, combs, toothbrushes, buttons, pins, game pieces, marbles, and doll parts. Domestic artifacts are usually concentrated around the primary residence, nearby support buildings, and associated residences.

Within an agricultural complex, artifact assemblages associated with other types of buildings and artifact areas, such as barns, sheds, work/storage buildings, and storehouses exhibit a more restricted range of artifact types. For example, one would expect to find high concentrations of agricultural equipment, tools, and machinery at agricultural buildings, such as barns, sheds and work buildings, and large amounts of storage containers, such as crocks and jars, at springhouses, dairies, and icehouses. Large quantities of faunal remains would be expected to be found at buildings and spaces used for meat processing, such as meat houses or kitchen yards. Features associated with agricultural complexes include building foundations, cellars, postholes, trash pits/dumps, privies, wells, and cisterns.

Industrial

Industrial property types are associated with the extraction, production, and distribution of commodities during the historic period. The remains of historic industrial sites can be found throughout Metro Louisville, including in and near the study area. As noted in the historic context, industry was an important part of the development of Louisville's economy throughout the nineteenth century. Many industries, such as potteries, distilleries, glassworks, meat packing, lumber yards, milling, and brick yards, were located within the study area (see industrial property types, page 319 of this chapter).

Artifact assemblages from these properties are dominated by architecture artifacts associated with buildings and materials associated with specific industries, such as millstones (mills) and wasters (potteries and glassworks), fuel (coal, coke, and charcoal), or raw materials (ore) used to production and the by-products (slag) of the manufacturing process. Features associated with industrial sites, include millraces, reservoirs, large cisterns, building foundations, and footers for machinery or equipment.

Commercial

Commercial properties were places where goods and services were sold. They consist of general stores, grocery stores, hardware stores, drug stores, taverns, hotels, restaurants/cafés, banks, doctor's offices, law offices, and stores that sold a variety of specialty products (see commerce theme, page 218 of this chapter). Some commercial properties, such as a general store can have an attached living quarter, while hotels and taverns, also have residential components. Commercial sites are similar to residential sites, in that they usually have few associated outbuildings.

Although commercial properties may often contain artifacts similar to residential properties, artifact assemblages associated with the former, contain fewer domestic artifacts. But some types of domestic artifacts occur with greater frequency than expected at these types of sites. For instance, one would expect to recover more ceramics, especially platters or soup tureen, at an hotel or tavern that served food, as there would be a greater need for these types of vessels and they have a higher a greater chance of being broken and discarded at a commercial than a residential site. Other commercial properties, such as drugstores would produce higher concentrations of pharmaceutical bottles relative to residential sites. Features associated with commercial sites, include building foundations, cellars, privies, and trash pits/dumps.

Institutional

Institutional properties have an educational, government, religious, or service function, such as historic schools, courthouses, firehouses, churches, and hospitals (see government/public infrastructure, religious, school, and firehouse architectural themes and types). Schools are good examples of education-related institutional sites found in the study area. They vary in size and function. Some, such as the high schools and religious schools found can be multi-room or multi-building educational institutions.

Government related institutional sites may be buildings or public spaces that have a function in or are related to the government. Good examples of government buildings in the study area are post offices, firehouses, and public works (see government/public infrastructure theme, page 241 of this chapter). Government spaces consist of parks and public squares.

Religious institutional sites represent buildings or properties associated with organized religion. Good examples of religious buildings are churches used for worship; offices used for

business and administration; and living quarters, such as rectories, parsonages, convents, and orphanages (see religion theme, page 267 of this chapter).

Artifact assemblages recovered from institutional sites generally have greater quantities of specialty artifacts related to the type of institution they represent. For instance, education properties contain greater quantities of writing utensils, inkbottles, and slate boards as well as children's toys, such as marbles, doll parts, and jacks than residence/house lot sites. Since government related institutions are often frequented by large numbers of people, they contain more personal items, such as smoking pipes, coins, badges, combs, and pocketknives found on residence/house lots. Clothing and furnishing artifacts, such as buttons, cuff links, lamp parts and spittoons also are frequently found at government sites. Other artifacts commonly found at government properties, include inkbottles, pens, and pencils.

Religious institutions contain artifacts that are representative of a specific religion or were used in religious activities. Good examples of these types of artifacts are rosaries, crucifixes, pendants, stained glass pieces, glass votive candle holders, and other types of artifacts with iconic symbols.

Features associated with institutional sites, include building foundations, cellars, postholes, privies, wells, cisterns, trash pits, and landfills or dumps.

Military

These property types are associated with the training, housing and equipping of soldiers, defense, and battles. They consist of forts, encampments, armories, depots, and housing for the troops. The Metro Louisville area contains several of military related sites. In the study area, early frontier forts and stations were established as Euro-American established a permanent presence in the Falls of the Ohio region. Area 1 of the study area, particularly the West Main Street district and the riverfront west towards Portland has potential to contain Fort Nelson, an early fort site.

In general, military sites contain large amounts of bullets, gun parts, buttons, and buckles. Artifact assemblages from military residences or encampments often contain some domestic and architectural-related materials. Features associated with military sites, include building foundations, cellars, privies, wells, trash pits or dumps, earthworks, and trenches.

Transportation

Transportation was important to the founding of Louisville, as the city owes much of its past to shipping on the Ohio River, railroads, and a good road network. Transportation sites are localities associated with the movement of people and/or goods. Good examples of transportation sites, include roads, turnpikes, boat landings, wharves, bridges, railway lines, train stations, and toll houses (see transportation theme, beginning on page 367 of this chapter).

Transportation properties usually contain small quantities of artifacts. Objects recovered from these types of sites include railroad spikes and rails, railroad equipment (tools, locomotive parts, and switching/signal parts), horseshoes, wagon/buggy parts, and nautical equipment (mooring rings, chains, and capstans). Features associated with transportation sites, include pavement, road cuts/beds, fence lines, building foundations, bridge abutments, docks, and wharves. Roads and streetscape elements can also be archaeological features. Historic street surfaces and stone curbing are still found throughout the Metro Louisville area.

Cemeteries

Cemeteries are places for the burial of the dead. They range from small family burial plots to large community burial grounds. There are cemeteries located in all parts of the Metro Louisville. Many are well-known and easily identified as a cemetery. Others for one reason or another are no longer easily identifiable on the landscape.

Unmarked prehistoric and historic cemeteries are the most difficult to identify. As previously noted prehistoric cemeteries are often associated with residential sites. They can range from a single grave in a rockshelter to hundreds of burials associated with a seasonal base camp. Likewise, unmarked historic cemeteries can range from small family burial plots to large community burial grounds. Some Native American groups buried their dead in earthen mounds. These mounds as with historic cemeteries that are marked with gravestones and fences, are easily identified on the landscape.

Cemeteries are characterized archaeologically by headstones, footstones, monuments, crypts, mausoleums, fences, graves, coffins, caskets, grave goods, and human remains.

Chapter V. Architectural Styles in the Study Area

The domestic architecture in the study area ranges from high-style single-family dwellings, dating from the settlement period and the steamboat era, to small vernacular dwellings and multi-family dwellings from the late nineteenth century to the mid-twentieth century. This section will discuss the different types of architectural styles in the study area. Due to the nature of this study, the majority of the surveyed nineteenth century resources are located in Area 2 of the study area, while the East End of the study area contains a large number of twentieth century historic resources.

Style is a useful indicator in dating and classifying historic resources, but it is only one component in understanding the spaces that people construct and use. The plan and type of structure is also important, and was discussed in the previous chapter. The earliest style seen in Kentucky is the Federal style. Both Butchertown and Phoenix Hill contain a number of Federal style dwellings, both high-style examples fairly consistent with national trends, and vernacular interpretations constructed by local craftsmen. The period of architectural influence for nationally popular styles is fluid, as many domestic examples in the downtown study area skillfully blend several styles, such as Federal and Italianate, or Federal and Greek Revival.

Nineteenth Century Domestic Architectural Styles

The Federal style, academically classified as ranging from 1790 to 1820 nationally, is the earliest period style most commonly encountered in Kentucky. Characterized by restraint, elegant, thin and straight lines on moldings and woodwork, and typically symmetrical, the Federal style in Louisville begins at the end of the nineteenth century and extends to the 1860s.

The remaining examples of the Federal style in Phoenix Hill date from 1840 to shortly after the Civil War. Butchertown has slightly earlier representations of the Federal style, the first known is circa 1810, but the extant examples also date to the mid-nineteenth century. The following domestic architecture examples illustrate different interpretations of the Federal style in the downtown study area.

Examples

712, 714 and 716 East Madison Street, Phoenix Hill NRHP District (JFCH-300, 299 and 298)

Three adjacent dwellings on East Madison Street (JFCH-300, 299 and 298) illustrate one path that the vernacular interpretation of the Federal style took in Phoenix Hill (Figure 5.1). The two-and-one-half story brick dwellings are remarkably similar, with restrained façades, windows with simple stone lintels and sills, and little architectural ornamentation.



Figure 5. 1 *From left to right, 716, 714 and 712 East Madison Street (JFCH-300, 299 and 298).*

Linden Hill, 1607 Frankfort Avenue, Butchertown NRHP District (JFCB-460)

The first construction phase of this dwelling (JFCB-460) dates to around 1810 (Figure 5.2). Built for Frederick Geiger, the dwelling faces Frankfort Avenue. Geiger accumulated numerous tracts of land in Jefferson County and along Beargrass Creek in Butchertown. The two-story, three bay wide side-passage dwelling was updated in the 1870s with Victorian detailing. Windows on the first floor are four-over-four double-hung arched wooden windows; the second story windows are two-over-two double-hung topped with jack arches. The window pattern continues along the side of the building. The ell may be original or, at least, a historic addition. The shed roof (brick) addition at the rear is likely also a historic addition. The front porch with turned supports and spindlework is a later, Victorian addition; its roof is hipped and covered in asphalt shingles.



Figure 5. 2 *Façade of Linden Hill (JFCB-460).*

1556 Frankfort Avenue (old 210 Ohio Street), Butchertown NRHP District (JFCB-395)

This dwelling (JFCB-395) was once part of a tract of land known as Geiger's Addition, and is located a short distance from Linden Hill (JFCB-460). The façade of the circa 1850 two-story, four-bay duplex (likely a double side-passage plan) is a straightforward interpretation of the Federal style: simple, symmetrical and relatively unadorned (Figure 5.3). The doors and windows on the façade have wooden lintels and sills. The façade is relieved only by a small row of dentils at the cornice line. The common bond brick dwelling is one pile deep and has an ell addition unusual to the study area: it is two stories and only one-bay wide.



Figure 5. 3 *Façade of 1556 Frankfort Avenue (JFCB-395).*

Greek Revival

Chronologically, the Greek Revival style typically follows the Federal style, though many vernacular builders combined details of both in their dwellings. The Greek Revival style is commonly thought to span the years from 1820 to 1860. The main elements of the Greek Revival style in Kentucky include heavy and bold moldings and motifs; use of the Greek orders (often in porticos or porches with large columns), windows accented with entablature lintels and larger panes of glass than Federal style windows. Both Rosewell (JF-452) and Belleview (JF-453), discussed previously in Chapter IV under the “Gentleman Farms” theme, are examples of the Greek Revival style in the east end of the study area.

Gothic Revival

The Gothic Revival style, along with the Italianate style, first appeared in the United States in the 1830s and the 1840s. These two architectural styles fit within a general growth within European and American fine arts termed “Romanticism,” which drew from different wells than the ones that had watered the decorative arts of the early Republic era. Nationally, the style was popular from 1840 to 1880; in rural states like Kentucky, the Gothic Revival style persisted until after 1900. The characteristics of the style include a steeply pitched roof, arched windows, bargeboards, a one-story porch with brackets or delicate scrollwork or tracery, and most commonly, centered, paired or triple cross gables. Sometimes the only suggestion of the Gothic Revival style on a vernacular dwelling is such a peaked cross gable projecting from the steeply-

pitched roof of a simple side-gable house. Cladding comes in a variety of materials, including frame (weatherboards, or board and batten) and masonry.

Example

Dr. J. C. Metcalfe House, 5901 River Road, Determined Eligible (JF-455)

This late nineteenth century dwelling (JF-455) is thought to have been a tenant house on the farm of Dr. J.C. Metcalfe, a landowner whose name appears alongside several structures in the 1879 Atlas of Jefferson and Oldham Counties. The two-story frame dwelling has three steeply pitched gables lighting the second story; these gables are characteristic of the influence of the Gothic Revival style in vernacular buildings (Figure 5.4). The dwelling retains its weatherboard cladding and rests on a stone foundation. Four squared posts support the full-length, hipped roof front porch; delicate brackets flank either side of each porch support (Figure 5.5).



Figure 5. 4 *Façade and east elevation of the Dr. J.C. Metcalfe House (JF-455).*



Figure 5. 5 *Detail of the porch of the Dr. J.C. Metcalfe House (JF-455).*

Italianate

Modeled after Italian villas, the Italianate style begins to show up in Kentucky around the 1840s, and its influence extends until the turn of the twentieth century. Characteristics of the style in the study area include an emphasis on verticality: tall and narrow windows, use of brackets at cornice lines and hood molds, low pitched or flat roofs with box gutters, and double entry doors. The Italianate style was the most common architectural style in Area 2 of the study area.

Examples

830 East Chestnut Street, Phoenix Hill NRHP District (JFCH-809)

This brick shotgun (JFCH-809) has a two story, side gable frame camelback (Figure 5.6). The three-bay wide façade retains many elements of the Italianate style: narrow, elongated windows, a bracketed door hood, bracketed and denticulated cornice, and stone entablature lintels above the windows.



Figure 5. 6 *Façade of 830 East Chestnut Street (JFCH-809).*

1618 Story Avenue, Butchertown NRHP District (JFCB-443)

Like the shotgun in Phoenix Hill, this two-story, brick side-passage (JFCB-443) dwelling embodies the Italianate style in Area 2 of the study area (Figure 5.7). The elongated windows on the first and second stories are topped with elaborately carved and bracketed hood molds. The wide, heavy cornice features brackets and dentils. The richly carved door surround accents a recessed, arched entry door.



Figure 5. 7 *Façade of 1618 Story Avenue (JFCB-443).*

801 and 805 East Washington Street, Butchertown NRHP District (JFCB-68 and JFCB-67)

These double houses (JFCB-68 and 67) at the corner of East Washington and Shelby Streets are good examples of the high-style Italianate in the study area (Figure 5.8). Practically identical to one another, they feature tall, narrow windows, with stone hoods supported by corbels and stone sills. The heavy frame cornice features brackets and dentils.



Figure 5. 8 801 and 805 East Washington Street, facing northeast (JFCB-68 and 67).

Victorian

The Victorian style, which nationally spans a period from 1840 to 1900, encompasses a number of styles, including Stick/Eastlake, Queen Anne, Richardsonian Romanesque and Exotic Revivals. All of these styles are found in the study area.

Stick/Eastlake

Frequently referred to as a transitional style, one that bridges the gap between the Gothic Revival and the Queen Anne, houses in the study area with Eastlake or Stick Details feature some of the most decorative elements. Some experts consider the Stick style “to be simply the wooden version of the High Victorian Gothic.”¹ Trim, texture and applied ornament are all hallmarks of the style. While there were not any examples in the study area that featured all of the aspects of the style, such as half-timbering and the like, there are dwellings that hint at the Stick style through carefully executed detail work (Figure 5.8).

¹ Virginia and Lee McAlester, *A Field Guide to American Houses*. (New York: Alfred A. Knopf, 1998), 256.

Examples

802-804 Liberty Street, Phoenix Hill NRHP District (JFCH-195)

This brick, double camelback shotgun (JFCH-195, Figure 5.9) features Stick/Eastlake detailing in the gable bargeboard and in the projecting porch hood over the entrance to the 804 side (Figure 5.10). The form of the dwelling is interesting as well - the central gable projects slightly from the hipped roof mass of the single-story shotgun, with paired windows, topped with rusticated stone lintels, symmetrically placed in the gable. The entry doors are placed to either side of the building.



Figure 5.9 *Façade of 802-804 East Liberty Street (JFCH-195).*



Figure 5. 10 *Detail of the bargeboard at 802-804 East Liberty Street (JFCH-195).*

Queen Anne

The Queen Anne style, which rose in popularity during the last two decades of the nineteenth century, is characterized by an asymmetrical shape with a textured appearance. Queen Anne buildings usually had patterned wood shingles, decorative spindle work, and prominent rooflines. The most decorative elements of the Queen Anne include bays, turrets and wrap around porches covered in different colors and textures giving life to the building.² There was not an overabundance of Queen Anne style dwellings in the study area, save for a collection of Queen Anne side-passage dwellings in the 800 block of East Washington Street.

Examples

802, 804 and 806 East Washington Street, Butchertown NRHP District (JFCB-85, 86 and 87)

The brick, two-story Queen Anne dwellings at 802, 804 and 806 East Washington Street (JFCB-86, 86 and 87) appear to share the same builder. Each is two bays wide, with a projecting front gable that contains paired windows on the first and second stories topped with a decoratively incised stone lintel (Figure 5.11). The recessed main entry on the western side of the façade indicates that the dwellings have a side-passage plan. The entry is sheltered by a shed roof porch supported by turned and chamfered supports and featuring delicate Eastlake spindles and brackets.

² Ibid, 264.



Figure 5. 11 804 East Washington Street (JFCB-86).

Exotic Revival

Nationally, the Exotic Revival style influenced American architecture between 1835 and 1890.³ This was not a style as common or popular as the other Romantic styles, such as Gothic Revival and Italianate. Travel, military campaigns and examples in nationally-distributed pattern books piqued interest in the details such as ogee arches, onion domes from Turkey and Egyptian columns.

Examples

909 East Washington Street, Butchertown NRHP District (JFCB-157)

This one-and-one-half story frame shotgun (JFCB-157) boasts an impressive porch in the Exotic Revival/Oriental style (Figure 5.12). In the Butchertown NRHP nomination, Walter Langsam describes the dwellings as “one of the most amusing houses in the area is the tiny cottage with an extravagant porch treated in the ‘Venetian Gothic’ style, echoing on a smaller scale one of the houses on St. James Court, the upper-class residential enclave south of

³ McAlester, 231.

downtown Louisville.”⁴ The full-length porch features ogee arches and elaborate scrollwork (Figure 5.13).



Figure 5. 12 *Façade of 909 East Washington Street (JFCB-157).*

⁴ Langsam, Section 7, 4.



Figure 5. 13 *Detail of the porch at 909 East Washington Street (JFCB-157).*

Craftsman

As discussed in Chapter IV, the Craftsman style is most associated with two forms – the Bungalow and the American Foursquare. However, characteristics of the style, including low-pitched gable roofs, exposed rafter tails, tapered and square porch columns that often extend to the ground and bracketed gables, are often found on types other than those two. Many nineteenth century buildings in the downtown study area were remodeled to feature fashionable Colonial Revival and Craftsman details.

Examples

937 East Liberty Street, Phoenix Hill NRHP District (JFCH-1041)

The brick camelback at 937 East Liberty Street (JFCH-1041) dates from the last quarter of the nineteenth century (and is present on the 1892 Sanborn) but possesses a twentieth century Craftsman influenced front porch (Figure 5.14). Built on a rusticated concrete block foundation, the hipped roof porch has solid brick supports and a solid brick balustrade.



Figure 5. 14 *Façade of 937 East Liberty Street (JFCH-1041), showing remodeled Craftsman porch.*

William C. Baass House, 6300 Bass Road (JF-839)

A high style Arts and Crafts Bungalow is found in the East End of the study area, at 6300 Bass Road (William C. Baass House, JF-839). Acquired by William Baas in 1919, this property originally belonged to the Shirley family. The high-style Craftsman bungalow, constructed in 1920 for Louisville businessman William C. Baass, later belonged to James S. Taylor, an African American real estate developer like his father, James T. Taylor.

Originally sited off of the Interurban line, the Baass House is a one-and-one-half story, three bay wide bungalow clad in a blond brick veneer (Figure 5.15). The gabled roof, clad in ceramic tile, gives the dwelling a Spanish Revival feel. The roof has wide, overhanging eaves with exposed rafter tails and is supported by decorative knee brackets. Windows are a mixture of Craftsman-era double-hung sash, most with vertical lights in the upper sash over a single light lower sash. A metal standing seam hipped roof front porch stretches across the façade of the dwelling, supported by battered brick piers, and extends slightly around the corners of the dwelling. The north and south elevations have front-gable dormers with cornice returns and paired three-over-one double-hung sash windows.



Figure 5. 15 *Façade of the William C. Baass House (JF-839).*

Revival Styles

According to McAlester, the period of influence for the Colonial Revival style is 1880 to 1950, and the style's rise was fueled by an interest in the dwellings associated with the colonial period, particularly English and Dutch houses on the Atlantic seaboard. The first proponents of this style, which was seen as simplified and classically motivated response to the Victorian era, were professional architects. Richard Morris Hunt's house, Sunnyside, in Newport, Rhode Island, dating from 1870, has been identified by architectural historian Vincent Scully as the "first built evidence of colonial revivalism to exist anywhere."⁵ Colonial Revival dwellings borrow freely from the Federal and Greek Revival styles of the nineteenth century, and typically include a symmetrical façade with multi-light double-hung windows; a central entry with some sort of surround, either a hood, or fanlight and sidelights; a one-story porch or portico; usually side-gabled; dormers are common as well. The Cape Cod, which "is the most common form of one-story Colonial Revival houses," was common in the East End of the study area.⁶ Colonial Revival, Tudor Revival and Dutch Colonial style houses were all identified in the study area; like many dwellings, the examples of the style are not high-style, and may only incorporate one particular stylistic detail, such as a gambrel roof, or a doorway with a broken pediment.

Examples

1616 Blue Horse Avenue, Butchertown NRPP District (JFCB-456)

This Dutch Colonial-influenced double pile home (JFCB-456) was built in the second quarter of the twentieth century (Figure 5.16). The house has exposed rafter tails at the ends of the house, a slightly off-center chimney stack, and an off-center (toward left) front door. There is a rear, shed addition. Windows are six-over-six wooden double-hung sash. The house is on a higher-than-usual concrete block foundation which may be a replacement. The exterior cladding is textured brick and the gambrel roof has kicked eaves.

⁵ Cynthia Johnson. "Weehawken." *Nomination to the National Register of Historic Places*. Copy on file at the Kentucky Heritage Council. Listed 2007.

⁶ McAlester, 339.



Figure 5. 16 *1616 Blue Horse Avenue, facing southwest (JFCB-456).*

12 River Hill Road, River Hill/Stonebridge Historic District (JF-2105)

This one-and-one-half story frame dwelling (JF-2105) presents a skillful blending of the Dutch Colonial and Colonial Revival styles (Figure 5.17). The main portion of the circa 1925 dwelling is a three-bay wide gambrel roofed Dutch Colonial. It rests on a concrete block foundation, and has a shed roof dormer with paired six-over-six double-hung sash windows. The central pedimented entry is framed by fluted pilasters and a recessed, paneled surround topped by an interesting transom (Figure 5.18). The three-bay wide, one-and-one-half story wing with 12 over 12 double-hung sash windows and front-gable dormers that extends to the east has a straightforward Colonial Revival influence.



Figure 5. 17 *Façade of 12 River Hill Road (JF-2105).*



Figure 5. 18 *Detail of entryway at 12 River Hill Road (JF-2105).*

Crowfoot/R.F. Cate House, 7500 Wolf Pen Branch Road (JF-1940)

This one-and-one-half story Colonial Revival brick dwelling (JF-1940) was designed by the Louisville firm of Crowfoot, Wishmeyer, Arrasmith and Elsmith around 1935 (Figure 5.19). The symmetrical, five-bay wide façade has a window/window/door/window/window fenestration pattern, with a line of corbelling at the cornice line. The side-gable roof lacks dormers, and reflects the Cape Cod form of Colonial Revival dwellings as defined by McAlester.



Figure 5. 19 *Façade of Crowfoot/R.F. Cate House, 7500 Wolf Pen Branch Road (JF-1940).*

906 West Riverside Drive (JF-1939)

This house (JF-1939) is a one-and-one-half story Cape Cod style house with some elements of the Tudor Revival style (Figure 5.20). It was probably built in the late 1930s. The house has some eight-over-eight double-hung wood windows and some three-light wood casement windows. A central entry bay with a steeply pitched roof projects symmetrically on the façade. Also symmetrically placed, two shed-roofed dormers flank the main entry on the steeply-pitched half-story. On the building's south elevation there is a brick chimney. To the north of the main body of the house is an attached garage, designed in the same style.



Figure 5. 20 *Façade of 906 West Riverside Drive (JF-1939).*

Modern Styles

Housing styles that McAlester lists under the banner of “Modern” in that seminal work include “minimal traditional,” “ranch,” and “split-level.” While McAlester discusses these under “style,” the ranch house is also a *form* that was discussed in Chapter IV.

*The geographical distribution of the ranch house (both as a style and as a type of house) resulted from historic events of the post-World War II period, which include a great new demand for houses, suburban places to build them, roads to the suburbs and automobiles to get there. The ranch house promised the new suburban homeowner drive-in convenience and spacious comfortable living. The growth of suburbs stretching out into rural areas allowed for larger lots and thus for houses with larger footprints.*⁷

The reality of the interiors of these houses, which might embrace modern detailing such as multi-purpose kitchens, was not reflected on the mostly traditional exterior. The new designs of the post-war period focused on what the American family could achieve – a comfortable existence far-removed from the frugality associated with the Depression era. The ranch house and its emphasis on family rooms and private bedroom space emphasized “convenience rather than style, comfort than some formal notion of beauty.”⁸ Stylistic details of the ranch house include the low, horizontal form often punctuated by large, vertical elements such as chimneys, picture windows and the integration of the automobile into the design of the home.

During the 1950s, the “closely related Split Level style, with half-story wings and sunken garages, began to emerge.”⁹ The split level adhered to many of the philosophical tenets of the ranch house (open living spaces, emphasis on the automobile and landscape), but was a “a multi-story modification to the then dominant one-story Ranch house.”¹⁰ The split level typically had three levels on interior space, and retained the horizontal emphasis of the ranch house, with a two-story section typically intersected at mid-height by a one-story section.

Minimal traditional houses, as defined by McAlester, are a “simplified form based on the previously dominant Tudor style of the 1920s and 1930s.” These houses are characterized by a front gable on the façade that echoes the Tudor Revival style, but without the overly steeped pitch of the Tudor roof and the ornamentation of Tudor Revival houses. Another term for this style is the “American Small House,” coined by the Georgia State Historic Preservation Office and defined as a “compact three-, four-, or five-room house with an irregular floor plan, usually with a moderately pitched end-gable roof, sometimes with small wings or rear ells; built from the 1930s to the 1950s.”¹¹

⁷ Macintire, 147.

⁸ Clark, 216.

⁹ McAlester, 477.

¹⁰ Ibid.

¹¹Richard Cloues. “House Types,” in the *New Georgia Encyclopedia*, available online at <http://www.georgiaencyclopedia.org/nge/Article.jsp?id=h-2663&hl=y>

Examples

Mary Elizabeth Bader Lang House, 6327 River Road, Harrods Creek Village Historic District (JF-1965)

This mid-twentieth century brick veneer ranch house (JF-1965) illustrates the horizontal quality of the form as well as the characteristics of the style (Figure 5.21). The low, long dwelling sits in the middle of a large, landscaped lot. Its side gable roof has a wide eave overhang. The house is side gable with a projecting two-car attached garage bay at its northwest end (left); at its southeast end (right) is another small projecting cross gable roof bay containing a bay window. Fenestration is window (paired)-window-window-window-door-window-window. The front door has four-light sidelights; the door itself has bulls eye panels. To the left of the front entrance, a picture window fills a shallower projecting bay. To the left of the picture window is an oval window in a wooden surround; it is divided in four quarter lights with radial muntins.



Figure 5. 21 *Façade of Mary Elizabeth Bader Long House (JF-1965).*

7404 Woodhill Valley Road (JF-2057)

This brick veneered split-level (JF-2057) has a dramatic two-level central bay accentuated with a projecting front gable overhang with a sunscreen made of decorative precast concrete blocks in an open lattice pattern (Figure 5.22). Two inset panels of the same decorative block are located on either side of the central entry way. The façade is four-bays wide, with a two-car garage located on the north end of the façade. Windows on the façade are two-light sliding windows with brick sills. Two interior brick chimneys pierce the asphalt shingle roof, which has deep overhanging eaves.



Figure 5. 22 *Façade of 7404 Woodhill Valley Road (JF-2057).*

906 Riverside Drive (JF-1935)

This two-story dwelling (JF-1935) could also be described as a Cape Cod, but the front-gable on the façade as well as the projecting front-gable stone entry recalls the Tudor style, which makes this resource a candidate for the debated Minimal Traditional style (Figure 5.23). Six-over-six double-hung sash windows pierce the façade. A stone chimney rises on the south gable end. This dwelling is located within the Riveria neighborhood off of River Road, which was platted in 1924 as a vacation community. This dwelling could have been raised to two stories to avoid the ravages of Ohio River floods; the ground-level garage is also a nod to the influence of the automobile on the East End of the study area.



Figure 5. 23 *Façade of 906 Riverside Drive (JF-1935).*

6415 Shirley Avenue, James Taylor Historic District (JF-1884)

The façade of this circa 1950s Minimal Traditional dwelling (JF-1884) is dominated by a projecting, cross gable wing at the right bay of the façade (Figure 5.24). There is one exterior, shouldered brick end chimney at the left side of the house. The exterior is covered in brick veneer which is used to replicate jack arches above windows. The house rests on a poured concrete basement foundation. The window at far left is a picture window with four-over-four double-hung sash wooden windows on either side of the larger, fixed pane; it has a fabric awning above. The window in the cross gable wing is a six-over-one double-hung wooden sash window. The house has a poured concrete patio with metal balustrade in the front with stairs accessing it rising from ground level. The house is associated with a concrete block/brick veneer garage complex located to its left/rear at the end of the driveway.



Figure 5. 24 *Façade of 6415 Shirley Avenue (JF-1884).*

Mid-Century Modern

The movement toward new expressions in architecture and design began in the decades between World Wars I and II, as European architects such as Le Corbusier, Walter Gropius and Mies van der Rohe introduced designs that challenged historic precedents. Residential construction in America, however, continued to favor traditional, revival styles. In 1932, the New York Museum of Modern Art presented an exhibition and accompanying book entitled *The International Style*. Philip Johnson and Henry Russell Hitchcock stressed the stylistic aspects of the Modern movement, with three key points: it was an expression of volume rather than mass, balance rather than traditionally conceived symmetry and the complete lack of applied ornament.¹² The use of a structural skeleton, the emphasis on function, the lack of ornament and expanse of windows were all characteristics of what became known as the International Style.

The increased demand for housing after World War II propelled residential development in previously unforeseen directions, both in terms of the unprecedented housing boom as well as new housing forms and styles. A total of more than 13 million housing units were constructed in America between 1950 and 1960, “11 million of them in the suburbs, which grew six times faster than cities.”¹³ As part of an effort to promote modern design, in the 1950s the editors of *Arts and Architecture* published the *Case Studies House Book* by Elizabeth McCoy. Art museums, magazines and television shows all promoted the modern suburban house, and the tenets of Modernism “triumphed, especially in systems of production and spatial organization.”¹⁴ McCoy’s book illustrated many characteristics found in modern houses: site, spatial arrangement, environment, aesthetics, construction and materials.¹⁵

These characteristics provide the foundation for understanding one term that has emerged in the last twenty years: Mid-Century Modern. This moniker encapsulates architecture and urban design, interior design and product design in America from roughly 1935 to 1965. For the purpose of this discussion, the Mid-Century Modern style spans the years 1950-1965 and consists of a modern interior and exterior. In Louisville, these dwellings were typically architect-designed and feature large expanses of glass, sleek wall surfaces in a variety of cladding, low-profile with overhanging eaves, and a complete lack of any historic architectural reference. The placement of the house on the lot is important, as most of the Mid-Century Modern houses have large, suburban lots that highlight the shape of the house and its relationship to its natural surroundings.

Post-war architecture from the 1950s and 1960s that falls under the umbrella of Mid-Century Modern can be problematic to define. While Frank Lloyd Wright’s popularization of the Prairie style can be said to influence the style of many ranch houses built in the 1950s in America, and innovations in production, materials and construction enabled houses to be built

¹² William H. Jordy, *The Impact of Modernism in the Mid-Twentieth Century*. (New York: Oxford University Press, 1972), 119.

¹³ Gwendolyn Wright, *Modern Architectures in History*. (London: Reaktion Books, Ltd, 2008), 167.

¹⁴ Ibid.

¹⁵ Esther McCoy, *Case Study Houses 1945-1962* 2nd Edition, (Los Angeles: Hennessey & Ingalls, Inc, 1977), 17.

faster than ever before, classifying and describing the domestic architecture of the recent past has yet to be pinned down under professionally accepted terms.

There was not much “modern” architecture found within the study area, as Louisville, like many areas of the country, was slow to accept modern architecture in residential housing. Though there were not an abundance of Mid-Century Modern houses found in the study area, compared to the number of Cape Cods and Ranches, there was one Louisville architect actively producing residential structures in this style. Louisville architect Norman Sweet designed modern/non-traditional residential architecture in Jefferson County.¹⁶ Sweet designed the house at 7425 Woodhill Valley Road, which was constructed in 1959 (Figure 5.25). Sweet’s one-time professional partner, Arnold Judd, designed the house next door at 7423 Woodhill Valley Road (Figure 5.28). It too, is an example of the eclectic shape of the mid-century modern house.

Examples

7425 Woodhill Valley Road (JF-1004)

This dwelling (JF-1004) appears to be more a series of forms connected by walkways than one single house (Figure 5.25). This resource illustrates the lack of ornament so important to the proponents of the Mid-Century Modern style. The shape and texture of cladding provides the visual relief usually supplied by architectural ornament such as brackets or hood molds. It features large expanses of glass, and a natural, organic shape. One striking feature is the interior courtyard, which was original to Sweet’s design, though rather than the cement patio that existed when built, it now contains landscaping and water features. Art is incorporated into the house and grounds, including a three-tiered fountain (Figure 5.27) next to the understated main entry (Figure 5.26). The fountain is the work of Louisville sculptor Jephtha Barnard Bright, better known as Barney Bright, creator of the Louisville Clock (Derby Clock), among other works.

¹⁶ Paul Nafe, “Bluegrass Joe Already Comes Marching Home to Work” *Courier Journal*, January 14, 1945.



Figure 5. 25 7425 Woodhill Valley Road, facing northeast (JF-1004).



Figure 5. 26 Central entry of 7425 Woodhill Valley Road (JF-1004).



Figure 5. 27 Barney Bright fountain at 7425 Woodhill Valley Road (JF-1004).

7423 Woodhill Valley Road (JF-1005)

This brick and stone veneered Mid-Century modern house (JF-1005), located on the north side of Woodhill Valley Road, dates from 1965 (Figure 5.28). The lot was sold in 1963, but had not been developed when the current owners purchased it. The owners bought the lot, which was the last one available in the subdivision, because they were attracted to the park-like setting of the neighborhood and the large lots. This dwelling was designed by Louisville architect Arnold Judd, who worked with Norman Sweet from 1959 to 1963. In 1963, Sweet went into practice by himself, and Judd joined forces with W.S. Arrasmith. That firm has grown over the years and is now known as Arrasmith, Judd, Rapp, Chovan, Inc. The dwelling, as seen in an aerial (Figure 5.29) consists of three rectangles of varying sizes connected at 45-degree angles. Like the Norman Sweet house at 7425 Woodhill Valley Road, this dwelling is devoid of any exterior ornament; the form of the house is the important element. Large, fixed-light windows pierce the walls, and a series of low, gable and shed roofs extend over the walls.



Figure 5. 28 7423 Woodhill Valley Road, facing northeast (JF-1005).



Figure 5. 29 Aerial view of 7423 Woodhill Valley Road (JF-1005).

Commercial/Industrial/Professional Architectural Styles

The application of ornament and interpretation of architectural styles in buildings designed for commercial, industrial and professional use does not differ greatly from the application of a particular style within a single-family dwelling. Most of the extant commercial examples from the downtown study area date from the second half of the nineteenth century and later, with a number of resources combining elements of the Italianate and Victorian (including the Richardsonian Romanesque) styles. While domestic examples might utilize a particular style throughout the form and footprint of the building, commercial and industrial structures tend to concentrate stylistic details on the façade, and in way that emphasized the frame and shape of the building. This might include a bracketed cornice, an embellished frieze or bandwork, a decorative parapet wall and window hoods.

Italianate

As discussed earlier in this chapter, the Italianate style began to show up in Kentucky around the 1840s. By the 1860s and 1870s, the Italianate style was firmly entrenched in America, and would continue to influence architecture in Kentucky until the turn of the century. Characteristics of the style in the study area include an emphasis on verticality: tall and narrow windows, use of brackets at cornice lines and hood molds, corbelling at the top of the building, low pitched or flat roofs with box gutters, and double entry doors. The Italianate style was the most common architectural style in Area 2 of the study area.

Examples

120-122 North Clay Street, Butchertown NRHP District (JFCB-5)

This three-story, six-bay wide commercial/residential structure (JFCB-5) is a good example of the Italianate style in commercial architecture (Figure 5.30). On the north side of the building is a two-story, brick side-passage dwelling (124 North Clay Street, JFCB-4), which helps demonstrate the context of this small-scale commercial resource. The three-bay portion at the corner of North Clay and East Washington was presumably built first, around 1878, as the Muller Grocery. Five years later, the northern part of the structure was built as the McKinley Butcher Shop. The structure now houses the Downtown Animal Hospital. The storefront on the façade of the ground floor has large fixed light display windows and four sets of glass and panel double doors (topped with decorative metal grates in place of transoms) separated by pilasters. Arched terracotta window hoods with keys and label stops adorn the windows on the second and third floors. Windows are a mixture of original and replacement six-over-six double hung sash windows with stone sills. The cornice, which was apparently bereft of ornamentation in the 1982 survey, now features scrolled modillions. Six interior brick chimneys pierce the asphalt shingle clad hipped roof.



Figure 5. 30 *Façade of 120-122 North Clay Street (JFCB-5).*

845-847 Muhammad Ali Boulevard, Phoenix Hill NRHP District (JFCH-469)

The brick, three-story Victorian structure with Italianate details at 845-847 Muhammad Ali Boulevard (JFCH-469) combines its commercial and residential space in a unique way, with the commercial portion of the structure stepped out and oriented to both Muhammad Ali and Shelby Streets, taking advantage of the corner location (Figure 5.31). The two-bay, three-story residential portion is recessed, and faces Muhammad Ali Boulevard. Additional residential space extends in a two-story brick ell along Shelby Street.

Both portions of the structure have paired and single windows with simple stone lintels and sills, and share a denticulated cornice. The storefront has been altered; it is likely there would have been entry doors on the corner as well as display windows. On the Campbell Street elevation, the remnants of a painted sign that reads “G. Baer” and “Dry Goods” linger (Figure 5.32).



Figure 5. 31 *Façade of 845-847 Muhammad Ali Boulevard (JFCH-469).*

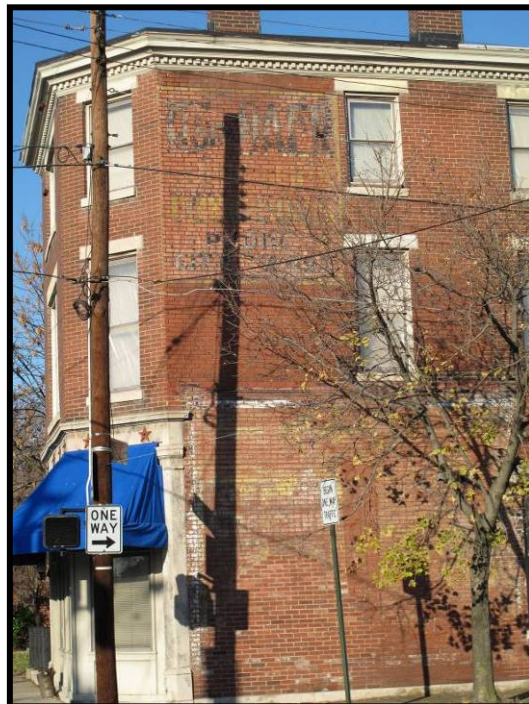


Figure 5. 32 *Campbell Street side of 845-847 Muhammad Ali Boulevard (JFCH-469).*

Richardsonian Romanesque

The main hallmarks of the Richardsonian Romanesque style, which takes its name from the architect Harry Hobson Richardson, are heavy round-topped arches, typically stone. The style was popular in America from 1880 to 1900.¹⁷ Richardsonian Romanesque buildings are typically masonry, often laid in rough-faced masonry. Walls are often enlivened by decorative patterns of contrasting stone and brick. Windows, which can be paired or single (or grouped in a ribbon-like fashion) typically feature single panes of glass (for example, one-over-one double-hung sash). There were not any domestic buildings in the study area that could be described as being pure examples of the Richardsonian Romanesque style, though many of the late-nineteenth century dwellings in Area 2 of the study area incorporate large, heavy stone arches over openings. In addition to the Louisville Medical College Building (JFCD-159, below), the historic American Machine Company (JFCH-3 and JFCH-1217) discussed in Chapter IV, is an example of the Richardsonian Romanesque style used in an industrial structure in the study area.

Example

Louisville Medical College Building, 101 West Chestnut Street, NRHP listed Local Landmark (JFCD-159)

Designed by the Louisville firm of Clark and Loomis, the Richardsonian Romanesque four-and-one-half story rock-faced limestone structure (JFCD-159) is a visually arresting example of the style. A six-story square clock tower rises on the southwest corner, and the elevations features carved stone sculptures. A varied roofline and Syrian arches on the south and east elevations add movement to the solid structure (Figure 5.33).¹⁸ It was built between 1891 and 1893.

¹⁷ McAlester, 301.

¹⁸ Margaret A. Thomas, "Louisville Medical College Building" *Nomination to the National Register of Historic Places*. Copy on file at the Kentucky Heritage Council. Listed 1975.



Figure 5. 33 *Louisville Medical College, facing southwest (JFCD-159).*

Art Deco

During the twentieth century, new construction techniques and new building materials expanded the amount of ornamental expression that could be found in commercial structures. Between the World Wars, the Art Deco style became popular in commercial centers across America. Although the Art Deco style avoids any historical reference, it is expressed in commercial buildings in the same fashion as the earlier Italianate-influenced buildings – through the wall surface, massing, fenestration division and decorative elements at the cornice and ground-level storefront.

Example

834 East Broadway (JFCH-1315)

While the Italianate style proved quite popular for commercial architecture of the nineteenth century, the former American Radiator and Standard Building (JFCH-1315) at 834 East Broadway revels in the Moderne influence of the 1920s (Figure 5.34). The structure demonstrates Art Deco-influenced elements such as the emphasis on verticality, geometric designs and stylized ornamentation. Constructed around 1927, the five-story brick structure, located at the corner of East Broadway and South Campbell Street was most recently home to the Louisville Antique Mall.

Five-bays wide, the undulating, stepped façade is divided into three sections, the central portion set off by stone-capped brick pilasters and paired windows. A stone belt course runs the length of the façade between the ground level storefront and the second floor; additional stone accents are located at the corners of the second story level and at the top and corners of the parapet wall.



Figure 5. 34 *Façade of 834 East Broadway (JFCH-1315).*

Religious Architectural Styles

The role of churches as a key property type within the context of religion in the study area cannot be overstated. Not only do these structures serve as prominent landmarks, but over the years, have functioned as integral community builders, bridging the gap between immigrants and a new country, and often, holding together neighborhoods as physical and economic changes reshaped the city. Just as these houses of worship catered to particular denominations or ethnic groups over a span of generations, their stylistic influences also varied greatly, from Greek Revival, to Gothic Revival to Art Deco. All of the churches in the study area date from after 1840, and the majority are of masonry construction, with two exceptions. A circa 1877 frame church now serving as Grace Immanuel United Church of Christ (JFCB-442), located at 1612 Story Avenue in Butchertown, and Green Castle Baptist Church (JF-838), from about the same time period, a historically African American church located in Prospect.

Greek Revival

As discussed in the domestic architecture section of this chapter (see page 417), the Greek Revival style typically follows the Federal style, though many vernacular builders combined details of both in their dwellings. The Greek Revival style is commonly thought to span the years from 1820 to 1860. The main elements of the Greek Revival style in Kentucky include heavy and bold moldings and motifs; use of the Greek orders (often in porticos or porches with large columns), windows accented with entablature lintels and larger panes of glass than Federal style windows. The “temple front” or “vault” form sometimes associated with commercial or ecclesiastical architecture, is one expression of the Greek Revival style in the early to mid-nineteenth century. The temple front typically has an unadorned, rather plain façade.

Example

Shelby Street Methodist Episcopal Church, 216 South Shelby Street, Phoenix Hill NRHP District (JFCH-54)

Though altered from its original configuration, the somewhat severe, front gable face of the Shelby Street Methodist Episcopal Church (JFCH-54, Figure 5.35), located at 216 South Shelby Street in Phoenix Hill, captures a transitional period in architecture. Though the roots of this brick church are Greek Revival, with its classical pilasters framing the façade, stylistic elements such as arched windows and hood molds speak to the emerging Italianate style.

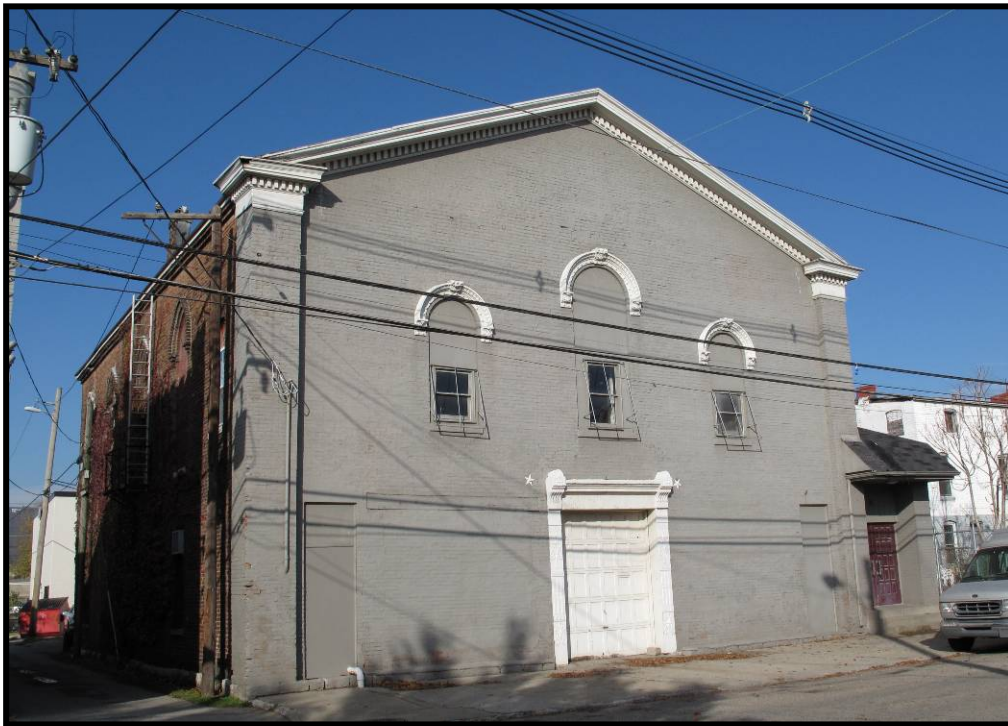


Figure 5. 35 *Façade of Shelby Street Methodist Episcopal Church (JFCH-54).*

Gothic Revival

The Gothic Revival style, along with the Italianate style, first appeared in the United States in the 1830s and the 1840s. These two architectural styles fit within a general growth within European and American fine arts termed “Romanticism,” which drew from different wells than the ones that had watered the decorative arts of the early Republic era. Nationally, the style was popular from 1840 to 1880; in rural states like Kentucky, the Gothic Revival style persisted until after 1900. Previously discussed in the domestic architecture section of this chapter (see page 417), the characteristics of the style include a steeply pitched roof, arched windows, bargeboards, a one-story porch with brackets or delicate scrollwork or tracery, and most commonly, centered, paired or triple cross gables. Gothic architecture is a very popular style for churches; Richard Upjohn, considered to be the father of Gothic Architecture in the United States, designed Trinity Church in New York City.

Examples

St. Joseph’s Roman Catholic Church, 1406 East Washington Street, Butchertown NRHP District (JFCB-704)

The tallest church spires in Louisville grace St. Joseph’s Roman Catholic Church (JFCB-704), located at 1406 East Washington Street in Butchertown (Figures 5.36 and 5.37). This brick church, accented with stone and terracotta, and constructed without interior pillars, was designed

by Adolph Druiding. Completed in 1885, this Gothic Revival church did not receive its landmark spires until 1905-1906.

The church is accessed by three large doors with gothic arches and stained glass in the arches. Each is topped with brick courses and a cross. Above the center door is a very large stained glass window in a gothic arch. These central bays are flanked by the two steeples. They have applied brick pilasters with stone caps, pointed-arched glass and wood louvered windows, decorative brick work, and slate shingles on the octagonal roof. There are various decorations in brick and stone up the height of the steeples. The side elevations of the church also have pointed-arched stained glass windows. Each is separated by applied brick pilasters with stone caps and carved crosses. The roof is covered with gray slate shingles with red shingles forming crosses across the gabled roof. The windows have stone sills and keystones in the same stone.



Figure 5. 36 *St. Joseph's Church, looking southeast (JFCB-704).*

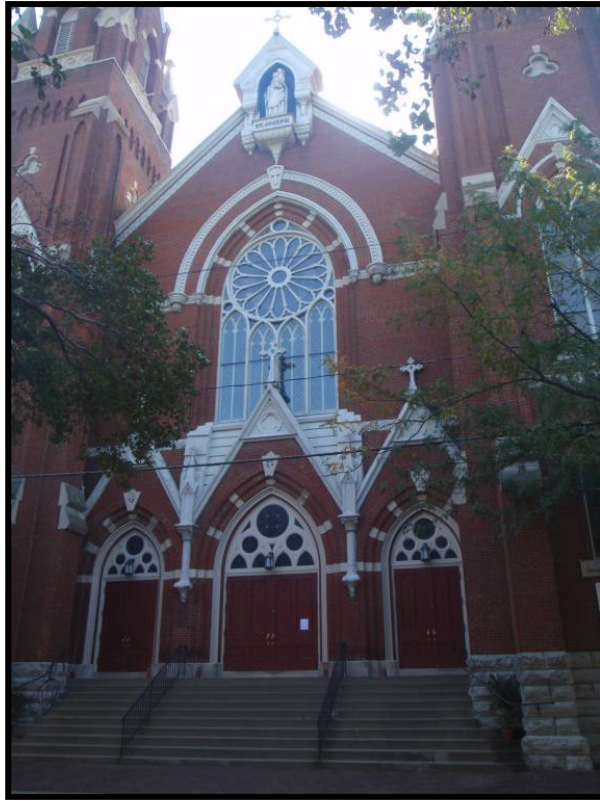


Figure 5. 37 *Detail of façade (JFCB-704).*

Grace Immanuel Church of Christ, 1612 Story Avenue, Butchertown NRHP District (JFCB-442)

The elaborate expression of national styles found in some of the larger churches in the downtown study area is balanced by the simple form of Grace Immanuel Church of Christ (JFCB-442), located at 1612 Story Avenue. This type of church is categorized as a “steepled ell” form that incorporates elements of a vernacular Gothic Revival (Figure 5.38). Both the 1892 and 1905 Sanborn maps show the structure as the Third English Lutheran Church, with the address of 1510 Story Avenue. The congregation, organized in 1886, utilized the Story Avenue church until 1931, when they moved to 1564 Frankfort Avenue.

A splinter group of the congregation broke off in 1929 and began worshipping on Brownsboro Road. In 1931, this group became the Grace Immanuel Church of Christ and moved back into the Story Avenue sanctuary in 1933. The simple, front gable frame church with side bell tower has been modified with modern materials over the years, but the footprint, massing and design intent remain clear. The front gable church, with an offset bell tower and steeple, is three bays wide. A small shed roof addition on the façade has always existed in some form historically. Double panel entry doors provide access to the sanctuary, which is lit by three Gothic arched windows. A lower level fellowship hall was added to the church in the 1950s.



Figure 5. 38 *Grace Immanuel United Church of looking southwest (JFCB-442).*

Revival Styles

As discussed previously in this chapter, Colonial Revival, Tudor Revival and Dutch Colonial style houses were all identified in the study area; like many dwellings, the examples of the style are not high-style, and may only incorporate one particular stylistic detail, such as a gambrel roof, or a doorway with a broken pediment. Easily recognizable within the domestic architecture sphere, the Revival Styles that became popular in America near the end of the nineteenth century and persisted through the 1950s were also interpreted in religious buildings. Details such as symmetrical facades, fanlights, pediments and keystones, all found on houses of the Colonial Revival style, can also be identified in churches built in the style.

Example

St. Francis in the Fields, 6710 Wolf Pen Branch Road, Determined Eligible for NRHP Listing (JF-676)

St. Francis in the Fields (JF-676), located at 6710 Wolf Pen Branch Road, was organized in 1945 and the church purchased eight acres of the current site the next year (Figure 5.39). The Olmsted Brothers Landscape Architects firm designed the landscape plan for the site, and collaborated with a local firm, Nevin and Morgan, on the design of the Colonial Revival church. The original church consisted of a front gable structure with a centrally placed bell tower and steeple. The entryway, placed in the tower, has double panel doors topped by a fanlight with keystone. Additions to the church, in 1957 and 1958, greatly enlarged the original structure. Features of the designed landscape include the curvilinear roadways and the depressed “bowl” sown with grass and rimmed with mature trees – the bowl is the main element of the landscape design.

A two-story, four-bay wide frame Colonial Revival rectory (JF-1941), constructed in 1953, faces north and is located on the west edge of the property, near Wolf Pen Branch Road (Figure 5.40).



Figure 5. 39 *Façade of St. Francis in the Fields (JF-676).*



Figure 5. 40 *Façade of the rectory (JF-1941).*

Chapter VI. Results of the Assessment of Archaeological Potential

In this chapter, the results of the archaeology overview are presented by setting/land use type. The potential of a property to preserve or contain archaeological resources is largely dependent on its setting, use, and developmental history. A review of archaeological sites documented within and adjacent to the study area, demonstrates that archaeological resources have been preserved within a variety of settings/land uses. In the next section the setting/land use types defined for the study area are presented. The distribution and the types of archaeological resources within the study area, supplemented with a few from just outside the study area is then used to assess the archaeological potential of each setting/land use type.

Setting/Land Use Types

Within the Metro Louisville region and the study area, prehistoric and historic archaeological sites are associated with a variety of settings and land use types. The most ubiquitous setting/land use that archaeological sites are associated with is cultivated fields and pastures. In general, settings or land uses where development is limited or nonexistent is optimal for preserving archaeological deposits, while those settings and land uses, such as suburban lots, roads and street, and commercial/industrial lots where some or extensive development has taken place are less likely to preserve archaeological sites. But some archaeological sites have been found in association with all of the setting/land use types described in this section. The setting/land use types described here are those that are present within or near the study area.

Farm Fields/Historic Farms

Farm fields/historic farms contain cultivated fields, pastures, large yard spaces, and gardens that beyond plowing have experienced little to no alteration of the landscape. The large parcels of undeveloped land associated with these farms are certainly the best setting for preserving archaeological deposits, particularly those from the prehistoric period. Both prehistoric and historic sites are associated with farm fields, and they contain most of the archaeological sites recorded in Metro Louisville.

Prehistoric residential sites, such as camps and villages, and cemeteries and mounds, are often found in farm settings.¹ These sites often contain rich midden deposits, trash/storage pits, hearths, and burials.

¹ Michael B. Collins *Excavations at Four Archaic Sites in the Lower Ohio Valley, Jefferson County, Kentucky*. Occasional Papers in Anthropology No. 1. Lexington: Department of Anthropology, University of Kentucky, 1979.; Joseph E., Granger Edgar E. Hardesty, and Anne Tobbe Bader. *Phase III Data Recovery Archaeology at Habich Site (15Jf550) And Associated Manifestations at Guthrie Beach, Jefferson County, Kentucky, Volume I: The Excavations*. Louisville, Kentucky: Archaeology Resources Consultant Services, Inc, 1992. ; Stephen T. Mocas, "Pinched and Punctated Pottery of the Falls of the

Historic period agricultural complexes (plantations and farmsteads) and residential sites (urban and rural houselots) often contained historic homes and outbuildings that have rich nineteenth and early twentieth century deposits.² Middens, privies, cisterns, wells, house foundations, historic cemeteries, and the remains of former outbuildings, such as kitchens, spring houses, ice houses, smoke houses, slave houses, and tenant houses, have been documented at historic sites in rural settings.

Parks

As with farm fields, parks tend to be a setting/land use that preserves archaeological deposits. Large suburban parks and forest preserves often contain prehistoric archaeological deposits, because they tend to be larger parcels of land that have not experienced intensive park related development, such as playgrounds, athletic fields, shelters, restrooms, and parking areas.³ Urban parks tend to be smaller and to have undergone more intensive and extensive park related development. Furthermore, urban parks are often comprised of reclaimed land that had been used for residential, commercial, or industrial purposes.⁴ Nonetheless both prehistoric and historic archaeological sites have been documented in urban parks.⁵

Ohio River Region: A Reappraisal of the Zorn Punctate Ceramic Type.” In *New Deal Era Archaeology and Current Research in Kentucky*, eds. David Pollack and Mary Lucas Powell (Frankfort:Kentucky Heritage Council, 1988), 115-143.

² Kim A. McBride and W. Stephen McBride. “Historic Period,” in *The Archaeology of Kentucky: An Update, Volume Two*, ed. David Pollack (Frankfort: Kentucky Heritage Council, 2009), 903-1132; Nancy O'Malley. *Middle Class Farmers on the Urban Periphery*. Archaeological Report No. 162. Lexington: Program for Cultural Resource Assessment, University of Kentucky, 1987; M. Jay Stottman and Matthew E. Prybylski. *Archaeological Research of the Riverside Wash House*. Research Report No. 7. (Lexington: Kentucky Archaeological Survey, 2005); M. Jay Stottman and Jeffrey L. Watts-Roy. *Archaeological Research of the Riverside Detached Kitchen, Riverside, The Farnsley-Moremen Landing, Jefferson County, Kentucky*. Research Report No. 4 (Lexington: Kentucky Archaeological Survey, 2000); Amy L. Young. *Historical and Archaeological Investigations of Slaves and Slavery at Oxmoor Plantation*. Ms. on file, Department of Sociology and Anthropology, University of Southern Mississippi, 1997.

³ M. Jay Stottman. *An Archaeological Survey of a Trail at Joe Creason Park(15Jf734) Louisville, Jefferson County, Kentucky*. KAS Report No. 152 (Lexington: Kentucky Archaeological Survey, 2008)

⁴ Henry S. McKelway. *Historic and Prehistoric Archaeology at Falls Harbor, Jefferson County, Kentucky*. Contract Publication Series 95-63 (Lexington, Kentucky: Cultural Resource Analysts, Inc., 1995); M. Jay Stottman and Matthew E. Prybylski. *Archaeological Survey of the Portland Wharf (15Jf418)*. Report No. 68 (Lexington: Kentucky Archaeological Survey, 2004)

⁵ Mark E. Esarey. *Phase I Cultural Resource Survey of Twelve City Blocks in the 50-acre Municipal Harbor/Thurston Park Section of the Proposed Waterfront Redevelopment Project, Louisville, Jefferson County, Kentucky* (Lexington: University of Kentucky, 1992) Archaeological Report No. 275; McKelway, 1995; M. Jay Stottman and Joseph E. Granger. *Towards a Research Management Design: Cultural Resources Studies in the Falls Region of Kentucky. Volume V-Historical Archaeology in Louisville and Vicinity: A Sampling*. (Louisville: University of Louisville, 1992)

Woodlands

Undeveloped woodland settings are much like farm fields, in that they tend to be large parcels of land that have experienced little to no development. They thus have a high potential for containing prehistoric and historic archaeological sites, similar to those associated with farm fields. These settings are typically found on the ridges and banks along streams and in the hills and knobs in the Metro Louisville area. Prehistoric and historic archaeological sites have been documented in woodland settings.⁶

Cemeteries

Prehistoric cemeteries associated with camps and villages are usually associated with farm fields or pasture. Historic cemeteries, on the other hand, as open spaces in and of themselves also contribute to the preservation of archaeological resources. Depending on a historic cemetery's age it may preserve prehistoric as well as historic archaeological deposits. The earlier the cemetery was established the more likely it is to preserve prehistoric deposits, as these cemeteries did not experience the extensive landscaping of later cemeteries. Cemeteries with a long history of use may preserve the remains of associated structures, such as churches or meeting houses.⁷

Urban Lots

Urban lots primarily contain archaeological deposits associated with historic residences and businesses, but they also can contain well-preserved prehistoric archaeological deposits. The continuity of an urban lot in a historic neighborhood preserves archaeological deposits associated with its function as a residence or business. Although they are generally small, the yard spaces within this setting often contain intact sheet middens, outbuilding features, privies, cisterns, wells, and cellars.⁸ Prehistoric

⁶ M. Jay Stottman. *An Archaeological Survey of the Churchman Tract in the Jefferson Memorial Forest, Jefferson County, Kentucky*. KAS Report No. 118, (Lexington: Kentucky Archaeological Survey, 2006)

⁷ Philip J. DiBlasi and Jim P. Urban. *An Archaeological Examination of the Western Cemetery, Louisville, Kentucky*. (Louisville: Program of Archaeology, University of Louisville, Kentucky. Submitted to City of Louisville, 1993).

⁸ W. Stephen McBride. *Archaeological Test Excavations at Ten Sites in the Russell Neighborhood, Louisville, Kentucky*. Archaeological Report No. 326. (Lexington: Program for Cultural Resource Assessment, University of Kentucky, 1993); M. Jay Stottman, "Towards a Greater Understanding of Privy Vault Architectue" in *Historical Archaeology in Kentucky*, eds. Kim A. McBride, W. Stephen McBride, and David Pollack, 316-335. (Frankfort: Kentucky Heritage Council, 1995); M. Jay Stottman and Joseph E. Granger. *The Archaeology of Louisville's Highland Park Neighborhood: Jefferson County Kentucky*. (Louisville, Kentucky: Archaeological Resources Consultant Services, 1993); M. Jay Stottman and Jeffrey L. Watts-Roy. *Archaeology in Louisville's Russell Neighborhood, Jefferson County Kentucky*. (Louisville, Kentucky: Archaeological Resources Consultant Services, 1995); M. Jay Stottman, et al. *Phase II/III Archaeological Resource Evaluation and Data Recovery on the 2704-2708 Grand Avenue Site in the Parkland Neighborhood of the City of Louisville, Jefferson, County, Kentucky* (Louisville, Kentucky: Archaeological Resources Consultant Services, 1991)

deposits associated with urban lots include middens, storage/trash pits, and burials, such as those recently documented at the Custer House in the Portland Neighborhood.⁹

Suburban Lots

Suburban lots are generally not a setting that preserves archaeological deposits. This setting tends to consist of larger parcels of land than the urban houselots, sometimes encompassing several acres, but most often ranging from ¼ acre to one acre in size. Although this setting can consist of large open spaces, the process of modern residential development is very destructive to archaeological deposits, as typically the land is stripped of topsoil before houses are built. Occasionally archaeological sites can be preserved on suburban lots when prehistoric mounds or historic residences are preserved as part of the development; deep features can survive the development process. These preserved sections of a development can become intact pockets of archaeological deposits associated with the remnants of a former agricultural complex (plantations or farmsteads - wells, cisterns, privies, and cellars), or cemeteries (family burial grounds and prehistoric mounds).¹⁰

Estates

Estate settings are similar to suburban lots, but they consist of much larger parcels of land. Because the estate lots are quite large they have not been intensively developed. They thus have the potential to preserve prehistoric deposits similar to those associated with farm fields and woodland. They also may contain well-preserved historic archaeological deposits. In the Louisville metro area, some estates were established as early as the late nineteenth century. They thus have the potential to contain intact archaeological deposits, such as trash middens, privies, wells, cisterns, outbuilding remains, and landscape features (walls, paths, and fences). Since some estates encompass the nucleus or a portion of an earlier agricultural complex (historic plantations or farmsteads), they often preserve a portion of the archaeological remains of these earlier farming operations.¹¹

⁹ Anne Bader, personal communication, November 5, 2009.

¹⁰ Raymond Cloutier. *Report on Sutherland Mound* (Louisville: University of Louisville Archaeological Survey, 1973); W. Stephen McBride and Margie M. Bellhorn. *Archaeological Investigations at Farmington, 15Jf574, Jefferson County Kentucky*. Archaeological Report No. 261. (Lexington: Program for Cultural Resource Assessment, University of Kentucky, 1992); Jason C. Slider. *Plaster, Nails, and Flat Glass: A Contextual Approach in Interpreting an Antebellum Structure at Farmington Plantation (15Jf574) in Jefferson County, Kentucky*. Unpublished Senior Honors Thesis, University of Louisville Department of Anthropology, 1998); M. Jay Stottman, *Salvage Archaeological Excavations at The Vulcan Rudy Slave House (15Jf685), Jefferson County, Kentucky*. Report No. 53. (Lexington: Kentucky Archaeological Survey, 2001); Ibid, *Archaeological Investigations at the Romara Place Site (15Jf709), Lyndon, Jefferson County, Kentucky*. Report No. 89, (Lexington: Kentucky Archaeological Survey, 2004)

¹¹ Katherine S. Horner and M. Jay Stottman. *An Archaeological Survey of the Arden Cottage Site (15Jf736) at the Proposed Glenview Woods Subdivision, Jefferson County, Kentucky* (Lexington: Kentucky Archaeological Survey Report 161, University of Kentucky, 2008)

Parking Lots

While the intense development that has taken place within the central business district and downtown area was thought to have destroyed most archaeological deposits, archaeologists have found that parking lots often preserve these deposits. Features, such as privies, wells, cisterns, cellars, and foundations associated with nineteenth and early twentieth century residences and commercial enterprises have been found beneath parking lots.¹² The lots effectively seal these deposits. Unfortunately, historic period development prior to the construction of a parking lot most often destroys prehistoric deposits.

Commercial/Industrial

Much like parking lots, large commercial or industrial settings can preserve archaeological deposits, because they often encompass large parcels of land, some of which they do not develop. The remains of historic period residential, commercial, and industrial sites can be preserved in such settings, particularly in historic neighborhoods. In some cases, prehistoric archaeological deposits have been preserved within commercial or industrial settings/land uses.¹³

Roads and Streets

Prehistoric and historic archaeological deposits can be preserved beneath or adjacent to roads and streets. Some roadways require a large amount of fill to be used during construction, and some roads are constructed with only limited grading. In both instances, archaeological deposits can be preserved beneath the road bed.¹⁴ Roads also have narrow associated strips of undeveloped land or easements that preserve archaeological deposits.¹⁵

¹² Anne Tobbe Bader. *Archaeological Data Recovery at the Muhammad Ali Center Parking Garage Construction Site Louisville, Jefferson County, Kentucky*. (Louisville, Kentucky: AMEC Earth and Environmental, Inc., 2003a); M. Jay. Stottman, *Phase I/II Testing at the Site of the New Louisville Convention Center, Jefferson County Kentucky*. (Lexington: Kentucky Archaeological Survey, 1995b.); Ibid, "Consumer Market Access in Louisville's 19th Century Commercial District," in *Ohio Valley Historical Archaeology Journal of the Symposium on Ohio Valley Urban and Historic Archaeology*, ed. Donald B. Ball, ed. 15:8-19, 2000.

¹³ Anne T. Bader and Michael W. French. "Data Recovery at Site 15Jf702, Shippingport Island, Jefferson County, Kentucky: Preliminary Findings." Cumberland Falls, Kentucky: Paper presented at the Twenty-First Annual Kentucky Heritage Council Archaeology Conference, 2004; Matthew E. Prybylski, *Cultural Resource Overview of the Proposed Crossings at Irish Hill Development, Louisville, Jefferson County, Kentucky* (Louisville, Kentucky: AMEC Earth & Environmental, 2007)

¹⁴ M. Jay Stottman and Matthew E. Prybylski. *Archaeological Survey of the Portland Wharf (15Jf418)*. Report No. 68. (Lexington: Kentucky Archaeological Survey, 2004)

¹⁵ Joseph E. Granger. *Phase I Archaeological Resource Analysis: Jefferson County, Kentucky, Widening of River Road Between Beargrass Creek and Zorn Avenue* (Louisville, Kentucky: Archaeology Resources Consultant Services, 1996)

Submerged

Some archaeological resources can be submerged in bodies of water. While underwater archaeological resources are more commonly associated with marine environments, resources such as architectural features and watercraft have been documented submerged in rivers and lakes.¹⁶

Overview of Archaeological Resources in the Study Area

In this section the archaeological sites that have been identified and investigated in or near the study area are presented and discussed. Of the 56 archaeological sites recorded within or near the study area (Table 6.2), slightly more than thirty percent (n=18) are prehistoric sites located in the East End area. Only five prehistoric sites were recorded in Areas 1 and 2 combined of the Downtown study area. Of the remaining sites, 23 date to the historic period, with 17 located in Areas 1 and 2, and seven in the East End. The remaining 10 sites, all but one of which are located in the East End, contain prehistoric and historic components.

Farm Fields/Historic Farms

The archaeological sites identified within and near the study area were documented in a variety of setting/land use types. Most were found within a farm field/historic farm setting in the East End (n=27): 16 prehistoric, three historic, and eight multicomponent. The prehistoric sites documented within this setting/land use range from small camps to a mound. Most of camps, such as sites 15Jf677, 15Jf678, and 15Jf680, represent residential sites that were not used for extended periods of time.

Others, such as the Habich site (15Jf550) and Site 15Jf720, represent more intensively occupied base camps. The Habich site contained a large number of Late

¹⁶ M. Jay Stottman and Steven R. Ahler. *Archaeological Interpretation of Results of Side-Scanning Sonar Survey of Sections 2 and 5 of the Ohio Bridges Project in Jefferson County, Kentucky (State Item Number 5-118.00)*. Program for Archaeological Research Technical Report No. 573(Lexington: University of Kentucky, 2007)



Figure 6.1 *Sutherland Mound (15Jf287) is now preserved on a suburban lot.*

Archaic features, such as storage pits, hearths, and burials.¹⁷ Site 15Jf720 is a Late Archaic and Early/Middle Woodland base camp with stratified deposits.¹⁸ One of the most significant prehistoric sites documented in a farm field setting is the Sutherland Mound (15Jf287) located near the town of Prospect in the East End area (Figure 6.1). Although only limited archaeological investigations of this site have been conducted, it is believed to be a Woodland period cemetery.¹⁹ This site is significant because it one of the last remaining intact prehistoric burial mounds in Jefferson County. It was preserved within a residential development and presently exists in a suburban lot setting.

The most noteworthy historic archaeological sites identified within the farm field or historic farm setting were Sites 15Jf738 and 15Jf739, which were associated with the VonAllman Dairy; the main house in this complex is a structure listed on the National Register of Historic Places (JF682).²⁰ Archaeological investigations at these sites

¹⁷ Granger 1992.

¹⁸ Andrew V. Martin and Robert C. Donahue. *A Phase II National Register Evaluation of Site 15Jf720 for the Proposed East End Bridge of the Louisville-Southern Indiana Ohio River Bridges Project (LSIORBP) Jefferson County, Kentucky* (Item Number 5-118.00). (Lexington, Kentucky: Cultural Resource Analysts, Inc., For Kentucky Transportation Cabinet, 2008)

¹⁹ Cloutier, 1973; John. Hale, Kentucky Site Survey Form for 15Jf287. On file at the Kentucky Office of State Archaeology, 1986.

²⁰ Jonathan Kerr et al., *A Cultural Resource Survey of the Proposed Norton Healthcare Outpatient Pediatric Center in Jefferson County, Kentucky*. Contract Publication Series 08-154.(Lexington, Kentucky: Cultural Resource Analysts, Inc., 2008)

documented twentieth century historic artifact scatters and foundations associated with outbuildings.

Woodland

While woodlands have been surveyed in the study area, particularly along the Goose Creek drainage in the East End area, no sites have been documented.²¹ However, a considerable number of woodland settings are still present in the study area and can contain archaeological resources. A limestone foundation in the Butchertown neighborhood was investigated adjacent to Interstate 64 near Area 2. Located in an isolated woodland along Beargrass Creek, it was determined to be associated with a late nineteenth century industrial building (Figure 6.2).²²

²¹ Anne Tobbe Bader, and Edgar E. Hardesty. *A Phase I Archaeological Reconnaissance of Three Segments of the North County Sewer System in Jefferson County, Kentucky* (Louisville, Kentucky: Archaeology Resources Consultant Services, 1991); Anne Tobbe Bader and Martin C. Evans. *Phase I Archaeological Investigations on the Little Goose Creek, Upper Little Goose Creek, Old Brownsboro Road and the Falls Creek/Glenview Segments of the North County Wastewater Facilities in Jefferson County, Kentucky* (Louisville, Kentucky: Archaeology Resources Consultant Services, 1992); Thomas J. Nohalty. *Phase I Archaeological Reconnaissance of a Portion of the Winding Falls Sewer Project in Jefferson County, Kentucky* (Louisville, Kentucky: Archaeology Resources Consultant Services, 1995)

²² Kurt H. Fiegel, *A Historical Analysis for the Expansion of the Butchertown Historic District, Jefferson County, Kentucky* (Frankfort, Kentucky: HMB, 2002)



Figure 6.2 A stone foundation documented adjacent to I-64 and Beargrass Creek behind Hadley Pottery in Butchertown.

Cemeteries

While several prehistoric cemeteries have been documented in the study area, all were previously undocumented and found in other setting/land use types. However, one historic cemetery has been documented in a cemetery setting/land use type in the study area. Although it is considered a component of the Allison-Barrickman historic house (15Jf683) within the historic estate setting/land use type, it is typical of historic family cemeteries that are known to exist in and near the study area.²³ These cemeteries can exist solely within the cemetery setting/use type when historic plantations and farms are subdivided as many have been in the study area.

Urban Lots

Although the urban lot setting/use type is the most common in the Phoenix Hill and Butchertown neighborhoods of Area 2, these neighborhoods have not been surveyed archaeologically and thus, no sites have been documented at urban lots in or near the

²³ Wayna Roach, *Allison-Barrickman Cemetery Baseline Report, Louisville Southern Indiana Ohio River Bridges Project* (Frankfort: Kentucky Transportation Cabinet, 2006)

study area. However, significant archaeological deposits have been documented at urban lots in similar neighborhoods, such as the Russell, Highland Park, and Parkland neighborhoods.²⁴ It is expected that archaeological deposits will be present at urban lots in the study area when they are surveyed.

Suburban Lots

Archaeological sites documented in a suburban lot setting (n=2), include deposits associated with a log cabin (15Jf711), and a historic residential site near the Shadow Wood subdivision (15Jf719).²⁵ The latter is an early to mid-twentieth century African American farmstead. Although it was not discovered in this setting/land use type, the Sutherland Mound prehistoric site (15Jf287) is presently preserved on a suburban lot (see farm field setting/land use type).

Estates

In the study area, two archaeological sites were identified in an historic estate setting; the historic Rosewell/Barber House (15Jf679; JF452) and Allison-Barrickman House (15Jf683; JF563), both National Register of Historic Places-listed properties within the East End area. At the Rosewell/Barber house prehistoric and historic period deposits have been documented within the grounds of the estate.²⁶ Of note was the presence of two historic features within the cellar of the house that were likely associated with a cool storage area for the circa 1850s house.²⁷

Archaeological deposits associated with the Allison-Barrickman House site (15Jf683) date to the historic period and were associated with the historic use of the property as an agricultural complex (plantation, farm, and subsequent historic estate). A midden, the remains of a stone icehouse, a possible slave cabin, and a cemetery (see cemetery setting/use type) were identified.²⁸

Located near the East End area the Arden Cottage site (15Jf736) is a former slave house associated with the early nineteenth century John T. Bate Plantation (JF534) in the Glenview area.²⁹ This site represents the process by which historic plantations were converted into the country estates of the late nineteenth and early twentieth centuries.

²⁴ McBride, 1993; Stottman et al, 1991; Stottman and Granger, 1993; Stottman and Watts-Roy, 1995.

²⁵ Anne Bader, personal communication, November 5, 2009; Richard Herndon and Paul Bundy. *Phase I Surface and Surface Survey for the Proposed East End Bridge of the Ohio River Bridges Project (LSIORBP) in Jefferson County, Kentucky*. Contract Publication Series 06-028 (Lexington, Kentucky: Cultural Resource Analysts, 2006)

²⁶ Matthew D. Reynolds, Steven D. Creasman, and R. Berle Clay. *An Archaeological Reconnaissance of the Proposed Ohio River Bridges Project, Jefferson County, Kentucky*. Contract Publication Series 00-10. (Lexington, Kentucky: Cultural Resource Analysts, Inc., 2001)

²⁷ Susan C. Andrews, *Exploring the Rosewell/Barber House Basement 15Jf679 Jefferson County, Kentucky Phase II Investigations of Two Cultural Features* (Louisville, Kentucky: Prepared by AMEC Earth and Environmental, Inc., Prepared for Kentucky Transportation Cabinet, Frankfort 2008).

²⁸ Reynolds et al. 2001; Roach 2006

²⁹ Horner and Stottman, 2008.

Artifacts from the early to mid nineteenth century were recovered from the site, as was a light prehistoric lithic scatter in an adjacent pasture.

Table 6.2. *Archaeological Sites identified in or near the Study Area.*

Site	Type	Location	Setting	Current Land Use
15Jf51	Prehistoric-open habitation	Near East End	Park	Golf course
15Jf90	Prehistoric-open habitation	Near East End	Farm field	Hotel
15Jf92	Prehistoric-open habitation	Near East End	Farm field	Marina/residential
15Jf94	Prehistoric-undetermined	Near Area 1	Comm./industrial	Commercial
15Jf95	Prehistoric-mound complex	Near Area 1	Comm./industrial	Commercial
15Jf107	Prehistoric-mound	Near Area 1	Comm./industrial	Hotel
15Jf250	Prehistoric-open habitation	Near East End	Farm field	Suburban residential
15Jf271	Prehistoric/Historic	East End	Farm field	Road
15Jf279	Prehistoric-open habitation	Near East End	Farm field	Suburban residential
15Jf280	Prehistoric/Historic	Near East End	Farm field	Suburban residential
15Jf284	Prehistoric-open habitation	East End	Farm field	Commercial
15Jf287	Prehistoric-mound	East End	Farm field	Suburban residential
15Jf417	Prehistoric-open habitation	East End	Farm field	Suburban residential
15Jf548	Prehistoric-open habitation	East End	Farm field	Marina/residential
15Jf549	Prehistoric-open habitation	East End	Farm field	Marina/residential
15Jf550	Prehistoric-open habitation	East End	Farm field	Marina/residential
15Jf554	Prehistoric-open habitation	East End	Farm field	Marina/residential
15Jf555	Prehistoric-open habitation	East End	Farm field	Marina/residential
15Jf556	Historic industrial-brewery	Near Area 2	Comm./industrial	Road
15Jf591	Historic farm/residence	East End	Farm field	Suburban residential
15Jf592-15Jf598	Historic urban neighborhood and Historic farm/residence	Near Area 2	Park	Under development and park
15Jf599	Historic industrial-pottery	Near Area 2	Park	Under development
15Jf630	Prehistoric-open habitation	Near Area 2	Road easement	Road
15Jf643	Historic commercial-toll house	Near Area 2	Road easement	Road
15Jf644	Historic farm/residence	Near Area 2	Road easement	Road
15Jf645	Prehistoric/Historic	Near Area 2	Road easement	Road
15Jf658	Historic industrial-pottery	Near Area 2	Parking lot	Under development
15Jf668	Prehistoric-open habitation	Near Area 2	Road easement	Road easement
15Jf677	Prehistoric-open habitation	East End	Farm field	Woods
15Jf678	Prehistoric-open habitation	East End	Farm field	Farm field
15Jf679	Prehistoric/Historic	East End	Historic estate	Farm field/residence
15Jf680	Prehistoric-open habitation	East End	Farm field	Suburban residential
15Jf683	Historic farm/residence	East End	Historic estate/cem.	Suburban residential
15Jf697	Historic-commercial	Area 1	Comm./industrial	Civic Center/Museum
15Jf704	Prehistoric/Historic	East End	Farm field	Commercial
15Jf705	Prehistoric/Historic	East End	Farm field	Commercial
15Jf706	Prehistoric/Historic	East End	Farm field	Commercial
15Jf707	Prehistoric/Historic	Near East End	Farm field	Commercial
15Jf708	Prehistoric/Historic	East End	Farm field	Commercial
15Jf711	Historic farm/residence	East End	Suburban lot	Suburban residential
15Jf716	Historic residence	Area 2	Road	Road
15Jf717	Historic residence	Area 2	Road	Road
15Jf718	Historic residence	Area 2	Road	Road
15Jf719	Historic farm/residence	East End	Suburban lot	Suburban residential
15Jf720	Prehistoric-open habitation	East End	Farm field	Woods
15Jf722	Prehistoric/Historic	East End	Farm field	Farm field
15Jf723	Prehistoric-open habitation	East End	Farm field	Farm field
15Jf736	Historic farm/residence	Near East End	Historic Estate	Under development
15Jf738	Historic farm/residence	Near East End	Historic Farm	Commercial
15Jf739	Historic farm/residence	Near East End	Farm field	Suburban residential
12C1806	Historic industrial-mill	Near Area 1	Submerged	Submerged

Parks

Significant archaeological deposits have been identified and investigated within park settings associated with Area 2 and the East End. The most significant of these (15Jf592-15Jf599) were identified in Thruston park along the Ohio River just outside of Area 2 east of downtown and west of the Beargrass Creek cut off.³⁰ Sites 15Jf592-15Jf598 encompasses the remains of the historic Point Neighborhood, a nineteenth century urban neighborhood and historic farmstead. Extensive historic period deposits, including midden and features, such as privies, wells, cisterns, foundations, walkways, fence posts, and trash pits were documented at the site associated with former urban house lots and the extant Padget House. Extensive prehistoric archaeological deposits including intact Archaic and Woodland period midden and features, such as hearths, and burials also have been documented. Also within Thruston park was site 15Jf599, the remains of the Thomas Pottery, a nineteenth century yellow ware pottery, which included waster material from the production of pottery and features, such as firing kilns.³¹

Parking Lots

A historic pottery was documented under the parking lot for the DW Silks building at the corner of East Main and Jackson Streets near the west edge of Area 2. The Lewis Pottery site (15Jf658) contained the remains of an intact pottery kiln and waster deposits dating to the early to mid-nineteenth century.³² Although not located in the study area, the Louisville Convention Center site (15Jf646) demonstrates that archaeological deposits associated with former neighborhoods can be preserved within urban parking lots, such as those in the study area.³³

Commercial/Industrial

Three archaeological sites were identified in a commercial/industrial setting. All are located within or near Areas 1 and 2. Three, 15Jf94, 15Jf95, and 15Jf107, were prehistoric sites, most likely mounds that have been destroyed by commercial and industrial development. Historical accounts suggest that numerous other prehistoric mounds were destroyed during the nineteenth century.³⁴

³⁰ Mark E. Esarey, *Phase I Cultural Resource Survey of Twelve City Blocks in the 50-acre Municipal Harbor/Thruston Park Section of the Proposed Waterfront Redevelopment Project, Louisville, Jefferson County, Kentucky*. (Lexington: Archaeological Report No. 275. Program for Cultural Resource Assessment, University of Kentucky, 1992); McKelway 1995.

³¹ McKelway, 1995.

³² Diana Stradling and J. Garrison Stradling. "American Queensware-The Louisville Experience 1829-1837," in *Ceramics in America*, ed. Robert Hunter (Hanover: Chipstone Foundation, University Press of New England, 2001); J. Garrison, Stradling et al. "Amidst the Wads and Saggars: Test Excavations at the Lewis Pottery Site, Louisville Kentucky." Atlanta: Paper presented at the Annual Meetings of the Society for Historical Archaeology, 1998.

³³ Stottman 1995, 2000.

³⁴ Anne Tobbe Bader, "Late Prehistoric Occupation at the Falls of the Ohio River: Somewhat More than Speculation...Somewhat Less Than Conviction." *Currents of Change: Journal of the Falls of the Ohio Archaeological Society* 1(1): 3-42. 2003; Reube Durrett, *Centenary of Louisville: A Paper read before the Southern Historical Association, 1880*. Louisville: J. P. Morton, Reprinted in 2009, 1893; Paul Janensch,.

The most significant of the sites documented within the commercial/industrial setting is Site 15Jf697, the Robinson Pharmacy privy. It was one of several early to late nineteenth century intact privies identified below over 25 feet of fill found during the construction of the Muhammad Ali Center in Area 1 of the Downtown study area (Figure 6.3).³⁵ More intact deep features, such as privies, are still likely preserved under the Muhammad Ali Center.

Another site documented within a commercial/industrial setting near Area 2 of the study area is the Joseph Stein Brewery (15Jf556). Architectural remains of the brewery ice house was documented as part of a salvage effort in advance of the Baxter Avenue and Campbell Street Connector road project in the Phoenix Hill Neighborhood portion of Area 2.³⁶



Figure 6.3 Archaeologists document a privy associated with the Robinson Pharmacy at the Muhammad Ali Center Site (15Jf697) in Area 1.

Louisville Courier Journal. March 11, 1965; George Yater, *Two Hundred Years at the Falls of the Ohio: A History of Louisville and Jefferson County* (Louisville: Filson Club Historical Society, 1987)

³⁵ Bader, 2003a.

³⁶ Ron W. Deiss and Kurt H. Fiegel. *Archaeological and Archival Documentation of the Joseph Stein Brewery Site 15Jf556, Within the Baxter Avenue-Campbell Street Connector Louisville, Jefferson County, Kentucky* (Frankfort: Kentucky Transportation Cabinet, Division of Environmental Analysis, 1989)

Roads and Streets

Eight archaeological sites have been documented in a road or street setting within the study area. Three are historic period sites within Area 2, two are historic period sites near Area 2, two are prehistoric sites located near Area 2, and one is a prehistoric/historic site near Area 2. Sites 15Jf716-718 were identified during survey work for the bridges project within the easement of Interstate 65 in downtown. Intact historic period archaeological deposits associated with nineteenth century urban lots, such as street paving, foundations, cellars, and privies, were identified under the fill embankments for the interstate (Faberson 2008). Also, geotechnical core borings in the I-64, I-71, and I-65 interchange identified intact archaeological resources.³⁷

Site 15Jf643, a historic period toll house, was identified within the easement for River Road near its junction with Zorn Avenue in between Area 2 and the East End area. It was located during a survey associated with the widening of River Road. Architectural remains and artifacts associated with the nineteenth century structure shown on period maps as a toll house were documented and assessed.³⁸

Intact archaeological deposits were identified at the Jacob's House site (15Jf644) located within the River Road easement between Area 2 and the East End area. Stratified deposits dating to ca. 1840/1850 and the early 1900s were located at the site.³⁹

Although not located within the study area, two prehistoric sites and one historic site have been identified adjacent to River Road near Area 2. The Railway Museum site (15Jf630) and the Eva Bandman site (15Jf668) are significant prehistoric sites documented within a road/street setting. The Railway Museum site contained artifacts and features, such as storage pits and hearths, and burials associated with a Late Archaic base camp.⁴⁰ The Eva Bandman site was identified adjacent to River Road and Eva Bandman Park, and contained the remains of a small Mississippian village.⁴¹ In addition to ceramics, chipped stone tools, and faunal remains, several storage/trash pits and burials were found at this site.

³⁷ Richard L. Herndon, and Tanya Faberson. *Archaeological Monitoring of Geotechnical Borings for the Proposed Kennedy Bridge Interchange Area of the Ohio River Bridges Project in Jefferson County, Kentucky: Phases 1 through 5 (Item No. 5-118.)* (Lexington: Prepared by CRAI, for Kentucky Transportation Cabinet, 2006)

³⁸ Granger, 1996; Susan C. Andrews and Duane Simpson. *Phase II Archaeological Investigation of the Jacob's House Site (15Jf644) and Additional Phase I Investigations of the Tollhouse Site (15Jf643) along River Road, Jefferson County, Kentucky, (KYTC Item No. 5-91.01)* (Louisville, Kentucky: AMEC Earth & Environmental, Inc. 2004)

³⁹ Andrews and Simpson, 2004.

⁴⁰ C. Michael Anslinger et al. *Salvage Excavations at the Railway Museum Site (15Jf630), Jefferson County, Kentucky.* Contract Publication Series 94-15, (Lexington, Kentucky: Cultural Resource Analysts, 1994)

⁴¹ David Pollack, ed. *The Archaeology of Kentucky: An Update, Volume One and Two.* (Frankfort: Kentucky Heritage Council, 2008)

Submerged

Archaeological resources also have been documented within the study area in the Ohio River. During a sonar survey of bridge locations in the river, numerous anomalies were detected in both the Downtown and East End bridge locations.⁴² Most of the anomalies were not determined to be cultural in origin, except for the remains of a limestone wall associated with the Smith and Smyser Mill in Jeffersonville, Indiana.⁴³

⁴² Stottman and Ahler, 2007.

⁴³ Stottman et al. 2008.

Archaeological Potential

Based on the archaeological resources that have been documented in and around the study area and the settings/land uses in which they were identified, it is possible to assess the archaeological potential of properties, which have not been surveyed or examined archaeologically. Archaeological resources present in the study area have the potential to address a variety of research themes and topics and contribute to the significance of existing documented historic properties.⁴⁴

These themes can relate to research topics and questions that are of interest to archaeologists concerning health, sanitation, class, race, ethnicity, socio-economic status, gender, commerce, industry, transportation, and landscape.⁴⁵ Through the archaeological resources recovered from archaeological property types, archaeologists can examine consumerism and exchange, as archaeological data can provide insight into individual household's participation in consumerism.⁴⁶ They also can gain a better understanding of the architecture and lot structure of commercial sites and how these sites are associated with and relate to residential sites within neighborhoods (See Commerce architecture theme: stores, grocers, breweries, restaurants, and auto types). Artifacts recovered from these sites can also provide information about changes in commercial activities over time, such as the separation of home and work and the migration of such activities away from neighborhood contexts with changing transportation technology.⁴⁷

Through archaeological data, archaeologists can gain a better understanding of farm architecture and layout and the location of farms with regards to transportation, the structure of agriculture economies and the distribution of wealth on the rural landscape.⁴⁸ Archaeologists interested in historic industries can examine changes to industrial architecture, layout, variations in the types of industry, and their relationship to transportation networks over time (See Industry architecture theme).⁴⁹ Similar topics and questions can be addressed through the examination of other property types, such as institutional and military sites.⁵⁰

This section will examine the archaeological potential of each project area according to the setting/land use types.

⁴⁴ Pollack, 2008.

⁴⁵ McBride and McBride, 2009.

⁴⁶ Ibid, 1030-1032.

⁴⁷ Ibid, 1044.

⁴⁸ Ibid, 1040-1042.

⁴⁹ Ibid, 1034.

⁵⁰ Ibid, 1032-1033, 1044.

Areas 1 and 2

The setting/land use types present in Areas 1 and 2 contain several archaeological sites and have the potential to contain many more sites. Most of the sites that have been documented were identified in the park or road setting/land use type, with sites also being found within other settings, such as commercial/industrial and parking lots (Table 2). It is expected that as additional archaeological investigations are undertaken in this portion of the study area, more sites will be documented.

Although much of the parkland in Areas 1 and 2 has already been surveyed archaeologically and been determined to contain intact archaeological resources, there are several small parks and large park spaces further east along River Road towards Zorn Avenue also may contain archaeological resources. Small parks nestled within historic neighborhoods and commercial districts, including Ginny Reichard Park (Wenzel and Franklin Streets) and Story Avenue Park (Story Avenue and Interstate 64) located in the Butchertown Neighborhood could preserve archaeological deposits and features associated with historic houses, commercial lots or early historic period farmsteads that preceded the acquisition of the parks in 1949 and 1912, respectively, as well as elements of their design (see residential, agricultural, commercial, and institutional archaeological property types).

Fort Nelson Park located at the corner of Seventh Street and West Main Street within the West Main Street Historic District also could contain archaeological resources associated with various historic commercial and industrial activities that took place in the area during the nineteenth century. Furthermore, the large amount of fill that has been deposited historically in the area between Main Street and the River may have preserved features associated with early house lots and Fort Nelson.

Fort Nelson was constructed between current Sixth and Eighth Streets and between Main Street and the River in 1780 (Figure 6.4). It was the second fortification constructed in Kentucky at the Falls of the Ohio and represents the first permanent structure constructed on the site that would become Louisville. Although the park is small in size, remnants of Louisville's earliest history could be preserved at the park (see military archaeological property type).

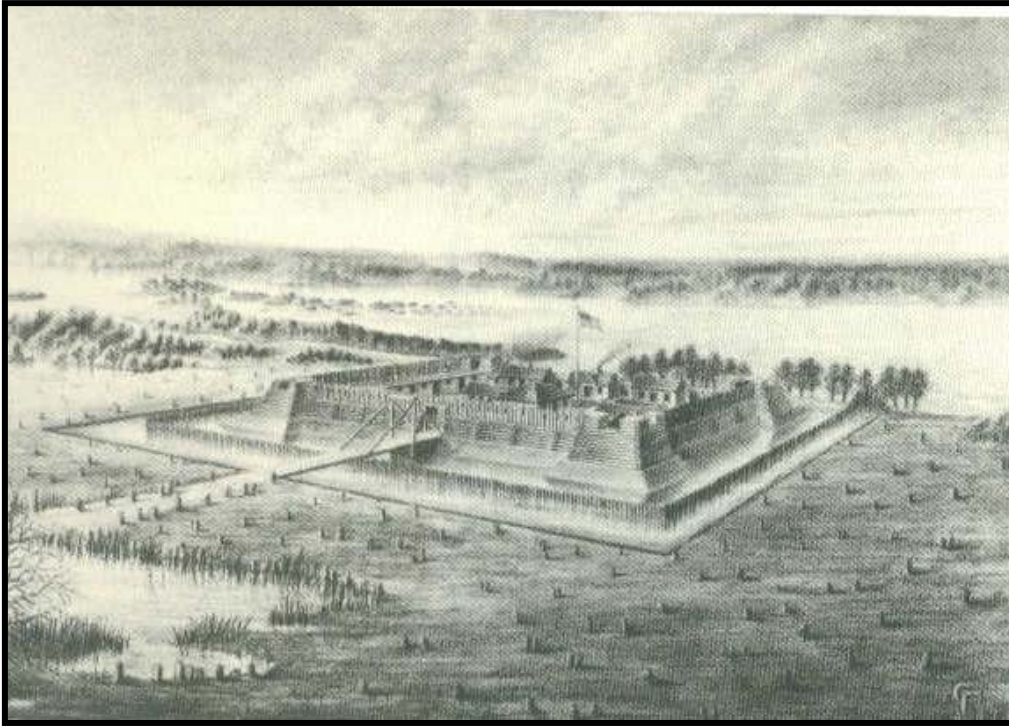


Figure 6.4 An 1884 Conceptual Drawing of Fort Nelson (From Thomas 1971).

A large park located along River Road east of Thruston Park, where much archaeological work has been done, could also contain archaeological resources. The former Louisville Country Club Golf Course consists of large passive spaces that could contain intact archaeological resources. Prior to becoming a park this property did not contain residential neighborhoods and thus may not contain the same density of historic period archaeological deposits as Thruston park, however, it does have high potential to contain other agricultural complex, commercial, and industrial sites as well as prehistoric residential sites and cemeteries. That remains of a historic period toll house (15Jf643) and a prehistoric camp (15Jf90) have been documented adjacent to this park, suggests that similar resources may be located within the park's boundaries.

Although few sites have been documented at parking lot and commercial/industrial setting/land use types within the study area, the identification of significant archaeological resources in these settings just outside of the study area demonstrate that such settings have a high potential to contain archaeological sites. There are several large parking lots or former commercial/industrial properties within or adjacent to Area 2 that may contain intact archaeological deposits.

Properties such as meat packing plants along Story Avenue, the parking lot at Louisville Slugger Field; auto salvage yards and warehouses along Adams Street in Butchertown; the Museum Plaza property on West Main Street; large parking lots near Baxter and Liberty Streets, just south of Liberty Green in the Phoenix Hill neighborhood; and the old Haymarket property just west of Phoenix Hill are examples of parking lots

and commercial/industrial setting/land use types that could contain archaeological resources. All of these properties were historic residential and commercial lots during the nineteenth and early twentieth centuries. Historic features and artifact middens associated with these lots could be preserved beneath the parking lots and in the large open areas common to commercial/industrial properties. This was the case with the significant archaeological resources documented at the Muhammad Ali Center site (15Jf697) located near Area 1 and Louisville Convention Center site (15Jf646) in a downtown parking lot outside of the study area (see residential, commercial, and industrial archaeological property types).

Another good example of archaeological deposits being preserved in an urban context is the Lewis Pottery site (15Jf658). The remains of this historic pottery were preserved under a parking lot (Figure 6.5). The parking lot located at Louisville Slugger Field adjacent to the Lewis Pottery has the potential to contain intact features associated with several potteries that are known to have existed on the property during the early to mid nineteenth century.



Figure 6.5 *The remains of the Lewis Pottery (15Jf658) adjacent to the Downtown study area were preserved under a parking lot.*

There are many large open areas within the Butchertown Neighborhood in Area 2 that have contained a variety of industrial uses throughout the nineteenth and twentieth centuries; these include meat packing plants, slaughter houses, stockyards, lumber yards, breweries, distilleries, and various manufacturing plants and warehousing (see industrial

architectural style and types). These areas have a high potential for preserving archaeological resources associated with a variety of industries. For instance, the large meat packing properties currently in Butchertown could very well contain intact archaeological deposits associated with historic meat packers that operated on these same properties during the nineteenth century.

The remains of historic industrial operations have been documented at industrial sites near the Downtown study area, such as the archaeological remains associated with distillery operations at the River Metals property located adjacent to Area 2 and the Butchertown neighborhood. Foundations for buildings and equipment associated with the distilling industry were documented (Figure 6.6).⁵¹

Architectural remains associated with breweries have been documented archaeologically at the Joseph Stein Brewery (15Jf556) in advance of the Baxter Avenue and Campbell Street Connector road project in the Phoenix Hill Neighborhood portion of Area 2.⁵² Also in the Phoenix Hill Neighborhood just east of the NRHP district are several buildings associated with the Phoenix Hill Brewery, including underground icehouses.



Figure 6.6 A stone foundation associated with a distillery at the Former River Metals industrial property along Beargrass Creek adjacent to Area 2.

⁵¹ Prybylski, 2007.

⁵² Deiss and Fiegel, 1989.

Area 1, including the West Main Street Historic District and the West Main/10th Street Manufacturing Historic District, has historically been a commercial and warehousing area associated with river transportation and later railways (see engineering theme, bridges and culvert architectural style and type and transportation theme, interurban, railroad, and roads and turnpike architectural types). Although it has little open space available and currently contains a concentration of historic buildings, archaeological deposits associated with this transportation related activities and perhaps earlier deposits could be present. For example, the Museum Center property (located in Area 1 in the West Main Street Historic District) has largely been a parking lot for much of the last fifty years and was once the location of a train station, warehouses, and the previously mentioned Fort Nelson from the late eighteenth to early twentieth centuries. Archaeological remains associated with these historic functions could be preserved beneath the over 25 feet of fill at the site, just as features associated with the Robinson Pharmacy (15Jf697) were at the Muhammad Ali Center adjacent to the east (See commercial, industrial, and transportation archaeological property types).

Perhaps the setting/land use type with the highest potential to produce intact archaeological deposits within Areas 1 and 2 is the urban lot. Although no archaeological sites have been documented at this setting/land use type within the project area, it is the most ubiquitous type found in the area. Much of the current land use in the project area consists of historic urban neighborhoods, which are comprised of thousands of lots dating from the early to late nineteenth century. While these lots were primarily residential, within neighborhoods there also were commercial buildings, such as drugstores, groceries, and other small local businesses (see domestic architectural styles and types, commercial architectural styles and types, and residential and commercial archaeological property types). They also were home to institutions, such as schools and churches, which were often associated with large lots within the neighborhood (see religious, schools, and firehouses architectural style and types, and institutional archaeological property types).

That no sites have been documented within urban lots in the study area reflects the paucity of archaeological surveys that have been conducted within existing urban historic neighborhoods in Areas 1 and 2. Both the Butchertown and Phoenix Hill neighborhoods were developed by the mid-nineteenth century and now consist of numerous lots with historic and modern structures as well as vacant lots. Based on archaeological work that has been conducted in the Russell, Highland Park, and Parkland neighborhoods, both vacant lots and lots with existing historic structures have a very high potential to produce nineteenth century archaeological resources; these include the remains of houses, outbuildings, privies, wells, cisterns, cellars, and artifact middens.⁵³ (Figure 6.7). In particular house lots with large rear yards, commercial lots with yard space or open areas to the rear, institutions with large open spaces, vacant lots, and those that were developed earliest having the most potential. Some may even contain archaeological deposits from the early historic period prior to the development of the neighborhoods, such as farmsteads or perhaps even some prehistoric period resources.

⁵³ McBride 1993; Stottman and Granger 1993; Stottman and Watts-Roy 1995; Stottman et al. 1991



Figure 6.7 *Archaeologists work at a house lot in the Highland Park Neighborhood.*

As demonstrated with the documentation of archaeological resources associated with historic neighborhoods within right-of-way fill for Interstate 65 (15Jf716-15Jf718), roads and streets within the Downtown Study Area have a high potential to contain archaeological resources. However, the potential for the presence of archaeological deposits associated with historic streets is also high because elements of the streets themselves are historic. Former historic streetscape elements, such as curbing, paving, bridges, and rail lines can lay preserved underneath modern day asphalt. For example, stone bridges over Beargrass Creek or brick paving under asphalt (see transportation theme, interurban, railroad, and roads and alleys property types; and transportation archaeological property type).

Overall, there are several setting/land use types present within Areas 1 and 2 that have a high potential to contain archaeological resources. Previous archaeological investigations in the study area and around Metro Louisville in general demonstrate that archaeological resources, some of which are significant, can be present in such setting/land use types. It is likely that such resources are present within Areas 1 and 2 and have the potential to contribute to research topics that archaeologists study and research themes described in this survey.

An examination of the Butchertown and Phoenix Hill neighborhoods in Area 2 could provide a substantial amount of data concerning ethnicity, consumerism, class, sanitation, health, architecture, lot organization and structure, and a variety of other

research topics that archaeologists study in neighborhood contexts.⁵⁴ Furthermore, the industrial properties and parking lots could contain archaeological remains of the many varied historic industries that operated in these neighborhoods and along West Main Street, such as breweries, meat packers, distilleries, and lumber yards. Parks also can contain archaeological remnants of early historic neighborhoods, farmsteads, and perhaps even prehistoric sites. It is also possible that some early historic period or even prehistoric deposits, such as remnants of Fort Nelson, early farmsteads, or former prehistoric earthworks, could be preserved in the project area.

However, the fact that archaeological deposits have been identified in these settings previously does not ensure that such deposits are always present. A variety of factors can affect the ability of particular setting/land use types to preserve archaeological resources, such as the type, density, and time period of the development that took place. For every archaeological site that has been documented in the urban context, there have been many archaeological projects that have found these settings too disturbed to contain archaeological resources.⁵⁵ Thus, each property has to be evaluated for its archaeological potential based on its development history.

While the setting/land use types present in Areas 1 and 2 have high potential to contain historic period archaeological sites associated with the historic neighborhoods that presently occupy much of the area, the development of these neighborhoods, as well as, industries significantly reduce their potential to contain prehistoric archaeological resources. These archaeological resources are most likely to be found in less developed areas, especially parks along the Ohio River.

East End Area

Archaeological sites have been documented in a variety of setting/land use types within the East End area. Most are associated with the farm field/historic farm setting/land use type, with sites also being documented within other types, such as park, historic estate, and suburban lot types (Table 6.2). To date, no archaeological sites have been documented in woodland settings and no cemeteries in the East End have been assigned archaeological site numbers. It is expected that examination of these setting types will result in the documentation of additional archaeological resources.

Unlike Areas 1 and 2, where historic development limited the potential for early historic or prehistoric period archaeological resources but created high potential for containing deposits associated with nineteenth century neighborhoods and industries, the East End area contains properties that have seen very little historic or modern development. This lack of development is the focus of the archaeological potential for properties in the East End area. However, increasing suburban development has reduced the amount of undeveloped land in the East End area.

⁵⁴ McBride and McBride 2009

⁵⁵ Granger 1983; Otto and Granger 1982.

More archaeological sites, historic and prehistoric, are associated with farm field/historic farm setting/land use type than any other, because these open areas have the best archaeological visibility and are easily accessible (Table 6.2). This setting type also has experienced minimal disturbance compared to other setting types, with cultivation and the construction of farm structures representing the majority of disturbances (Figure 6.8). Thus, farm fields and historic farms have a very high potential for preserving archaeological sites, especially prehistoric camps and villages, and historic plantations and farmsteads. For example, five prehistoric sites (15Jf548, 15Jf549, Habich [15Jf550], 15Jf554, and 15Jf555) were documented within a farm field setting at Guthrie Beach. Of these, Habich site producing significant prehistoric archaeological deposits that have contributed to research concerning lifeways in Jefferson County during the Late Archaic period.⁵⁶



Figure 6.8 *An example of archaeological testing in a farm field setting (not in the study area).*

Many historic sites also have been documented. Several represent former plantations or farms, such as the late nineteenth to early twentieth century Von Allman

⁵⁶ Joseph E. Granger,, Edgar E. Hardesty, and Anne Tobbe Bader. *Phase III Data Recovery Archaeology at Habich Site (15Jf550) And Associated Manifestations at Guthrie Beach, Jefferson County, Kentucky, Volume I: The Excavations* (Louisville, Kentucky: Archaeology Resources Consultant Services, Inc, 1992).

farm and dairy (15Jf738; JF682).⁵⁷ As residential and commercial development pressures increase within the East End project areas the farm field/land use setting type will become less frequent on the landscape, which will undoubtedly destroy many as yet undocumented archaeological sites.

Although modern earth moving equipment and the process of land preparation for suburban development are extremely destructive to archaeological resources, some archaeological sites have been documented within a suburban lot setting. For example, Sites 15Jf711, a log house, and 15Jf719, an early twentieth century African American residence were documented within or adjacent to suburban residential development.⁵⁸ In most cases, this setting type will consist of resources purposely preserved on suburban lots, such as the case with Sutherland Mound (15Jf287) or remnants of deep features that survive the development process, such as historic privies, wells, or cisterns. The preservation of such resources can provide opportunities for future archaeological research although in many cases, and particularly with historic farms only a small part of the property is preserved (see also Farmington, Locust Grove, and Romara Place).⁵⁹

Large parks located along River Road at the western edge of the project area, not far from Thruston Park located in the Downtown study area where substantial archaeological work has been conducted, could contain archaeological resources. Cox's Park, Twin Park, and Thurston Hutchins Park are all parks over 40 acres in size with large passive spaces that could contain intact archaeological resources. Although these parks were never developed historically with residential neighborhoods and may not contain the same density of historic period archaeological deposits, they do have a high potential to contain other historic sites (farmsteads, estates, and river camps) (see agriculture architecture theme and recreational architectural styles and types) and prehistoric archaeological deposits.⁶⁰

Although only one historic cemetery has been documented as part of an archaeological project, a family cemetery associated with the Allison Barrickman (15Jf683) estate, there are numerous historic period family cemeteries within and around the East End study area that have archaeological potential.⁶¹ There are five family cemeteries located within or near the East End area, which are likely to have archaeological potential such as graves, markers, and enclosures (Table 6.3) (Figure 6.9). These cemeteries have potential for archaeological research related to a variety of topics, such as historic demographics, health, status, religion, race, ethnicity, etc..⁶²

⁵⁷ Edward E. Smith et al. *Phase I Archaeological Investigation of the Proposed Location of the Old Brownsboro Crossing Development near Worthington, Jefferson Co., Kentucky* (Louisville, Kentucky: Joseph E. Granger, Ph.D., Consultant, 2003)

⁵⁸ Anne Bader, personal communication, November 5, 2009; Herndon and Bundy 2006.

⁵⁹ DiBlasi 1997; DuVall 1977; Granger 1986; Granger and Mocas 1970; McBride and Bellhorn 1992; McGraw 1971; Slider 1998; Stottman 2004; Young 1995.

⁶⁰ Esarey 1992; McKelway 1995; Stottman 2008; Stottman and Granger 1992.

⁶¹ Roach 2006

⁶² McBride and McBride, 2009.

Table 6.3 *Recorded Cemeteries in or near the East End Area.*

Cemetery Name	Location
Highbaugh Cemetery	Asbury Park Development-Old Springdale Rd.
Unidentified	Wolf Pen Trace off Wolf Pen Branch Rd.
Bate Cemetery	Burlington Ave. and Cabin Way
Forest Springs Cemetery	Factory Ln.
Snyder Cemetery #2	Near Worthington



Figure 6.9 *The wall enclosure of the Bate Cemetery in a subdivision near the I-71 and Watterson Expressway Interchange just outside of the study area.*

Historic estates also have high archaeological potential, although only two sites were documented in this setting: Rosewell/Barber house (15Jf679) and the Allison-Barrickman House (15Jf683).⁶³ While they are much like historic farm settings and often consist of historic farm or plantation remnants, they are different in that these properties take on a new function as estate residences. As estates, there is less focus on agriculture and more on the property as residential estates following the country estates trend of the late nineteenth to early twentieth century. These properties generally have large yards and pastures, with designed gardens and landscapes that often incorporate the main residence and outbuildings, such as tenant houses, carriage houses, and stables.⁶⁴ Aside

⁶³ Andrews 2008; Reynolds et al. 2001

⁶⁴ Horner and Stottman 2008

from the fact that prehistoric archaeological resources and those associated with the former function of the properties during the historic period, artifacts and features associated with the estate function also can be present. These resources can help address research questions concerning the country estate movement, wealth and status, and landscapes.

Although no sites have been documented within the woodland setting/land use type, the East End area contains substantial woodland areas in the stream drainages and ridges that are common to the area. Additional surveys in the woodland setting/land use type are likely to document both prehistoric and historic archaeological sites.

Overall, there are several setting/land use types present within the East End project area that can have a high potential to contain archaeological resources, such as farm fields/historic farms, parks, cemeteries, and historic estates. Previous archaeological investigations in the project area and around Metro Louisville in general demonstrate that archaeological resources, some of which are significant, can be present in such setting/land use types. It is likely that archaeological resources within the East End have the potential to contribute to a variety of research topics and research themes.⁶⁵ In particular, the archaeological resources present in this area are most conducive to themes associated with prehistoric camps and villages, and historic plantations, farmsteads, country estates, and cemeteries.

An examination of intact historic farms, remnants of historic plantations, and large country estates could provide a substantial amount of data concerning the organization and composition of the plantation and farmstead landscape, the designed landscape of country estates, outbuilding architecture and function, slavery, tenancy, socioeconomic status and a variety of research topics prehistoric lifeways, settlement patterns, subsistence, sociopolitical organization, and exchange (Pollack 2009). Furthermore, prehistoric and historic cemeteries can provide archaeological data concerning health, ethnicity, and race.

The fact that archaeological deposits have been identified throughout the East End does not ensure that such deposits are always present. A variety of factors can affect whether archaeological sites will be preserved within a particular setting/land use types. These factors include the type, extensiveness, and timing of the development. For example, modern suburban development is very damaging to archaeological resources and it is rare that this setting/land use type contains earlier intact archaeological deposits. However, the potential for preserving archaeological deposits is very much dependant on the property's developmental history.

⁶⁵ See McBride and McBride, 2009

Conclusions and Recommendations

Based on the archaeological literature review, overview, and assessment of archaeological potential of setting/land use types within the study area, it was demonstrated that archaeological resources are present and/or have the potential to be present in a variety of settings and land uses. Archaeological investigations of these resources have the potential to address a variety of research themes and topics, and to contribute to better understanding of prehistory and history. The archaeological resources present in the study area also can contribute to the significance and understanding of existing historic resources.

The potential of properties to contain archaeological resources largely depends on two basic factors: the use of the property for human activity and the amount of disturbance that has occurred at the property over time. Properties that were the locations of prehistoric and historic human activity, and have experienced little to no disturbance or alterations will have the highest archaeological potential. The assessment of archaeological resources in the study area also indicates that archaeological potential is dependent upon when disturbances and alterations occurred at properties. Disturbances such as the development of a neighborhood can be very destructive to preexisting archaeological resources, but also can create archaeological resources by sealing deposits under demolition debris. Thus, historic disturbance can in itself become a significant archaeological resource.

Within the study area the farm field/historic farm setting/land use types had the highest archaeological potential and indeed most of the archaeological sites identified within the study area were found within this setting type. Although few sites were associated with urban lots in the study, that there have been large numbers of sites found in nearby neighborhoods, suggests that they also have a high potential to contain archaeological sites. That sites have been documented in all of the other setting/land use types found within the study area suggests that significant archaeological sites can be found in a variety of settings within the study area.

Thus, it is recommended that properties be evaluated for their archaeological potential on a case-by-case basis taking into consideration their historical context, developmental history, and existing condition. While archaeological survey techniques are the most effective way to evaluate archaeological resources, it is not always possible or practical to do so. However, assessments also can be made by examining the historical context of properties and their current conditions. Provided below are examples of how properties within particular setting/land use types and archaeological site types can be evaluated within the study area.

Although the urban environments of Areas 1 and 2 has been subject to substantial alteration over time, examination of archival resources can provide important information on a property's developmental history. Available resources include a series of atlas maps,

Sanborn fire insurance maps, and modern aerial photography that show structures and their functions since 1876. Part of the focus of the examination should be on locating relatively undeveloped properties or those that experienced limited development over an extended period of time. These properties have the best potential for preserving prehistoric and early historic archaeological resources. The other part of the focus should be on identifying historic neighborhoods that experienced limited redevelopment. These neighborhoods will have the best potential for preserving archaeological resources associated with urban lots. In both cases, the goal is to locate properties that have experience the least amount of disturbance.

Examples of areas that meet these criteria and those have high potential to contain significant prehistoric and historic archaeological deposits, include a large open area between Spring Street, Mellwood Avenue, and East Main Street; parking lots on East Main Street between Campbell and Wenzel Streets; an open area north of Story Avenue east of Adams; several open areas along Frankfort Avenue (that used to be Ohio Street), east of I-64; and a former lumber yard on Liberty Street. These areas show consistent open undeveloped land on historic maps and which are still relatively undeveloped presently.

The large open area west of Spring Street and north of Mellwood and East Main Street in the Butchertown neighborhood was a baseball field during the late nineteenth to early twentieth century and is now a salvage yard. No major construction of buildings ever took place there, however a substantial amount of construction debris fill has been placed on the land. This property has a high potential to produce early historic and possibly prehistoric archaeological deposits that were present prior to the development of the historic neighborhood.

This is also the case with several other large properties that are currently auto salvage yards, where the properties have been relatively undeveloped except for their current use. Other properties were large open yards around a school or within a lumber yard that remained undeveloped according to the maps and are now parking lots. Properties, such as these have much higher potential to preserve archaeological deposits from prior to the development of the neighborhood than properties that experienced significant development over time.

Properties in the East End area can be evaluated much like the lots in Areas 1 and 2. This effort should initially focus on determining the amount of disturbance that has taken place over time through an examination of historic maps and modern aerial photography. Informants also can be key to locating properties where artifacts have been found or documenting disturbances to properties over time.

As with Areas 1 and 2, properties that have large, relatively undeveloped or unaltered land have the best potential for containing intact archaeological resources. Those with documented early historic period occupation, such as plantations and farms, have the highest archaeological potential. For example, properties such as

Rosewell/Barber House and the Alison Barrickman have demonstrated that historic estates contain both historic and prehistoric archaeological sites.

The evaluation of properties for archaeological potential also should take the historic and topographic context into consideration. Again historic maps can provide information about plantations and farmsteads. An examination of a property's topography and geography can provide information about the probability of it containing prehistoric archaeological deposits. Upland or floodplain terrace topography in close proximity to water generally contains prehistoric archaeological sites. Thus, farm fields or parks on terraces along the Ohio River and flat ridges near creeks and springs have high potential to contain prehistoric archaeological sites.

Properties where a substantial amount of development has taken place, such as modern commercial, residential, and industrial developments, have lower archaeological potential, as do interstate and road contexts. Furthermore, suburban lots generally will have low archaeological potential, unless a suburban lot contains the remnants of historic plantations, farmsteads or prehistoric mounds, which then have high archaeological potential. However, each property should be evaluated based on its individual development history and historical and geographical context.

Chapter VII. Conclusion and Recommendations

This study accomplished much new survey work and development of a better contextual framework through which to understand architectural, historic, and prehistoric patterns in the survey areas. As always, there is still more work to be done. The following text highlights (non-prioritized) recommendations for future efforts in the area. Archaeological and architectural history prescriptions are integrated into the sections below based upon the type of work to be performed.

Additionally, project staff believe that education and interpretation are essential to build on public awareness created during survey efforts. Without public education, the resources are known only to a few experts and neighborhood residents and attempts at preservation are likely to be misunderstood. The preservation planning process of survey, evaluation/nomination, and protection, works best when education encompasses all phases within this sequence.

Suggestions for Future National Register, Research, and Survey Work

- Development of a Multiple Property Documentation Form (MPDF) for recreation on the Ohio River. Carolyn Brooks authored an extremely useful historic context that could be used as the basis for a MPDF related to this theme.¹ In her study, Brooks notes that river camps and cabins do not generally remain intact to qualify for district-level National Register listing.²

The MPDF approach would not require adjacency of resources and could develop integrity standards to assist river camps and cabins, which experience frequent flooding and thus alteration, in qualifying for this important designation. Property types that should be studied as part of the MPDF include river camps and summer cabins, river-oriented parks, boat clubs, and tourism-related resources, such as fishing piers and tourism support resources (diners, gas stations, etc). The MPDF should develop a context for Criteria A, B, and C reflecting important history, people, and architecture adjacent to and significant to river recreation from circa 1870 to 1970. Further survey work will need to be accomplished in western Louisville along the river to complement the current survey and update Brooks' 1997 work (Figures 7.1 and 7.2).

¹ Carolyn Brooks, "Life Along the Ohio: Recreational Uses of the Ohio River in Jefferson County, Kentucky," Historic Context Statement on file at the Louisville-Metro Historic Preservation Office, 1997.

² Brooks 1997, 46.

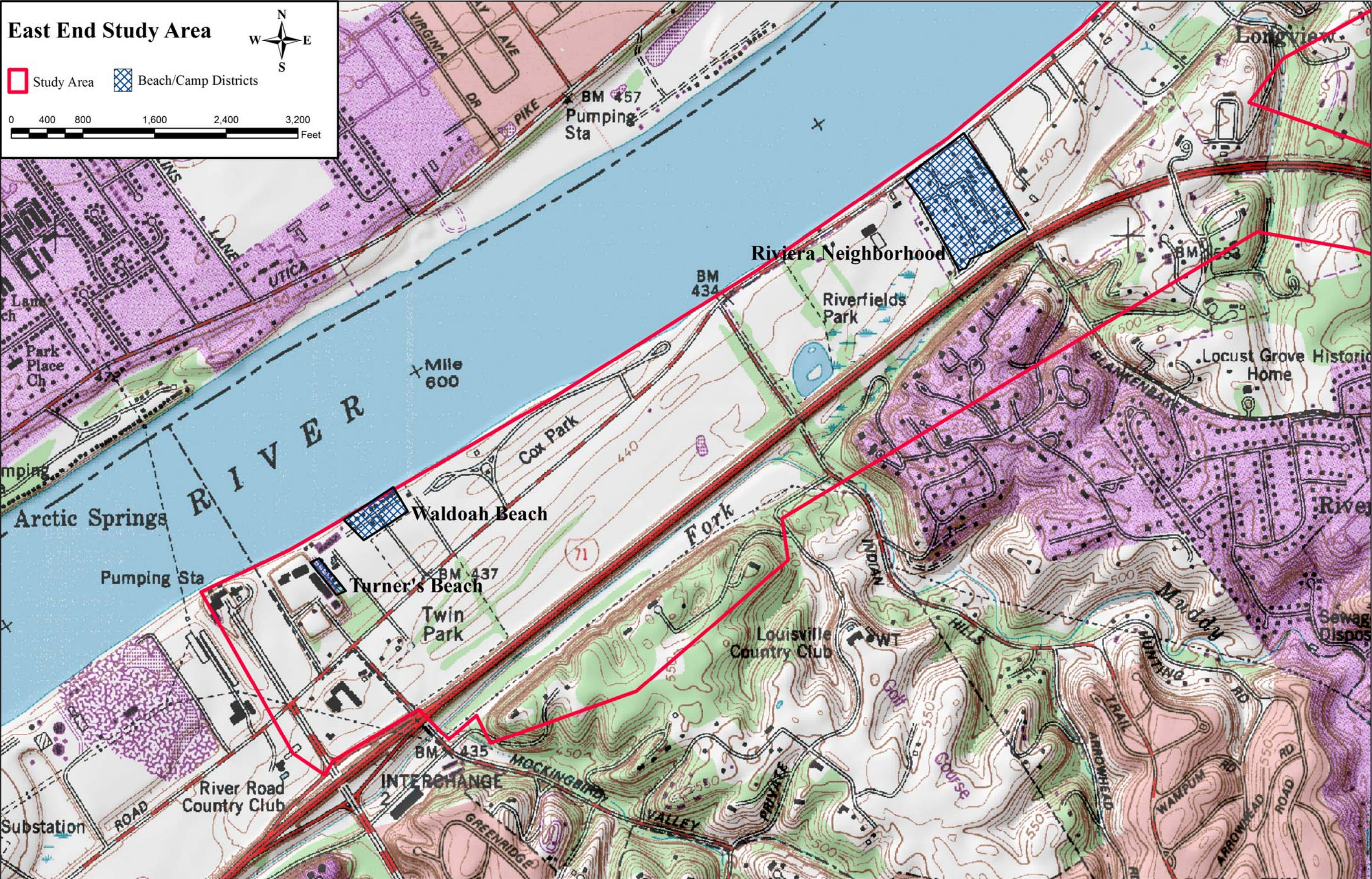


Figure 7.1 River Camp Communities (west of Blankenbaker Road) along River Road to be studied as part of a Multiple Property Documentation Form.



Figure 7.2 River Camp Communities (east of Blankenbaker Road) along River Road to be studied as part of a Multiple Property Documentation Form.

- Development of an Irish Hill National Register District nomination including the historic Louisville & Nashville Railroad structure (JFEI-76) located at 130 North Spring Street (later Lewis Seed Company). A National Register District nomination for Irish Hill could potentially include these properties on Spring Street and at the corner of North Spring and Mellwood Avenue which lie outside the Butchertown National Register District. Irish Hill is a neighborhood east of downtown Louisville. It is bounded by Baxter Avenue to the west, Lexington Road to the north, the middle fork of Beargrass Creek and I-64 to the east (Figure 7.3).
- Expand the Butchertown National Register District boundaries to include the intact strips of early twentieth century shotgun housing in the 1300 block of East Main St. and the 1400, 1500, 1600 and 1700 blocks of the north side of Mellwood Avenue (to Brownsboro Road), some of which are already included within the Local Preservation District (Figure 7.4).
- Define the period of significance for the Butchertown National Register District. It is currently listed as “1800-1899; 1900-.”
- Expand the Phoenix Hill National Register boundaries (Figure 7.5). Expanded boundaries should include sites in the odd-numbered 700 block (north side) of East Broadway and the odd-numbered 700 block (north side) of East Jefferson Street; the even-numbered 700 block (south side) of East Broadway is currently outside the Phoenix Hill neighborhood boundary and structures in the even-numbered 700 block (south side) of East Jefferson Street have been demolished. The odd-numbered 700 block (north side) of East Broadway retains both nineteenth century brick commercial structures and at least one late-nineteenth century brick residential building. Storefronts, in general, are altered by first floor additions and infill is in the form of smaller scale, early twentieth century commercial structures. 743 East Broadway (JFCH-429, the F. Stocker and J.F. Herds Building at the corner of East Broadway and South Shelby Street), is the only structure in this block that was originally included within the district. The odd-numbered 700 block (north side) of East Jefferson retains good examples of 1920s-1940s concrete block architecture such as St. Jude Missionary Baptist Church (JFCH-1257) and the historic Disney Tire Company (JFCH-1258). Additionally there are several examples of late-nineteenth century commercial/residential architecture. The 700 blocks of East Jefferson and East Broadway are between South Clay and South Shelby Streets.

Also included within an expanded district should be 218-220 South Shelby Street (JFCH-1321). This structure, with its castellated and turreted false front, was excluded from the original Phoenix Hill National Register District though all adjacent properties were included; it should be included in an expanded district as a late-nineteenth century brick commercial structure. The odd-numbered 900 block (north side) of East Jefferson Street should also be considered for inclusion

in an expanded Phoenix Hill National Register District (between South Campbell and South Wenzel Streets). This block retains some late-nineteenth century commercial structures and an intact strip of late-nineteenth century shotgun houses; infill in this block is generally small-scale twentieth century commercial structures.

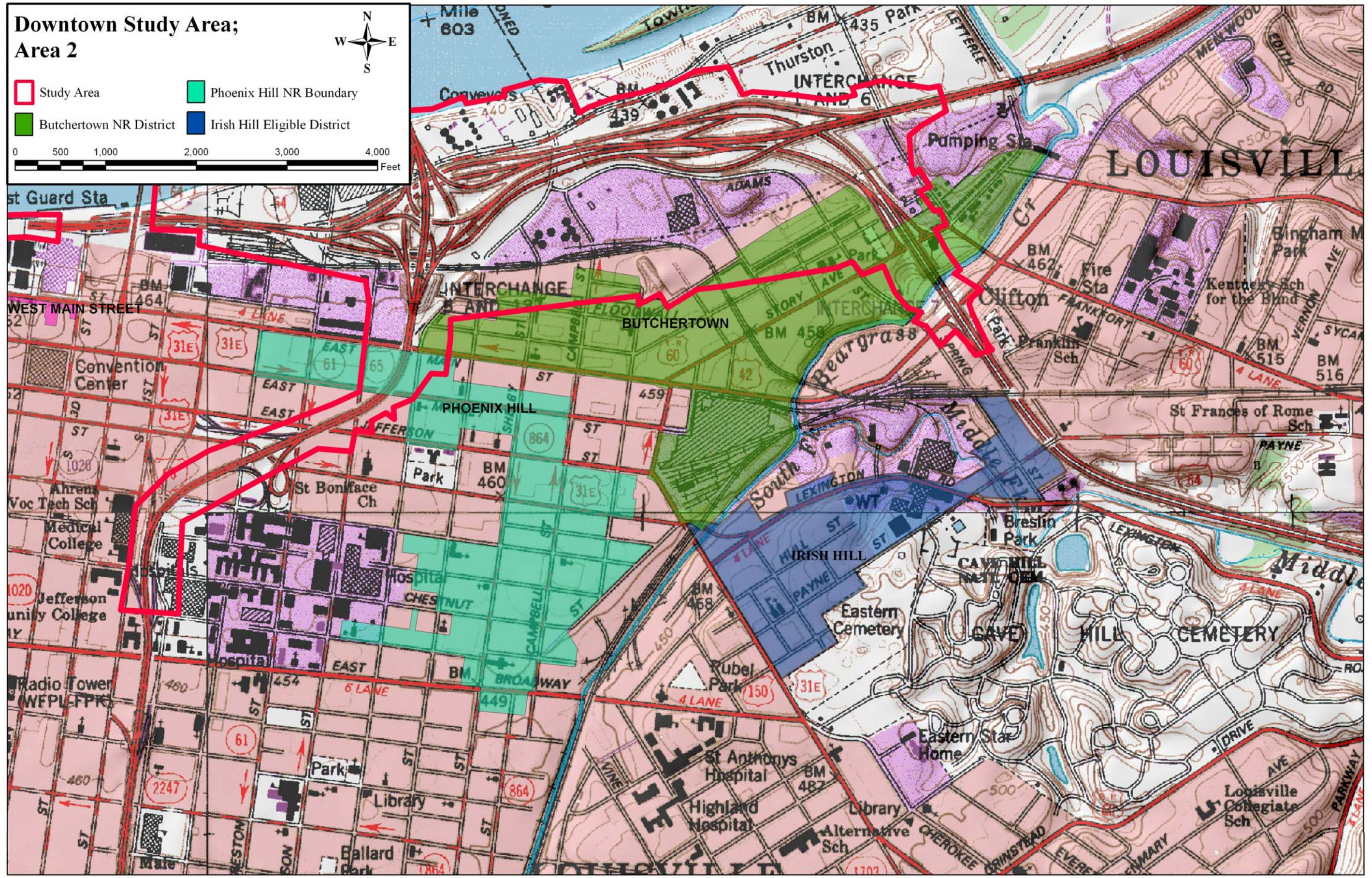


Figure 7.3 Boundaries of proposed Irish Hill National Register District, shown in relation to adjacent Butchertown and Phoenix Hill Districts.

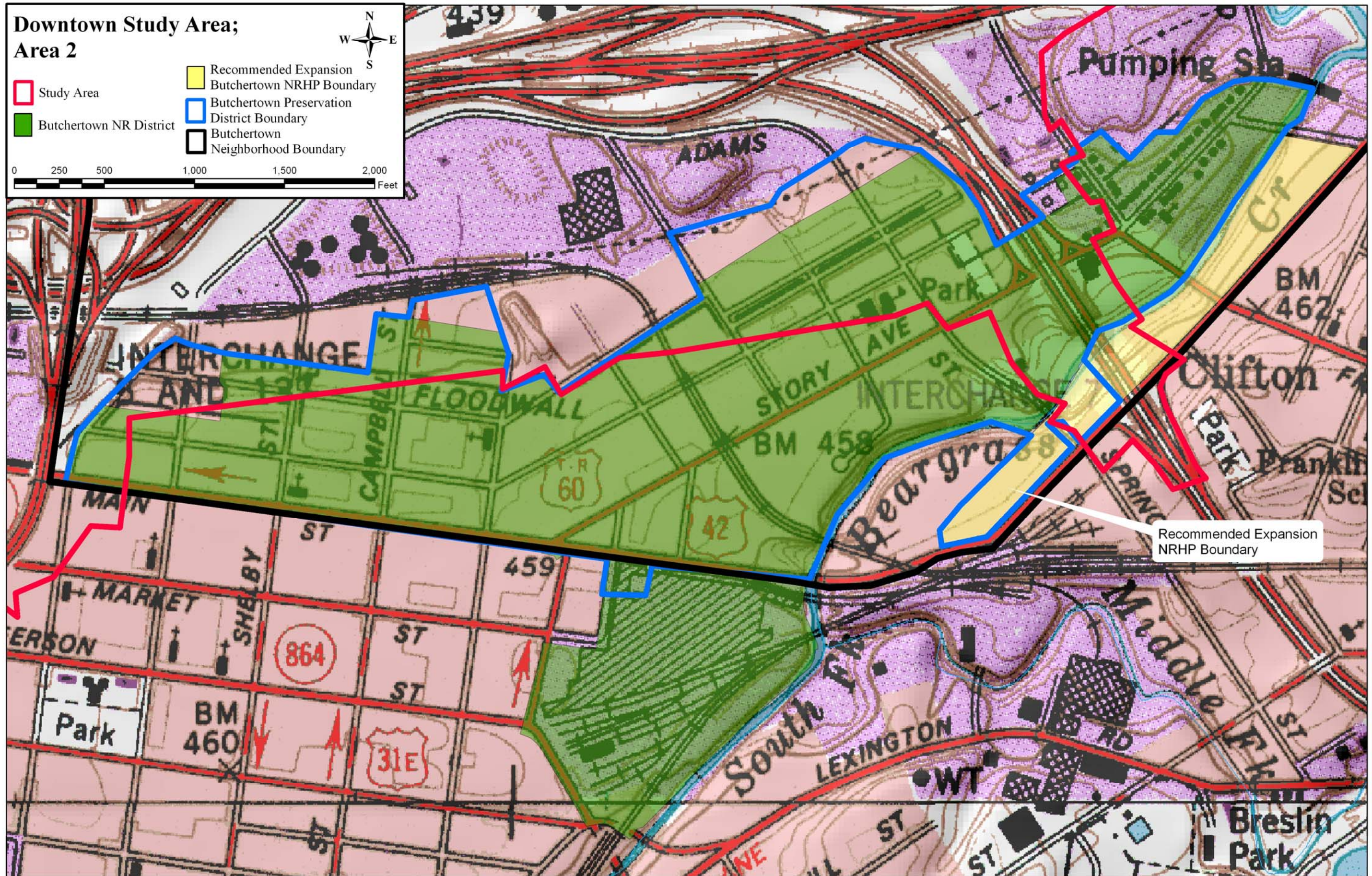


Figure 7.4 Recommendations for expanded Butchertown NRHP District.

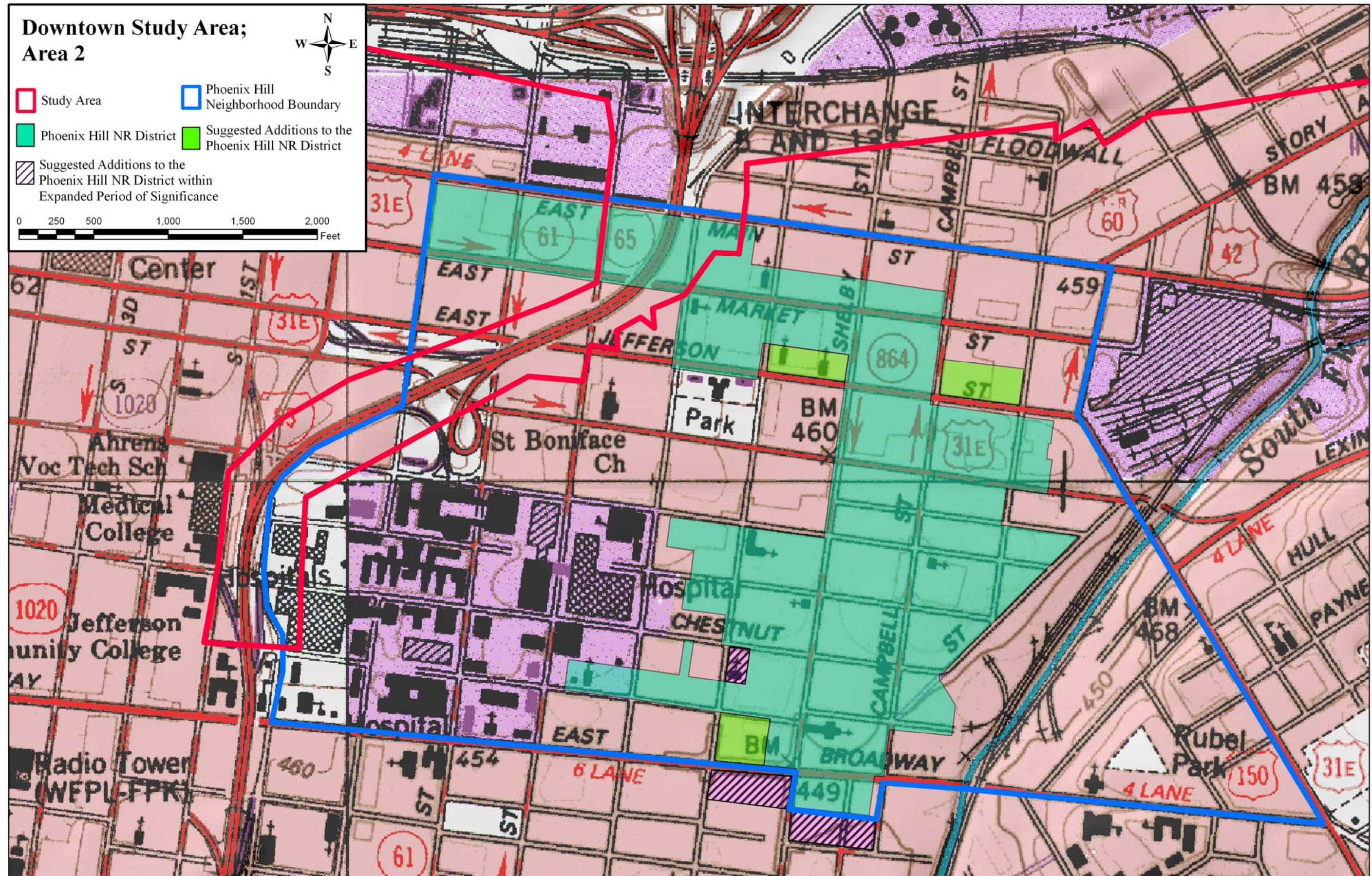


Figure 7.5 Recommendations for expanded Phoenix Hill NRHP District.

- Expand the period of significance for the Phoenix Hill National Register District. It is currently listed as “1840-1920.” More than 30 years have passed since the original Phoenix Hill National Register District listing and many buildings constructed in the 1921-1959 period are now eligible for inclusion. Structures on Logan Street (not currently within the Phoenix Hill neighborhood; see below) and structures within the 600 and 800 blocks of East Market Street are examples of those sites that could now be included.
- The site at 706 East Chestnut Street (JFCH-1291) should be included as an early twentieth century commercial structure within an expanded Phoenix Hill National Register District and within the updated period of significance mentioned above; this structure was excluded from the original district.
- Expand Phoenix Hill neighborhood boundaries to potentially include the 700 blocks of Logan Street (between Phoenix Hill and Smoketown neighborhoods currently) and even-numbered 700 block (south side) of East Broadway. The even-numbered 700 block of East Broadway includes fairly intact examples of early-to-mid twentieth century commercial structures as well as two heavily modified late-nineteenth century brick commercial structures now united as the business Louisville Prosthetics.
- Development of a MPDF for African American resources in Louisville and Jefferson County. The current context and survey demonstrates the important role African Americans have played in Jefferson County and Louisville. While there are MPDFs for suburban development, agriculture, and architecture, the African American experience, especially in rural areas, has hardly been documented. The current report attempts to contextualize African Americans in both in the city and county, yet little secondary source work or comprehensive survey exists as a basis. A MPDF could be authored under Criteria A, B, and C with a period of significance from 1780 to 1970. Important resources that should be listed under this theme identified in this study include: the Taylor and Beachhead subdivisions, tourist cabins associated with the Merriwether property on River Road³, the Jacobs School, and the James Taylor neighborhood.
- Update the 1990 MPDF for agriculture in Jefferson County to expand the period of significance to 1970.⁴ The current form extends only to 1930. Farming operations established or rebuilt between 1930 and 1970 are in need of contextual work through which to understand their significance.

³ This property was listed in February 1986 under the Jefferson County Multiple Resource Area form. Very little information was included about the property’s significance. Further, the nomination boundaries did not include the tourist cabins or fishing piers located adjacent to the house.

⁴ Daniel Carey and Mark Thames, “Agriculture in Louisville and Jefferson County, 1800-1930,” Multiple Property Nomination to the National Register of Historic Places, 1989-1990, Approved May 1990.

- Develop a historic context for worker housing in Louisville and Jefferson County from 1780 to 1960. There is a deficiency in our knowledge regarding the identification and evaluation of worker housing in Louisville/Jefferson County that the current survey cannot address sufficiently. There are innumerable small houses of many different types and subtypes, some yet to be identified, directly associated with Louisville’s large industrial work force. The proposed historic context should adequately address worker housing types and provide integrity standards and registration requirements.
- Update the Louisville and Jefferson County Suburban Development MPDF to include properties built or significantly renovated between 1940 and 1970.⁵ The current context was prepared in 1988 and is in need of an extension of the period of significance and contextual work in order to understand suburbanization in the later time frame.
- The districts that were determined eligible during the LSIORB Project Section 106 consultation process have now been surveyed. Archival research now needs to be conducted, boundaries defined, and the groundwork laid for listing these districts in the NRHP.

Suggestions for Future Heritage Education and Interpretive Efforts

- Create an audio or cell phone driving tour of the River Road area, highlighting the many diverse resources along the corridor. A driving tour brochure and signage should be developed as part of the tour. This effort will provide an educational tool and an important heritage tourism piece for travelers to the region.
- Create an audio tour or cell phone tour for the Butchertown and Phoenix Hill neighborhoods that would combine architectural history and neighborhood histories. A walking tour brochure and signage should be developed as part of the tour. This effort will provide an educational tool and an important heritage tourism piece for travelers to the region.
- Explore the possibility of designation of Louisville and Jefferson County as a National Heritage Area with focus on the Falls of the Ohio River. Defined as Louisville and Jefferson County and possibly including Floyd and Clark Counties in Indiana, the Falls Area certainly has an important national story that could become part of the system of national heritage areas. Information about the steps necessary to proceed can be found at:
<http://www.nps.gov/history/heritageareas/become/index.htm>

⁵ Leslee Keys, Mark Thames, and Joanne Weeter, “Suburban Development in Louisville and Jefferson County, 1868-1940,” Multiple Property Nomination to the National Register of Historic Places, Copy on file at the Kentucky Heritage Council, Approved December 1988.

Suggestions for Future Historic Preservation Work

- The survival rate seems low for railroad and interurban-related structures; home-based slaughterhouses; breweries and other historic industrial/manufacturing operations; beer gardens; and structures close to the Phoenix Hill medical complex area. Each of these types of structures could become areas for further research and interpretation. The East Broadway corridor may also be an important area for study as there are many vacant storefronts and this area has the potential to become a target for investment and revitalization much like East Market Street.

Recommendations for Future Archaeological Work

While this report presents a synthesis of the archaeological work conducted and sites identified within and near the study area, and illustrates its potential for containing additional archaeological sites, it is clear that this potential has only been minimally realized. Most of the archaeological work has been survey in nature with the goal of identifying sites. There have been very few excavation projects conducted within the study area. Most of the more significant studies discussed in this report occurred just outside of the study area. Thus, it is clear that the study area has great archaeological potential, but efforts should be made to not only identify more sites, but also to assess, research, and preserve these sites.

Recommendations for future research in the study area must begin with the acknowledgement of archaeological resources amidst the constant developmental pressures that threaten archaeological sites within the study area. While there are requirements for consideration of archaeological resources at the Federal level of government, much of the developmental pressures affecting the study area are initiated at the state and local level. Therefore, it will take a concerted effort of all parties involved, local government, neighborhood organizations, preservationists, and developers to work together to ensure that as Louisville moves forward it does not forget about its past.

While in recent years there has been a greater acknowledgement of the presence and importance of archaeological resources within the local development process, a much wider and concerted effort should be undertaken to educate all parties about the need to identify these resources early in the planning process. All parties should work together to study them if they cannot be preserved. This document represents the beginning of such an effort by providing the tools necessary to begin identifying areas of high probability and developing research topics pertinent to state and local history. Thus, it can serve as a planning tool to aid in the management of cultural resources.

These efforts should also seek to tie archaeological data to research concerning extant architectural resources. Archaeological resources are often found in association with extant historic buildings and contexts. Investigation of these resources have the potential to contribute to the significance of historic resources, and to provide information about the development of these properties over time.

All of these efforts require public education – not only about the key role of archaeological resources as an aid to understanding the past, but also of the archaeological process. Through archaeology there is tremendous potential for making the past and the processes used to research it accessible and tangible to the public.⁶ Thus,

⁶ Lori C. Stahlgren, and M. Jay Stottman. “Voices from the Past: Changing The Culture of Historic House Museums with Archaeology.” In *Archaeology as a Tool of Civic Engagement*, eds. Barbara J. Little and Paul A. Shackel (Lanham, Maryland: Alta Mira Press, 2007.)

an investment in the identification, investigation, and preservation of archaeological and architectural resources in the study area is not a one-way street that only benefits researchers. It also can provide benefits to the general public and the development process. Through public and educational programs, archaeological and architectural resources can be extended to a broader sense of ownership and stewardship in which all forms of the public are stakeholders in our shared past and how it is used in the present.

Chapter VIII. Survey Results

This chapter covers the findings from the cultural historic survey conducted in 2008 and 2009 in the study area. As discussed in Chapter 2, the scope of work for the survey portion of this study was to:

- Intensively survey all of the historic structures in the Butchertown and Phoenix Hill Districts,
- Survey every previously unsurveyed property identified in the Area 1 of the Downtown APE and the east end of the study area during the LSIORB Project,

All properties were recorded on Kentucky Individual Buildings Survey Form (2007-1). Digital photographs were taken of the exterior of each resource, including each elevation, if visible, as well as any noteworthy architectural features or associated historic outbuildings on the property. Resources were closely examined on the exterior in order to not only fully capture the current condition of the historic resource, but also to determine any changes in orientation, configuration, major additions or renovations and any integrity altering modifications. Due to the number of surveyed resources, it was not feasible to include maps showing all of the surveyed sites within this report. All 1,148 sites were recorded on Kentucky Historic Resources Inventory Forms (KHRI) and mapped within the Geographic Information System. The KHRI forms are on file at the Kentucky Heritage Council and Louisville Metro Department of Planning and Design Services.

Total Sites Surveyed

The survey documented 1,148 historic resources within and adjacent to the study area. Thirty-five of those resources were located in Areas 1 and 2, as well as Portland and the Central Business District.

In Butchertown, the survey recorded 427 historic resources, encompassing the few previously surveyed sites within the district, as well as historic resources previously undocumented. There were 382 historic sites recorded in Phoenix Hill; again, some of those sites were documented in the 1980s, but the majority was previously undocumented.

In the East End of the study area, 304 historic resources were surveyed; 23 of those resources were previously surveyed sites that were re-visited due to the original survey being conducted more than 15 years ago.

Area 2 of the Downtown Study Area

Every historic resource that was 40 years of age or older within the NRHP boundaries of Butchertown and Phoenix Hill was surveyed. Areas immediately adjacent to the NRHP boundaries, typically areas within the neighborhood boundaries, were also surveyed. These historic districts had not been previously intensively surveyed. Therefore, determining and analyzing the amount of change that has occurred since NRHP listing was difficult, because there was no original inventory. Comparisons can be drawn based on the limited amount of survey work carried out in the districts; however, this information is incomplete, due to the paucity of previous survey work.

Butchertown NRHP District

Although the analysis of changes to the historic neighborhood of Butchertown must technically begin with the passage of the NHPA in 1966, and the listing of the neighborhood in the NRHP in 1976, it also is helpful to look at the forces shaping the built environment in the first half of the twentieth century.

New zoning laws in 1931 resulted in all of Butchertown being designated as industrial. The ill-effects of this zoning designation were compounded a few years later, as scores of houses were demolished after the 1937 flood. The decline of Butchertown was furthered by the shift to the suburbs in the 1940s and beyond. Former middle-class white residents increasingly found it affordable to move to the new suburbs to the east and south of the city. Historian Carl Kramer notes, “Data compiled by the City Planning and Zoning Commission in 1932 indicate that nearly every census tract between Tenth Street, the Ohio River, Wenzel Avenue, and Broadway lost one-fourth to one-half of its population between 1910 and 1930.”¹

The introduction of highways into the downtown area in the 1960s led to further decline within Butchertown. Overall, the built environment of Butchertown remains fairly intact, with scattered spots of demolition and infill. The residential core of the neighborhood retains a high level of integrity, even with the usual material changes of siding, windows and new porches. The majority of surveyed resources were residential: 102 shotguns, 72 side-passage dwellings 59 camelback shotguns and 22 double shotguns and 10 double-side passage dwellings. There were 33 surveyed dwellings whose form and plan could not be ascertained. Twenty-three structures were constructed as commercial/residential buildings; only nine of those resources appear to currently function as multi-use structures.

The Butchertown Historic Preservation Plan divided the district into the following “character areas:”

¹ Kramer, 116.

Eastern Residential Core
Central Residential Core
Story Avenue Corridor
Story and Main Intersection
Railroad Industrial Core
Western Railroad Core
Main Street Corridor
Western Industrial Core

This chapter will utilize these areas to organize the results of the survey. While these divisions provide a concise way to break up a large neighborhood, not every surveyed resource fits into one of the character areas (Figure 8.1). The Butchertown survey index (page 520 of this chapter) provides a comprehensive list of surveyed resources.

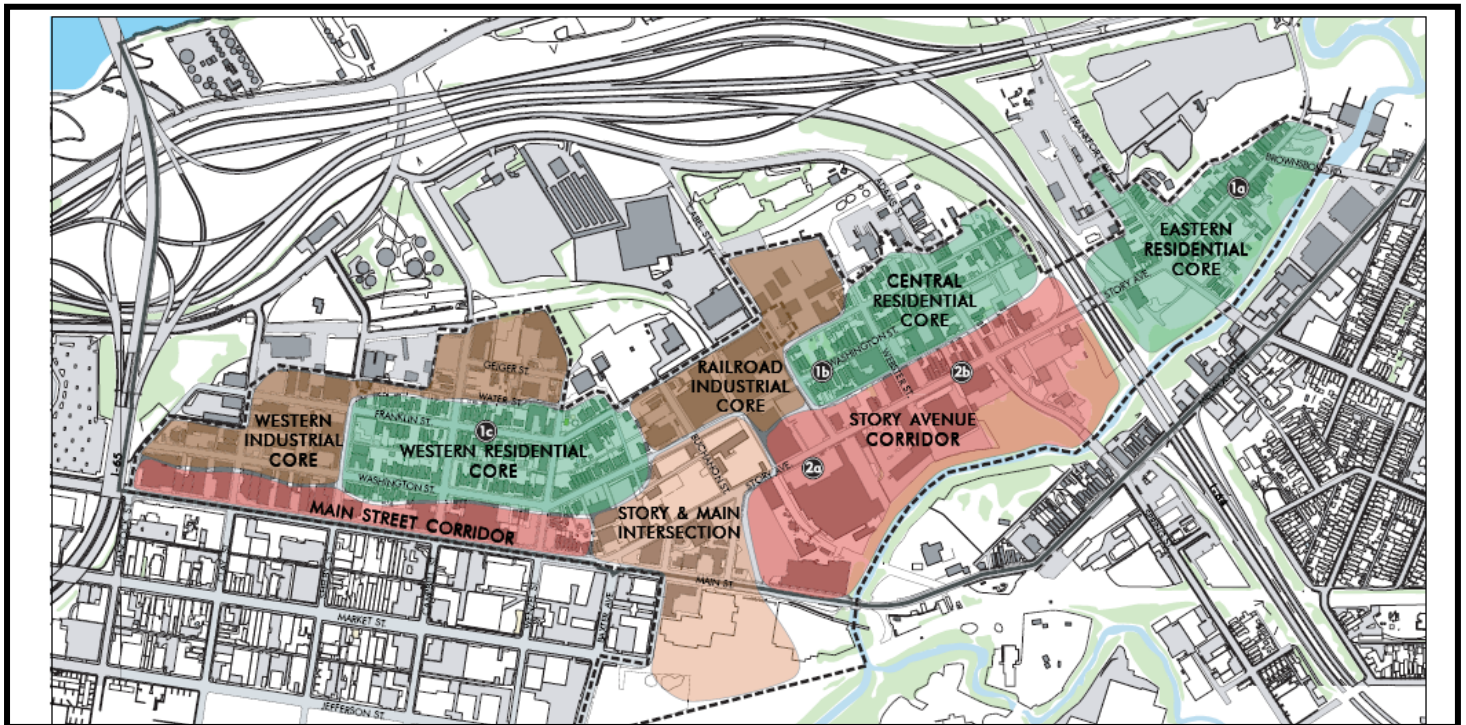


Figure 8.1 Butchertown Historic Preservation Plan Character Area Map.²

² Community Transportation Solutions' Project Team. Butchertown Historic Preservation Plan. On file at the Kentucky Heritage Council, 2007, 25.

Eastern Residential Core

This area encompasses Story Avenue from the Interstate 64 interchange on the west to the Beargrass Pumping Station on the east. It extends north along Frankfort Avenue to just past the two extensions of East Washington Street.

The 1600 block of Story Avenue is highly intact, with a mixture of Italianate side-passage dwellings, shotguns, one American Foursquare, one historic church, and commercial structures at the corner of Story Avenue and Frankfort Avenue. Based on an examination of historic Sanborn maps, there has been no change (other than cosmetic alterations) to this block since around 1930. This survey recorded 43 structures in the 1600 block of Story Avenue, and all are contributing to the Butchertown NRHP District.

The north side of the 1500 block of Story Avenue, on the east side of the I-64 interchange, retains five nineteenth century dwellings, including the Vernon Club (JFCB-396) at 1575-1577 Story Avenue. Approximately 14 historic resources were demolished for Interstate construction in the 1960s. This mixture of dwellings and stores was located between 1571 Story Avenue (which was demolished to provide parking for the Vernon Club in the 1940s) and the western edge of the I-64 interchange.

North of the intersection of Story and Frankfort Avenues, the residential character has been somewhat compromised by the demolition of historic dwellings and historic industrial structures along Frankfort (formerly Ohio Street) and Lost Alley (Stoecker Alley).

Hadley Pottery, one of the oldest industrial structures in Butchertown (JFCB-401) is located at 1558-1570 Story Avenue.

Central Residential Core

This area focuses on East Washington Street and Quincy Street, from Bowles Avenue on the south, Quincy Avenue on the north, I-64 to the east and Cabel Street to the west. This area, especially the 1300 and 1400 blocks of East Washington Street and the 1400 block of Quincy Street, is a highly intact residential area. St. Joseph's Church, Rectory and School (JFCB-704) dominate the southern side of the 1400 block of East Washington.

The survey recorded 34 historic resources in the 1300 and 1400 blocks of East Washington Street; all are considered contributing to the Butchertown NRHP District. The floodwall has altered the character of the 1300 block of Quincy Street; only three historic resources were surveyed in this block.

Adams Street, which includes the William Gnau Store and House (JFCB-345) and the Letterle-Rehm House (JFCB-378), is also located in this area. The survey recorded 15 contributing historic resources along the 100 and 200 blocks of Adams Street.

Story Avenue Corridor

This corridor includes both sides of Story Avenue from I-64 on the east, to the railroad tracks by JBS Swift Plant on the west. The north side of Story Avenue, which includes the 1200, 1300 and 1400 blocks and a section of the 1500 block, is much more intact than the south side. These blocks are predominantly commercial, with a number of two- and three-story nineteenth century brick structures that historically were commercial on the first floor and residential on the upper floors.

The south side of Story Avenue in this area includes the Oertel Bottling Plant, a remnant of the historic brewing industry in Butchertown (JFCB-310, 1332 Story Avenue), and the JBS Swift Plant (JFCB-692, 1200 Story Avenue), located on a site historically occupied by meat-packing companies.

There were 31 historic resources recorded in this area; one resource is non-contributing, while the rest are considered contributing to the Butchertown NRHP District.

Story and Main Intersection

The area where these two important streets meet has seen much change during the twentieth century. It includes both sides of Story Avenue from the railroad tracks, and both sides of Main Street to just east of Wenzel Street.

The parcel historically associated with the Bourbon Stockyards (JFCB-621) covers a large portion of the southern part of this character area. Only the Bourbon Stockyards' Exchange Building remains extant. Also surveyed within this area was a historic gas station at 101 Johnson Street (JFCB-618), a number of commercial structures now associated with Producer's Vet Supply, and two dwellings at 1025 and 1027 East Main Street (JFCB-237 and JFCB-238).

Railroad Industrial Core

This area forms the northern edge of the Butchertown neighborhood, from Webster Street on the east to just east of Webster Street on the west, and Franklin Street on the north. There are only a few extant historic resources. This area includes a historic industrial complex (1205 East Washington, JFCB-259), as well as the non-historic MSD complex at 151 Cabel Street (JFCB-714). The former is a contributing resource, while the MSD structure is non-contributing.

Western Residential Core

This area is located to the west of the Railroad Industrial Core, and includes East Washington and Franklin Streets. Washington Street is the southern edge, Water Street forms the northern boundary, Johnson Street is the eastern boundary and the western edge is Shelby Street.

The 800, 900 and 1000 blocks and a section of the 1100 block of East Washington and Franklin Street are included in this area. The 800 block of East Washington Street is very intact, and the resources maintain a high level of integrity.

The north side of the 1000 block of East Washington retains its historic density, including a number of frame and brick shotguns, and two brick double houses. The south side of the block, however, has seen many changes. This pattern, of an intact streetscape on the north side of the street, and an altered south side of the street, continues in the 900 block of East Washington. It is likely that this disparity is due to the south side of Washington backing up to Story Avenue, which historically had a number of industrial complexes. The survey recorded 68 historic resources in these three and a quarter blocks of East Washington Street; 67 of these resources are considered contributing to the Butchertown NRHP District.

The 800 and 900 blocks of Franklin Street also maintain their historic residential character with little modern disruption. The 1000 block of Franklin Street retains a number of historic resources, but the streetscape is not as intact as the blocks to the west. The survey recorded 63 historic resources in these three blocks of Franklin Street.

Main Street Corridor

This area stretches from the Story and Main Street intersection on the east and the I-65 interchange on the west. Grocers Ice and Cold Storage (JFCB-634) is located at the northeast corner of the corridor.

Included within this area are the 600, 700, 800 and 900 blocks and a portion of the 1000 block of the north side of East Main Street. It is a mixture of commercial and residential resources. The 800 block of East Main Street has been largely destroyed; extant resources include the Marcus Lindsey Memorial Church (JFCB-98) at 801 East Main Street, and an altered, but extant nineteenth-century commercial structure at 835 East Main Street (JFCB-643). The south side of the 800 block of East Main Street is within the Phoenix Hill NRHP district.

The survey recorded 31 historic resources within the Main Street Corridor; two of these resources were evaluated as non-contributing, while the remainder is considered contributing to the Butchertown NRHP District.

Western Industrial Core

This section wraps around the western and northern edges of the Western Residential Corridor, and includes both sides of Geiger Street between Wenzel and Campbell Streets. It extends to the western edge of the Butchertown NRHP District, between Washington and Franklin Street and Shelby and Howard Streets. It has seen the most change to its historic built environment. Included within the area are the 600 and 700 blocks of East Washington, the 700 block of East Franklin, and a portion of Clay and Hancock Streets.

Geiger and Campbell Streets have seen a number of changes since the middle of the twentieth century. A number of frame shotguns on both sides of Campbell Street have been demolished. A portion of the historic Bornwasser Packing Plant remains inside the mid-twentieth century complex of Tasman Industries at 977 Geiger Street (JFCB-723).

There were six extant historic resources on East Washington Street, including the Thomas Edison House (JFCB-20) at 729-731 East Washington Street. Five of these six resources are considered contributing to the Butchertown NRHP District. There were five surveyed sites on Clay Street; four of these resources are considered contributing to the Butchertown NRHP District.

Summary

There were 64 historic resources surveyed in Butchertown in the late 1970s and early 1980s, out of an estimated 460 buildings and structures contained within the NRHP boundaries. This survey recorded 427 historic resources; the Butchertown survey index can be found on page 520 of this chapter.

Phoenix Hill NRHP District

Although the Phoenix Hill neighborhood covers a much larger geographic area than Butchertown, the historic resources of Phoenix Hill have not fared as well those of Butchertown. The flood of 1937, suburbanization, the rise of the automobile, the introduction of the interstate highway system, urban renewal and the development of the medical campus all took a heavy toll on Phoenix Hill.

Under the Housing Act of 1954, Louisville became eligible for federal funds to accomplish project survey and planning as well as implementation. In December 1959, federal funds were approved for the east downtown renewal area, which encompassed 125-acres in the Phoenix Hill neighborhood, from Broadway on the south, Market Street on the north, Jackson on the east, and Second Street on the west.³ According to historian Kramer, “The area which experienced the most extensive redevelopment in terms of cost of land acquisition and clearance and value of new construction was the East Downtown Renewal Area, where by the beginning of 1972, more than \$130 million in new construction had been completed, started, or committed.”⁴ Conceived as a centralized area of clustered health services, the renewal district was focused on the territory surrounding the 1870-1913 General Hospital. The goal was to clear the land and partner with private and public health-related firms to create a hospital/health care precinct with shared use of support services, such as power plants, and linen and laundry maintenance.

The cohesiveness of Phoenix Hill was irrevocably altered by urban renewal. Pockets of the neighborhood remain intact, with high levels of integrity, while other blocks bear no resemblance to their historic representations seen on the Sanborn maps.

The 800 block of East Broadway is fairly intact, and contains some significant commercial structures, including some featuring architectural styles not seen elsewhere in Phoenix Hill or Butchertown. While Broadway and Market Street are important commercial corridors, an equally significant commercial pocket in Phoenix Hill would be Shelby Street.

Residentially, the most intact streets seem to be Chestnut Street, Madison Street and Muhammad Ali Boulevard. The majority of dwellings along Chestnut Street are shotguns and camelbacks shotguns, while Madison Street, despite demolition and infill,

³ Kramer, 222.

⁴ Kramer, 223.

retains a good number of side-passage dwellings and larger, multiple use structures (commercial/residential). The current surveyed documented 180 resources originally constructed as single-family dwellings; 144 of those are still single-family dwellings. There were 71 shotguns, 65 camelback shotguns and 50 side-passage dwellings recorded in Phoenix Hill. As discussed in Chapter IV, there were no extant double side-passage dwellings recorded in Phoenix Hill, and there were only five dwellings whose form and plan could not be ascertained.

There were 11 churches recorded in Phoenix Hill and 25 buildings recorded as commercial/business structures, while 80 additional resources were recorded as having an original function of “commercial/unknown.” Roughly half of each of those two “commercial” categorizations dated from the 1875 to 1899 time period.

The Phoenix Hill Historic Preservation Plan divided the district into the following “character areas:”

Main Street Corridor
Market Street Corridor
Jefferson Street Core
Eastern Residential Core
Western Residential Core
Clay Street Edge
Broadway Corridor

This section will utilize these areas to organize the results of the survey of Phoenix Hill. While these divisions provide a concise way to break up a large neighborhood, not every surveyed resource fits into one of the character areas (Figure 8.2). The Phoenix Hill survey index (page 534 of this chapter) provides a comprehensive list of surveyed resources.

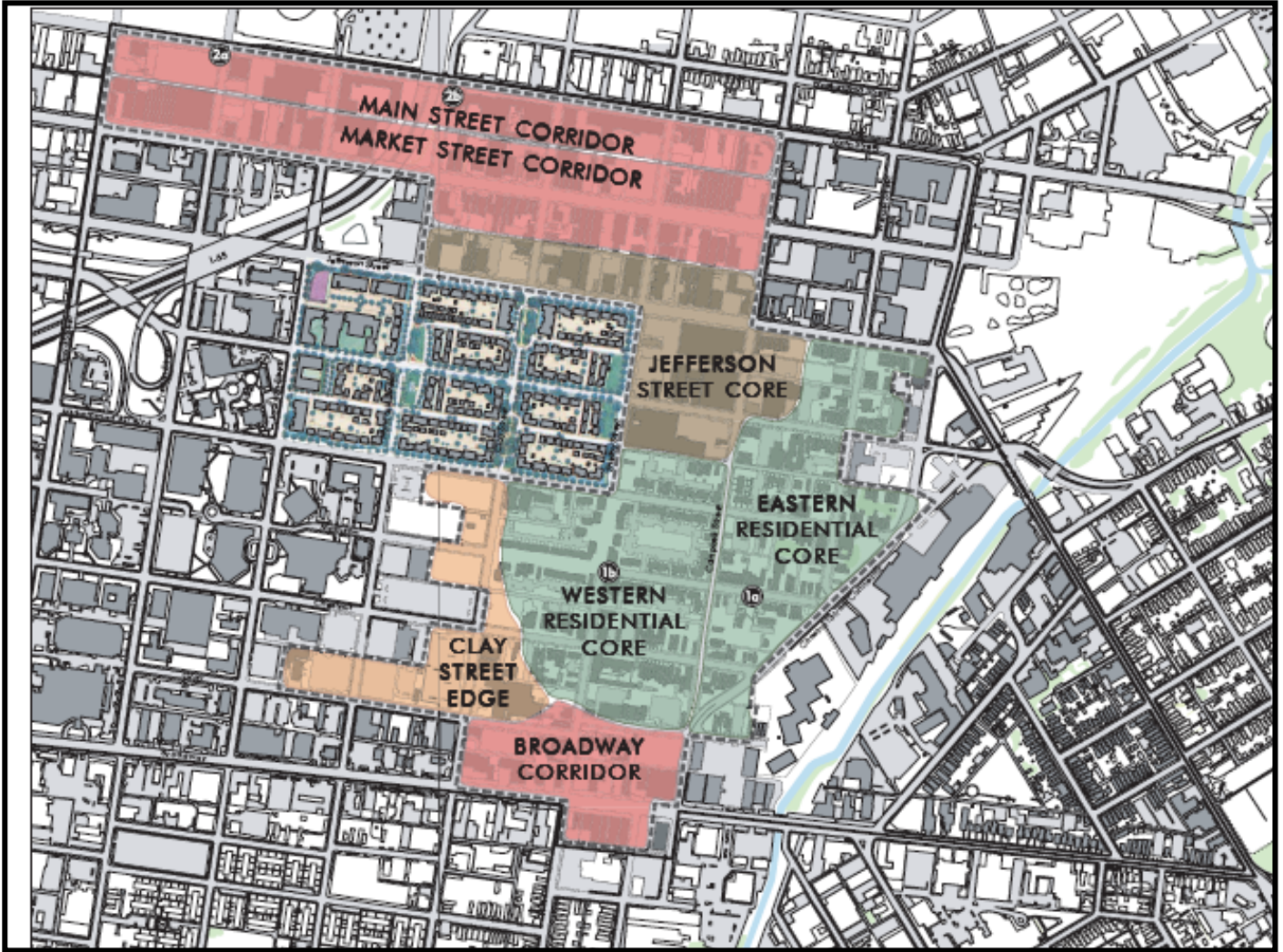


Figure 8. 2 Phoenix Hill Historic Preservation Plan Character Area Map.

Main Street Corridor

This area includes the 300 through the 800 blocks of the south side of Main Street from Floyd Street on the west to Campbell Street on the east. Large scale industrial and commercial structures, including the American Machine Company Building (Vermont American, JFCH-3), the Charles R. Long, Jr. Company Building (JFCH-2) and Billy Goat Strut (JFCH-440) are located in this area. On the south side of the 800 block of the East Main Street is the Paul C. Barth Engine House No. 3, a handsome Richardsonian Romanesque structure (JFCH-1). Built as a fire station, the structure is now used for offices.

The survey recorded ten historic resources in Main Street Corridor area.

Market Street Corridor

This area, which includes the north and south sides of Market Street, extends from the I-65 Interchange and Hancock Street on the west, to Campbell Street on the east. This area is primarily commercial, and includes some wonderful examples of nineteenth century commercial architecture. There are three residential resources in the area, and three religious-related historic resources.

The survey recorded 74 historic resources with the Market Street Corridor; while the HPP designation excludes the southern side of the 300-500 blocks of Market Street, the survey included these resources.

Jefferson Street Core

The Jefferson Street core area stretches from the north side of Jefferson Street to Marshall Street on the south, Shelby Street on the west and Campbell Street on the east. There are a number of commercial and industrial resources in this area.

The 800 and 900 blocks of Jefferson Street, in particular, have experienced a large amount of demolitions. The survey recorded 24 historic resources; the majority of these were dwellings on Jefferson Street.

Eastern Residential Core

This area encompasses the south side of the 900 block of Jefferson Street, extends to Gray Street on the south, Chestnut Street on the east and Campbell Street on the west.

It splits the south side of the 900 block in half, with the western half of the block (seven historic resources, 900-910 East Jefferson Street) included in the Jefferson Street Core. Also within the area are the 900 blocks of East Chestnut Street, East Madison Street, East Muhammad Ali Boulevard and East Liberty Street. There are also a few resources in the 1000 block of Muhammad Ali Boulevard, Jefferson Street and Liberty Street.

The 900 and 1000 blocks of Marshall Street have been mostly demolished, and replaced with infill housing. Only one historic resource, 934 Marshall Street (JFCH-991), a frame shotgun, remains.

This area is mostly residential, with both frame and masonry shotguns and camelback shotguns well-represented, with a handful of commercial structures from the late nineteenth century. The survey recorded a total of 85 historic resources in this area: nine-historic resources on Chestnut Street, 17 on Jefferson Street, 16 on Liberty Street, 17 on Madison Street and 26 on Muhammad Ali Boulevard.

Western Residential Core

This character area adjoins the Eastern Residential Core, with Campbell Street as its eastern boundary. It extends west to Clay Street, north to Marshall and south to Gray Street. There has been an extensive amount of demolition and infill with multiple family units in this area. Despite this, certain areas, such as the 800 block of Chestnut Street, retain a high number of historic resources.

This area encompasses the 700 and 800 blocks of Gray Street, Springer Alley, Chestnut Street, East Madison, Muhammad Ali Boulevard and Marshall Street. It also includes the 400, 500 and 600 blocks of Campbell Street, Shelby Street and Clay Street.

The survey recorded a total of 94 historic resources in the Western Residential Core: ten on Campbell Street, 13 on Shelby Street, eight on Gray Street, 11 on Madison Street, 41 on Chestnut Street and 11 on Muhammad Ali Boulevard.

Clay Street Edge

This area, as defined in the Phoenix Hill HPP, “represents the western edge of the district.” The NRHP boundaries actually extend to Jackson Street on the west. The boundaries of the area include both sides of Clay Street, from Muhammad Ali Boulevard on the north, and Gray Street to the south. Most of this area is surface parking lots.

Broadway Corridor

Broadway is the southern edge of the Phoenix Hill NRHP District. This area includes both sides of Broadway from Campbell Street on the west to Shelby Street on the east. The historic resources in this corridor are mostly commercial. Although the NRHP boundaries are somewhat irregular along this corridor, the survey documented all of the resources on the north side of the 700 block of Broadway, both sides of Broadway in the 800 block, and the two resources on the north side of the 900 block. A total of 23 historic resources were recorded in the Broadway Corridor.

Summary

At the time of its nomination to the NRHP in 1981, the Phoenix Hill NRHP District contained 700 resources.⁵ During the 1980s, 164 historic resources were recorded on KHRI forms. This survey recorded 382 resources within the neighborhood, the Phoenix Hill survey index can be found on page 534 of this chapter.

⁵ Hugh Foshee, Marty Hedgepeth, and M.A. Allgeier. “Phoenix Hill Historic District.” *Nomination to the National Register of Historic Places*. Copy on file at the Kentucky Heritage Council. Listed January 1983.

East End of the Study Area

As discussed in the first chapter of the report, the East End of the study area is dramatically different from the downtown study area. Although certainly not immune to threats from the Ohio River, the area has its own unique development patterns. Unlike the downtown study area, the East End survey sites consisted of a variety of disparate resources along River Road, rather than a dense, urban district.

The East End of the study area has benefitted from a variety of NRHP nominations over the years, as well as from other studies, including Carolyn Brooks *Life Along the Ohio* context study for the Ohio River Corridor Master Plan. This study did not revisit the many districts in the East End, including Glenview, Harrods Creek, Nitta Yumma and Country Estates, because the previous documentation was so recent and comprehensive. The Harrods Creek Village Historic District was surveyed for the first time (Figure 8.3).

This study surveyed 281 previously unrecorded historic resources in the East End, and re-surveyed 23 resources. The surveyed sites are primarily single-family dwellings from the twentieth century – 274 of that number appeared to have been constructed as single-family dwellings, while 267 are still functioning as single-family homes. Of the surveyed single-family dwellings, 161 have been documented as having an “unknown” floor plan – the exterior of the resource does not provide enough information to determine the likely form of the structure. There were 58 ranch houses recorded, 16 bungalows, 11 Cape Cod dwellings and seven T-plans.

The greatest change in the study area since Brooks’ work in 1994 may be the river camps, which experienced much damage from the 1997 flood. Rebuilding, remodeling, and demolition have changed the character of some of the camps. The East End survey index begins on page 546 of this chapter.

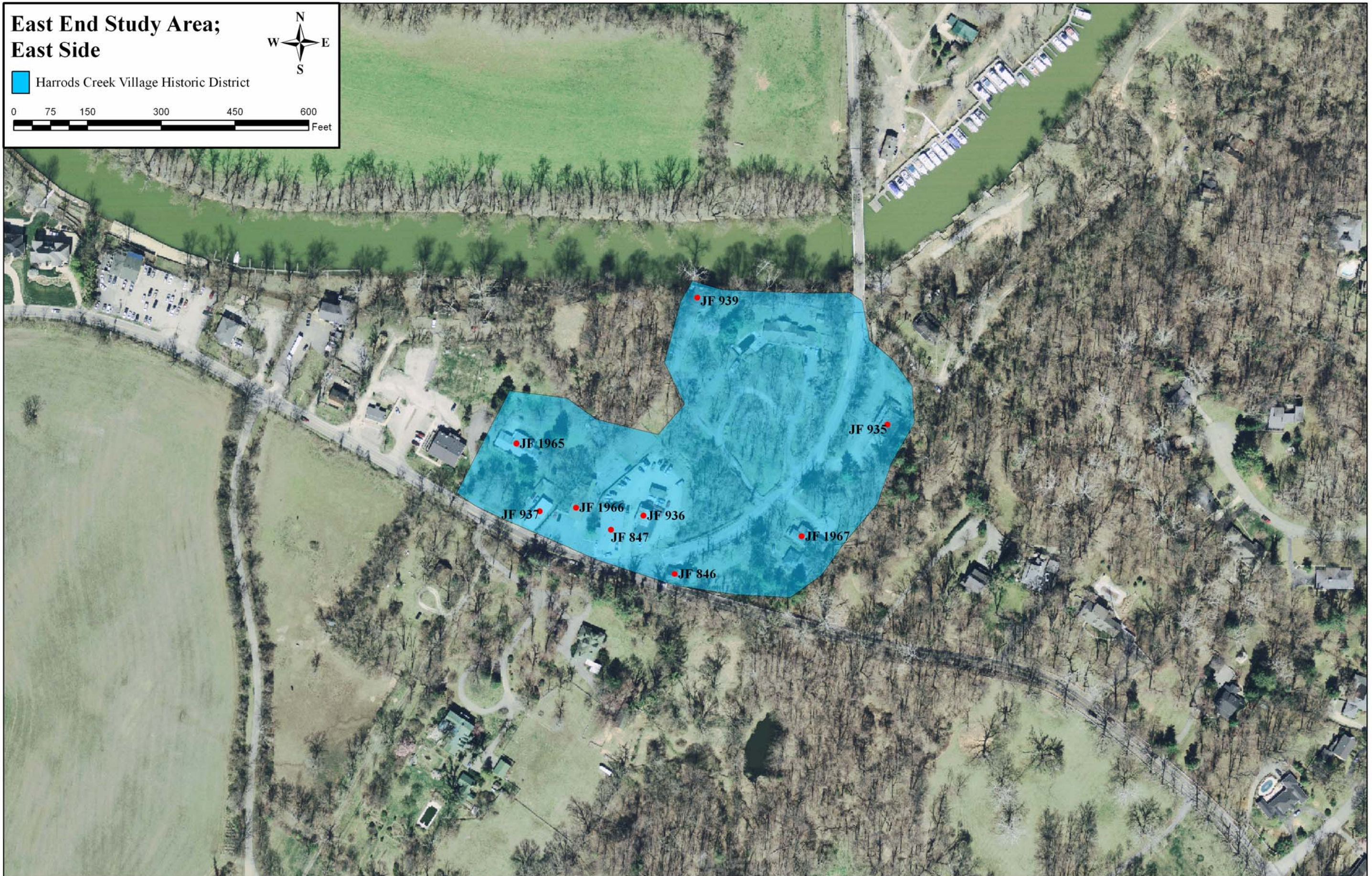


Figure 8.3 Surveyed sites within the Harrods Creek Village Historic District.

Area 1 of the Downtown Study Area

Eleven previously unrecorded historic resources in Area 1 of the study area were surveyed. The following five commercial/industrial structures were surveyed as part of the West Main Street/10th Street Manufacturing Historic District, which was determined eligible during the LSIORB Project Section 106 process (Figure 8.4).

- 108 South 10th St (JFWP-579)
- 116 South 10th St (JFWP-580)
- 117 South 10th St (JFWP-581)
- 120 South 10th St (JFWP-582)

The remainder of the newly surveyed sites are scattered along West Main Street, Twelfth Street and in Portland. A number of the tobacco-related resources were re-surveyed, since their initial documentation was in the 1980s. The Other Surveyed Sites survey index begins on page 550 of this chapter.

Summary

The rest of this chapter consists of four separate survey index sheets: the Butchertown, Phoenix Hill, East End and Other Surveyed Sites Index, (which covers the West Main Street/10th Street Manufacturing Historic District, as well as sites in the central business district, Portland, Smoketown and Irish Hill). Each survey index has a Function Abbreviation Key preceding the index.

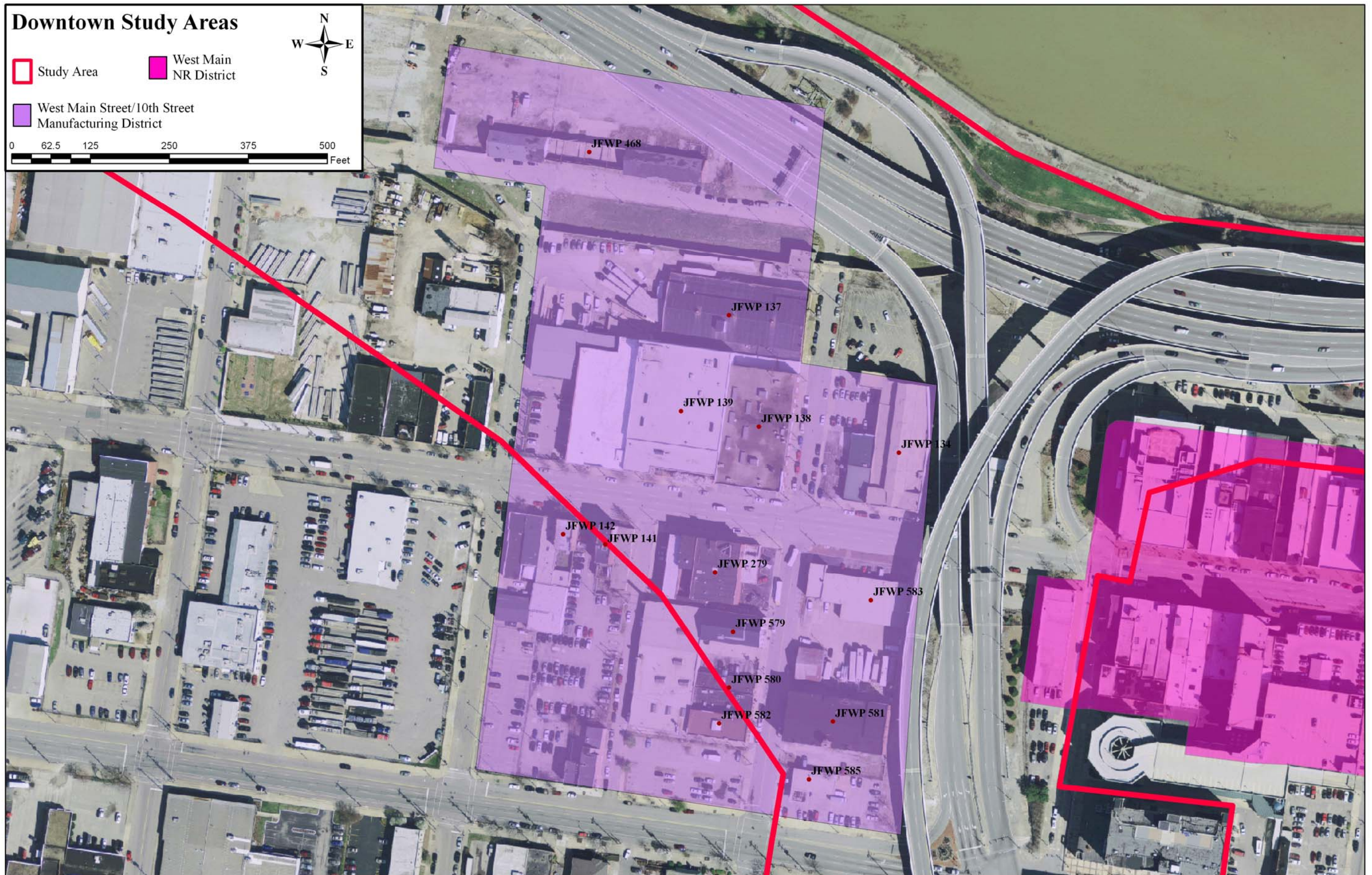


Figure 8.4 Surveyed sites within the West Main Street/10th Street Manufacturing Historic District.

Butchertown Survey Index Function Abbreviation Key

C=Contributing

NC=Noncontributing

I=Not eligible

E=Eligible

residential S = residential/single family

residential M = residential/multiple family

commercial B = commercial/business

commercial S = commercial/specialty store

commercial R = commercial/commercial-residential

commercial W = commercial/warehouse

commercial F = commercial/financial institution

commercial RBT = commercial/restaurant/bar/tavern

commercial P = commercial/professional-office

commercial U = commercial/unknown

industrial M = industrial/manufacturing facility

industrial U = industrial/unknown

religious C = religious/church

religious CR = religious/church residence

religious CS = religious/church school

government F = government/fire station

agricultural F = agricultural/food processing/storage

Butchertown Survey Index

Address_Location	Site_No	Name	Constructed	Orig_Function	Current_Funct	Type	Material	Eval
113 Adams St.	JFCB-611		1925-1949	residential S	residential S	shotgun	concrete block	C
115 Adams St.	JFCB-380		1900-1924	residential S	residential S	shotgun	concrete block	C
117 Adams St.	JFCB-379		1850-1874	residential S	residential S	side-passage	brick	C
128 Adams St.	JFCB-343		1875-1899	residential S	residential S	shotgun	frame	C
129 Adams St.	JFCB-378	Letterle-Rehm House	1825-1849	residential S	residential S	unknown	brick	C
132 Adams St.	JFCB-342		1950-1974	residential M	residential M	shotgun	brick	C
134 Adams St.	JFCB-341		1900-1924	residential S	residential S	shotgun	frame	C
136 Adams St.	JFCB-340		1875-1899	residential S	residential S	camelback	frame	C
138 Adams St.	JFCB-339		1875-1899	residential M	residential M	double shotgun	frame	C
201 Adams St.	JFCB-375		1900-1924	residential S	residential S	shotgun	frame	C
203-205 Adams St.	JFCB-374		1875-1899	residential M	residential M	double shotgun	brick	C
209 Adams St.	JFCB-373		1850-1874 (1878)	residential S	residential S	side-passage	brick	C
248 Adams St.	JFCB-724		1925-1949	agricultural	vacant	unknown	concrete block	U
1616 Blue Horse Ave.	JFCB-456		1925-1949	residential S	residential S	unknown	frame	C
1626 Blue Horse Ave.	JFCB-455		1925-1949	residential S	residential S	shotgun	concrete block	NC
1634-1636 Blue Horse Ave.	JFCB-612		1875-1899	residential S	residential S	unknown	frame	I
Brownsboro Rd.	JFCB-720	Beargrass Pumping Station	1950-1974 (1956)	Pumping station	Pumping station	unknown/NA	concrete	C
Brownsboro Rd.	JFCB-716	Bridge over Beargrass Creek	1950-1974 (1956)	Bridge	Bridge	unknown/NA	steel, concrete	NC
1733 Brownsboro Rd.	JFCB-736		1950-1974	residential S	commercial B	ranch	frame	NC
151 Cabel St.	JFCB-714	MSD complex	1925-1949	industrial U	industrial U	unknown	concrete block	NC
152 Campbell St.	JFCB-038		1875-1899	residential S	commercial B	shotgun	frame	C
155 Campbell St.	JFCB-118		1875-1899	residential S	residential S	shotgun	frame	C
156 Campbell St.	JFCB-035		1875-1899	residential S	commercial B	shotgun	brick	C
165 Campbell St.	JFCB-113		1875-1899	residential S	commercial B	camelback	frame	C
210 Campbell St.	JFCB-029		1860-1900	residential S	residential S	shotgun	frame	C
120-122 Clay St.	JFCB-005		1875-1899	commercial R	commercial E	unknown	brick	C
124 Clay St.	JFCB-004		1875-1899	residential S	residential M	side-passage	brick	C
126 Clay St.	JFCB-613		1950-1974 (1964)	business	business	unknown	concrete block	C
147 Clay St.	JFCB-614		1925-1949	commercial B	commercial B	unknown	concrete block	C
165 N. Clay St.	JFCB-721	Fruehtenicht Feed Mill	1950-1974	industrial M	industrial M	unknown	concrete block	C
Frankfort Ave.	JFCB-718	bridge Over Beargrass Creek	1900-1924 (1915)	Bridge	Bridge	unknown/NA	stone, steel	C
1515 Frankfort Ave.	JFCB-409		1875-1899	residential S	residential S	shotgun	brick	C
1523 Frankfort Ave.	JFCB-408		1875-1899	residential S	residential S	shotgun	brick	C

Butchertown Survey Index

Address_Location	Site_No	Name	Constructed	Orig_Function	Current_Funct	Type	Material	Eval
1529 Frankfort Ave.	JFCB-405		1875-1899	residential S	residential S	shotgun	brick	C
1535 Franfort Ave.	JFCB-404		1875-1899	residential S	residential S	shotgun	brick	C
1540 Frankfort Ave.	JFCB-393	formerly 220 Ohio	1850-1874	residential S	residential S	side-passage	brick	C
1541 Frankfort Ave.	JFCB-403		1825-1849	residential S	residential S	side-passage	brick	C
1550 Frankfort Ave.	JFCB-394	formerly 216 Ohio	1875-1899	residential S	residential S	camelback	frame	C
1553 Frankfort Ave.	JFCB-402		1875-1899	residential S	residential S	shotgun	brick	C
1556-1558 Frankfort Ave.	JFCB-395	formerly 208-210 Ohio	1850-1874	residential M	commercial R	double side-	brick	C
1607 Frankfort Ave.	JFCB-460	Linden Hill	1800-1824 (1810)	residential S	residential S	side-passage	brick	C
1615 Frankfort Ave.	JFCB-457		1875-1899	residential S	residential S	shotgun	frame	NC
1617 Frankfort Ave.	JFCB-458		1900-1924	residential S	residential S	shotgun	frame	C
1630 Frankfort Ave.	JFCB-615		1930-1945	commercial B	commercial B		concrete block	I
727-729 Franklin St.	JFCB-013	Vendome Copper & Brass	1850-1874	residential M	commercial B		brick	C
801-803 Franklin St.	JFCB-40 and JFCB-		1900-1924	residential M	residential M	double shotgun	brick	C
807 Franklin St.	JFCB-042		1925-1949	residential S	residential S	camelback	frame	C
809-811 Franklin St.	JFCB-43 and JFCB-		1850-1874	residential S	residential S	double side-	brick	C
813 Franklin St.	JFCB-045		1900-1924	residential S	residential S	shotgun	frame	C
812-814 Franklin St.	JFCB-058		1900-1924	residential M	residential M	double shotgun	frame	C
815 Franklin St.	JFCB-046		1875-1899	residential S	residential S	shotgun	brick	C
816 Franklin St.	JFCB-059		1975-2000	residential S	residential S	unknown	frame	NC
819 Franklin St.	JFCB-048		1900-1924	residential S	residential S	unknown	frame	C
821 Franklin St.	JFCB-049	formerly 208-210 Ohio	1875-1899	residential S	residential S	shotgun	brick	C
820-822 Franklin St.	JFCB-060		1875-1899	residential M	residential M	double shotgun	brick	C
823 Franklin St.	JFCB-447		1875-1899	residential S	residential S	camelback	brick	C
824-826 Franklin St.	JFCB-061		1875-1899	residential M	residential M	double shotgun	brick	C
827 Franklin St.	JFCB-051		1875-1899	residential S	residential S	side-passage	brick	C
828 Franklin St.	JFCB-062		1875-1899	residential S	residential S	side-passage	brick	C
831 Franklin St.	JFCB-053		1875-1899	residential S	residential S	shotgun	frame	C
833 Franklin St.	JFCB-054		1875-1899	residential S	residential S	shotgun	frame	C
834 Franklin St.	JFCB-063		1875-1899	residential S	residential S	side-passage	brick	C
835 Franklin St.	JFCB-055		1900-1924	residential S	residential S	shotgun	frame	C
836 Franklin St.	JFCB-064		1900-1924	residential S	residential S	shotgun	frame	NC
837 Franklin St.	JFCB-056		1900-1924	residential S	residential S	shotgun	frame	C
839 Franklin St.	JFCB-057		1875-1899	residential S	residential S	side-passage	brick	C

Butchertown Survey Index

Address_Location	Site_No	Name	Constructed	Orig_Function	Current_Funct	Type	Material	Eval
840 Franklin St.	JFCB-066		1875-1899	residential S	residential S	camelback	brick	C
842 Franklin St.	JFCB-715		1875-1899	unknown	unknown	unknown	brick	NC
900 Franklin St.	JFCB-136	Meyer Grocery	1875-1899	commercial S	unknown	unknown	frame	C
901 Franklin St.	JFCB-120		1875-1899	commercial R	commercial R	unknown	brick	C
902 Franklin St.	JFCB-137		1875-1899	residential S	residential S	shotgun	frame	C
904 Franklin St.	JFCB-138		1875-1899	unknown	residential M	unknown	brick	C
903-905 Franklin St.	JFCB-121		1875-1899	residential S	residential S	double shotgun	brick	C
906 Franklin St.	JFCB-139		1900-1924	residential S	residential S	shotgun	brick	C
907 Franklin St.	JFCB-122		1875-1899	residential S	residential S	shotgun	frame	C
908 Franklin St.	JFCB-140		1875-1899	residential S	residential S	camelback	brick	C
909 Franklin St.	JFCB-123		1875-1899	residential S	residential S	shotgun	brick	C
910 Franklin St.	JFCB-141		1875-1899	unknown	residential S	side-passage	frame	C
911 Franklin St.	JFCB-124		1875-1899	residential S	residential S	shotgun	brick	C
912 Franklin St.	JFCB-142		1875-1899	residential S	residential S	shotgun	brick	C
914 Franklin St.	JFCB-143		1875-1899	residential S	residential S	camelback	brick	C
915 Franklin St.	JFCB-125		1875-1899	residential S	residential S	shotgun	brick	C
916 Franklin St.	JFCB-144		unknown	residential S	residential S	unknown	unknown	NC
918 Franklin St.	JFCB-145		1875-1899	residential S	residential S	side-passage	brick	C
919-921 Franklin St.	JFCB-127		1875-1899	residential M	residential M	double shotgun	frame	C
922 Franklin St.	JFCB-146		1875-1899	residential S	commercial U	side-passage	brick	C
923 Franklin St.	JFCB-128		1900-1924	residential S	residential S	shotgun	brick	C
925 Franklin St.	JFCB-129		1850-1874 (1869-70)	residential S	residential S	shotgun	brick	C
926 Franklin St.	JFCB-147		1925-1949	residential S	residential S	unknown	frame	NC
928 Franklin St.	JFCB-148		1875-1899	residential S	residential S	shotgun	frame	C
930 Franklin St.	JFCB-149		1875-1899	residential S	residential S	side-passage	brick	C
932 Franklin St.	JFCB-150		1875-1899	residential S	residential S	side-passage	brick	C
934 Franklin St.	JFCB-151		1875-1899	residential S	residential S	side-passage	brick	C
935 & 943 Franklin St.	JFCB-133 & 134	John Bauer House/Brewery	1850-1874	residential S	industrial M	unknown	brick	C
938 Franklin St.	JFCB-617	Franklin Street Baptist Church	1875-1899	unknown	religious C	unknown	brick	C
947 Franklin St.	JFCB-135		1875-1899	commercial U	commercial U	unknown	brick	C
1002 Franklin St.	JFCB-191		1900-1924	residential S	residential S	shotgun	frame	C
1004 Franklin St.	JFCB-192		1900-1924	residential S	residential S	shotgun	frame	C
1006-1008 Franklin St.	JFCB-193		1900-1924	residential M	residential M	double shotgun	brick	C

Butchertown Survey Index

Address_Location	Site_No	Name	Constructed	Orig_Function	Current_Funct	Type	Material	Eval
1010 Franklin St.	JFCB-194		1875-1899	residential S	residential S	shotgun	frame	C
1013-1015 Franklin St.	JFCB-186		1875-1899	residential M	residential M	double shotgun	brick	C
1017-1019 Franklin St.	JFCB-187		1875-1899	residential M	residential M	double shotgun	brick	C
1018 Franklin St.	JFCB-196		1900-1924	residential S	residential S	camelback	frame	NC
1020 Franklin St.	JFCB-197		1900-1924	residential S	residential S	camelback	frame	C
1023 Franklin St.	JFCB-188		1875-1899	residential S	residential M	side-passage	brick	C
1027 Franklin St.	JFCB-189		1875-1899	residential S	residential M	side-passage	brick	C
1038 Franklin St.	JFCB-246	Faces on Johnson	1925-1949	residential M	residential M	unknown	frame	C
912 Geiger St.	JFCB-103		1875-1899	residential S	residential S	shotgun	frame	C
914 Geiger St.	JFCB-104		1875-1899	residential S	residential S	shotgun	frame	C
927 Geiger St.	JFCB-723	Tasman Industries	1925-1949	industrial M	industrial M	unknown	brick, c.block	C
101 Johnson St.	JFCB-618		1925-1949	commercial B	vacant	unknown	frame	C
603-615 Main St.	JFCB-634	Grocer's Ice & Storage Co.	1900-1924	commercial W	commercial B	unknown	brick	C
617 Main St.	JFCB-635		1925-1949	commercial U	commercial U	unknown	brick	C
619 Main St.	JFCB-636		1875-1899	commercial R	commercial B	unknown	brick	C
621-623 Main St.	JFCB-637		1925-1949	commercial U	work in progress	unknown	concrete block	C
637-643 Main St.	JFCB-638		1900-1924	commercial B	commercial B	unknown	concrete block	C
701 Main St.	JFCB-639	Pwr. Train Service of KY	1925-1949	commercial B	commercial B	unknown	brick, c.block	C
713 Main St.	JFCB-025		1925-1949	commercial B	commercial B	unknown	brick	C
721 Main St.	JFCB-640	NST Metals	1925-1949	commercial B	commercial B	unknown	concrete block	C
729 Main St.	JFCB-641	Digs	1950-1974	commercial B	commercial B	unknown	concrete block	NC
731 Main St.	JFCB-642	Bittner's Inc.	1875-1899	commercial R	commercial B	unknown	brick	C
743 Main St.	JFCB-028	Electric Motor Repair	1950-1974	commercial B	commercial B	unknown	concrete block	NC
801 Main St.	JFCB-098	Marcus Lindsey Mem. ME Church	1875-1899	religious C	religious C	unknown	brick	C
835 Main St.	JFCB-643		1875-1899	commercial R	commercial B	unknown	brick	C
901-905 Main St.	JFCB-178	Pohl Iron Works	1900-1924	commercial S	commercial U	unknown	brick	C
913 Main St.	JFCB-644		1925-1949	commercial B	vacant	unknown	unknown	NC
927 Main St.	JFCB-181		1925-1949	residential S	residential S	camelback	frame	C
929-931 Main St.	JFCB-182		1925-1949	commercial U	commercial S	unknown	concrete block	C
1005 Main St.	JFCB-229		1875-1899	residential S	unknown	camelback	frame	C
1007 Main St.	JFCB-230		1875-1899	residential S	residential M	T-plan	frame	C
1009 Main St.	JFCB-231		1900-1924	residential S	residential S	camelback	frame	C
1011 Main St.	JFCB-232		1900-1924	residential S	residential S	camelback	frame	C

Butchertown Survey Index

Address_Location	Site_No	Name	Constructed	Orig_Function	Current_Funct	Type	Material	Eval
1013 Main St.	JFCB-234		1900-1924	residential S	residential S	camelback	frame	C
1015 Main St.	JFCB-235		1900-1924	residential S	vacant	camelback	frame	C
1019 Main St.	JFCB-619		1925-1949	commercial U	vacant	unknown	concrete block	C
1023 Main St.	JFCB-236		1900-1924	residential S	residential S	shotgun	frame	C
1025 Main St.	JFCB-237		1875-1899	residential S	residential S	side-passage	frame	C
1027 Main St.	JFCB-238		1875-1899	residential S	residential S	side-passage	frame	C
1041 Main St.	JFCB-620	Edinger Trucking Company	1875-1899	commercial U	commercial W	unknown	brick	C
1048 Main St.	JFCB-621	Bourbon Stockyards Exchange	1850-1874 (1864)	agricultural F	commercial F	unknown	brick	C
1051 Main St.	JFCB-725	Kentuckiana Veterinary Supply,	1925-1949	commercial U	commercial B	unknown	unknown	NC
1065 Main St.	JFCB-622		1950-1974	commercial B	vacant	unknown	concrete block	C
1200 Main St.	JFCB-624	Petey Auto Mart	1950-1974	commercial U	vacant	unknown	unknown	I
1234 Main St.	JFCB-625		1950-1974	commercial U	vacant	unknown	concrete block	I
1313 Main St.	JFCB-626	Reynolds, Inc.	1950-1974	commercial U	commercial B	unknown	concrete block	I
1320 Main St.	JFCB-627		1925-1949	unknown	commercial B	unknown	brick	I
1321 Main St.	JFCB-628		1875-1899	residential S	residential S	shotgun	brick	E
1323 Main St.	JFCB-629		1875-1899	residential S	residential S	shotgun	brick	E
1325 Main St.	JFCB-630		1875-1899	residential S	residential S	shotgun	brick	E
1327 Main St.	JFCB-631		1875-1899	residential S	residential S	shotgun	brick	E
1329 Main St.	JFCB-632		1875-1899	residential S	residential S	shotgun	brick	E
1331 Main St.	JFCB-633		1875-1899	residential S	residential S	shotgun	brick	E
Mellwood Ave.	JFCB-719	bridge over Beargrass Creek	1925-1949 (1930)	Bridge	Bridge	unknown/NA	concrete	C
1421 Mellwood Ave.	JFCB-645	Ace Salvage	1950-1974	commercial U	commercial U	unknown	unknown	I
1429 Mellwood Ave.	JFCB-646		1900-1924	residential S	residential S	shotgun	brick	E
1431 Mellwood Ave.	JFCB-647		1900-1924	residential S	residential S	shotgun	brick	E
1433 Mellwood Ave.	JFCB-648		1900-1924	residential S	residential S	shotgun	brick	E
1435 Mellwood Ave.	JFCB-649		1900-1924	residential S	residential S	shotgun	brick	E
1437 Mellwood Ave.	JFCB-650		1900-1924	residential S	residential S	shotgun	brick	E
1445 Mellwood Ave.	JFCB-651		1900-1924	residential S	residential S	shotgun	brick	E
1447 Mellwood Ave.	JFCB-652		1900-1924	residential S	residential S	shotgun	brick	E
1449 Mellwood Ave.	JFCB-653		1925-1949	residential S	residential S	camelback	frame	E
1451 Mellwood Ave.	JFCB-654		1900-1924	residential S	residential S	shotgun	unknown	E
1453 Mellwood Ave.	JFCB-655		1900-1924	residential S	residential S	shotgun	frame	E
1455 Mellwood Ave.	JFCB-656		1875-1899	residential S	residential S	camelback	brick	E

Butchertown Survey Index

Address_Location	Site_No	Name	Constructed	Orig_Function	Current_Funct	Type	Material	Eval
1459 Mellwood Ave.	JFCB-657		1850-1874	residential S	unknown	side-passage	brick	E
1463 Mellwood Ave.	JFCB-658		1900-1924	residential S	residential S	camelback	frame	E
1465 Mellwood Ave.	JFCB-659		1900-1924	unknown	commercial B	unknown	frame	E
1467 Mellwood Ave.	JFCB-660		1900-1924	residential S	residential S	camelback	frame	E
1501 Mellwood Ave.	JFCB-661		1925-1949	commercial B	commercial B	unknown	concrete block	NC
1505 Mellwood Ave.	JFCB-662		1875-1899	residential S	commercial B	shotgun	brick	C
1507 Mellwood Ave.	JFCB-663		1850-1874	residential S	residential S	shotgun	brick	C
1509 Mellwood Ave.	JFCB-664		1850-1874	residential S	residential S	shotgun	brick	C
1511 Mellwood Ave.	JFCB-665		1850-1874	residential S	commercial B	shotgun	brick	C
1513 Mellwood Ave.	JFCB-666		1850-1874	residential S	commercial B	shotgun	brick	C
1515 Mellwood Ave.	JFCB-667		1925-1949	commercial B	commercial B	unknown	concrete block	C
1519 Mellwood Ave.	JFCB-668		1850-1874	residential S	residential S	shotgun	brick	C
1521 Mellwood Ave.	JFCB-669		1850-1874	residential S	residential S	shotgun	brick	C
1615 Mellwood Ave.	JFCB-727		1950-1974	commercial P	vacant	unknown	unknown	I
1617 Mellwood Ave.	JFCB-728		1925-1949	commercial B	commercial S	unknown	unknown	I
1627-1637 Mellwood Ave.	JFCB-729		1925-1949	commercial P	commercial B	unknown	concrete block	C
1641 Mellwood Ave.	JFCB-730		1925-1949	residential S	residential	Bungalow	frame	C
1701 Mellwood Ave.	JFCB-731		1925-1949	commercial B	commercial B	unknown	unknown	C
1707 Mellwood Ave.	JFCB-732		1925-1949	commercial RBT	commercial B	unknown	concrete block	C
1715-1721 Mellwood Ave.	JFCB-733	Big Al's Beeratville	1925-1949	commercial B	commercial RBT	unknown	concrete block	I
1725 Mellwood Ave.	JFCB-734	R & R Inc.	1925-1949	commercial B	commercial B	unknown	concrete block	C
1757 Mellwood Ave.	JFCB-735		1925-1949	commercial B	commercial B	unknown	concrete block	C
1765-1767 Mellwood Ave.	JFCB-737		1875-1899	residential S	commercial RBT	unknown	brick	C
1769 Mellwood Ave.	JFCB-738		1900-1924	residential S	residential S	T-plan	frame	I
1771-1773 Mellwood Ave.	JFCB-739		1875-1899	residential M	residential M	double shotgun	frame	C
Ohio River at I-65	JFCB-722	John F. Kennedy Memorial Bridge	1950-1974 (1961-3)	Bridge	Bridge	unknown/NA	steel	NC *
1333 Quincy St.	JFCB-670		1900-1924	residential S	residential S	camelback	frame	C
1335 Quincy St.	JFCB-671		1900-1924	residential S	residential S	camelback	frame	C
1337 Quincy St.	JFCB-672		1900-1924	residential S	residential S	shotgun	frame	C
1400 Quincy St.	JFCB-673		1875-1899	residential S	residential S	camelback	frame	C
1401 Quincy St.	JFCB-674		1900-1924	residential S	residential S	camelback	frame	C
1402 Quincy St.	JFCB-675		1875-1899	residential S	residential S	camelback	frame	C
1403 Quincy St.	JFCB-676		1875-1899	residential S	residential S	shotgun	brick	C

Butchertown Survey Index

Address_Location	Site_No	Name	Constructed	Orig_Function	Current_Funct	Type	Material	Eval
1404 Quincy St.	JFCB-324		1875-1899 (1889)	residential S	residential S	camelback	frame	C
1406 Quincy St.	JFCB-677		1875-1899	residential S	residential S		frame	C
1407 Quincy St.	JFCB-313		1875-1899	residential S	residential S	double shotgun	frame	C
1408 Quincy St.	JFCB-326		1875-1899	residential S	residential S	camelback	frame	C
1410 Quincy St.	JFCB-327		1900-1924	residential S	residential S	unknown	frame	NC
1411 - 1413 Quincy St.	JFCB-315		1875-1899	residential S	residential S	camelback	brick	C
1412 Quincy St.	JFCB-328		1900-1924	residential S	residential S	shotgun	frame	C
1415 Quincy St.	JFCB-316		1850-1874	residential S	residential S	camelback	frame, brick	C
1421 Quincy St.	JFCB-318		1875-1899	residential S	residential S	shotgun	brick	C
1425 Quincy St.	JFCB-320		1875-1899	residential S	residential S	side-passage	brick	C
1505 Quincy St.	JFCB-678		1875-1899	residential S	residential S	camelback	brick	C
1507 Quincy St.	JFCB-679		1875-1899	residential S	residential S	camelback	brick	C
1525 Quincy St.	JFCB-680		1900-1924	residential S	residential S	shotgun	frame	NC
1527 Quincy St.	JFCB-681		1900-1924	residential S	residential S	camelback	frame	C
1529 Quincy St.	JFCB-682		1875-1899	residential S	residential S	shotgun	brick	C
1530 Quincy St.	JFCB-683		1875-1899	residential S	residential S	shotgun	frame	C
1531 Quincy St.	JFCB-684		1900-1924	residential S	residential S	shotgun	frame	C
121 Shelby St.	JFCB-623		1925-1949 (1928)	Gymnasium	work in progress	unknown	brick	C
151 Shelby St.	JFCB-685		1925-1949	commercial U	commercial U	unknown	brick	C
N. Spring St.	JFCB-717	bridge over Beargrass Creek	1925-1949 (1930)	Bridge	Bridge	unknown/NA	concrete	C
205 Spring St.	JFCB-686		1950-1974	industrial U	unknown	unknown	unknown	NC
12 Stoecker Alley	JFCB-726	last extant structure from Lost	1875-1899	residential S	residential S	shotgun	frame	
1001 Story Ave.	JFCB-687		1900-1924	commercial W	commercial W	unknown	concrete block	C
1021 Story Ave.	JFCB-688		1925-1949	commercial W	commercial W	unknown	frame	C
1022 Story Ave.	JFCB-689	Producer's Vet Supply	1875-1899	commercial R	commercial B	unknown	brick	C
1028 Story Ave.	JFCB-690	Producer's Vet Supply	1875-1899	residential S	commercial B	shotgun	frame	C
1032 Story Ave.	JFCB-691	Club Premier	1875-1899	commercial R	commercial B	unknown	brick	C
1033 Story Ave.	JFCB-244		1900-1924	commercial R	commercial B	unknown	brick	C
1200 Story Ave.	JFCB-692	Swift & 1100 red ccb wrhs &	1900-1924	industrial M	industrial M	unknown	brick, c.block	C
1201 Story Ave.	JFCB-263	National Oak Leather Tannery	1875-1899	industrial M	commercial P	unknown	brick	C
1301 Story Ave.	JFCB-693		1950-1974	commercial RBT	commercial RBT	unknown	concrete	NC
1308 Story Ave.	JFCB-309		1925-1949	commercial B	commercial B	unknown	brick	C
1319 Story Ave.	JFCB-304	Miss C's of KY Kitchen & Pantry	1875-1899	commercial R	commercial R	unknown	brick	C

Butchertown Survey Index

Address_Location	Site_No	Name	Constructed	Orig_Function	Current_Funct	Type	Material	Eval
1321 Story Ave.	JFCB-305		1875-1899	commercial R	commercial R	unknown	brick	C
1323 Story Ave.	JFCB-306		1875-1899	residential S	residential M	side-passage	brick	C
1329 Story Ave.	JFCB-307		1925-1949	commercial B	commercial B	unknown	brick	C
1332 Story Ave.	JFCB-310	Oertel's Bottling Plant	1900-1924 (1912)	Industrial M	commercial B	unknown	brick	C
1335 Story Ave.	JFCB-308		1875-1899	commercial R	commercial R	unknown	brick	C
1401 Story Ave.	JFCB-694		1875-1899	commercial R	commercial R	unknown	brick	C
1403 Story Ave.	JFCB-695		1875-1899	commercial R	commercial R	unknown	brick	C
1411 Story Ave.	JFCB-349		1875-1899	residential S	residential S	side-passage	frame	C
1413 Story Ave.	JFCB-350		1875-1899	residential S	commercial R	camelback	brick	C
1415 Story Ave.	JFCB-351		1875-1899	commercial B	residential M	side-passage	frame	C
1417 Story Ave.	JFCB-352		1875-1899	residential S	commercial P	side-passage	brick	C
1419 Story Ave.	JFCB-353		1875-1899	residential S	residential S	shotgun	frame	C
1425 Story Ave.	JFCB-355		1850-1874	commercial R	commercial R	unknown	brick	C
1427 Story Ave.	JFCB-356		1875-1899	residential S	residential S	shotgun	frame	C
1429-1431 Story Ave.	JFCB-357 & 358		1875-1899	residential M	residential M	double shotgun	brick	C
1433 Story Ave.	JFCB-359		1925-1949	commercial B	commercial B	unknown	concrete block	C
1437 Story Ave.	JFCB-361		1850-1874	commercial R	commercial B	unknown	brick	C
1500 Story Ave.	JFCB-696		1875-1899	residential S	commercial B	side-passage	brick	C
1501 Story Ave.	JFCB-382	Wesley House Consignment	1925-1949	commercial B	commercial B	unknown	brick	C
1503 Story Ave.	JFCB-381	Also 111 Adams	1875-1899	residential M	commercial B	double shotgun	brick	C
1509 Story Ave.	JFCB-383		1925-1949	commercial B	commercial B	unknown	frame	C
1511 Story Ave.	JFCB-384		1875-1899	residential S	residential S	side-passage	brick	C
1513 Story Ave.	JFCB-385		1875-1899	residential M	residential S		brick	C
1515 Story Ave.	JFCB-386		1900-1924	commercial R	commercial B	brick	brick	C
1536 Story Ave.	JFCB-697	Eye Care Institute	1875-1899	residential S	commercial P	side-passage	brick	C
1562 Story Ave.	JFCB-698		1925-1949	residential S	unknown		frame	C
1558-1570 Story Ave.	JFCB-401	Hadley Pottery	1825-1849	industrial M	industrial M	unknown	stone, brick	C
1575-1577 Story Ave.	JFCB-396	Vernon Club, Vernon Bowling	1875-1899	residential S	commercial R	side-passage	brick	C
1579 Story Ave.	JFCB-397		1875-1899	residential S	residential M	unknown	brick	C
1581 Story Ave.	JFCB-398		1875-1899	residential S	residential M	unknown	brick	C
1583 Story Ave.	JFCB-399		1875-1899	residential S	residential M	unknown	brick	C
1587 Story Ave.	JFCB-400		1825-1849	residential S	commercial B	unknown	brick	C
1600-1602 Story Ave.	JFCB-438		1875-1899	commercial R	commercial R	unknown	brick	C

Butchertown Survey Index

Address_Location	Site_No	Name	Constructed	Orig_Function	Current_Funct	Type	Material	Eval
1601 Story Ave.	JFCB-413		1875-1899	residential S	commercial RBT	unknown	frame	C
1604 Story Ave.	JFCB-439		1875-1899	commercial R	commercial R	unknown	brick	C
1605 Story Ave.	JFCB-414		1925-1949	commercial RBT	commercial RBT	unknown	frame	C
1606 Story Ave.	JFCB-440		1925-1949	commercial U	residential S	shotgun	concrete block	C
1607 Story Ave.	JFCB-415		1875-1899	residential S	residential S	shotgun	brick	C
1608 Story Ave.	JFCB-441		1875-1899	residential S	residential S	unknown	frame	C
1611 Story Ave.	JFCB-416		1875-1899	residential S	residential M	side-passage	brick	C
1612 Story Ave.	JFCB-442	Grace Immanuel United Ch. Of Ct.	1875-1899	religious C	religious C	other (church)	frame	C
1613 Story Ave.	JFCB-417		1875-1899	residential S	residential S	unknown	frame	C
1617 Story Ave.	JFCB-418		1850-1874	residential S	residential S	side-passage	brick	C
1618 Story Ave.	JFCB-443		1860-1900	residential S	commercial P	side-passage	brick	C
1621-1623 Story Ave.	JFCB-419		1875-1899	residential S	residential S	side-passage	brick	C
1622 Story Ave.	JFCB-444		1850-1874	residential S	residential M	side-passage	brick	C
1626 Story Ave.	JFCB-445		1850-1874	residential S	residential S	side-passage	brick	C
1627 Story Ave.	JFCB-420		1875-1899	residential M	residential M	unknown	frame	C
1629 Story Ave.	JFCB-421		1875-1899	residential M	residential M	unknown	frame	C
1632 Story Ave.	JFCB-446		1900-1924	residential S	residential S	Foursquare	brick	C
1633 Story Ave.	JFCB-422		1900-1924	residential M	residential M	unknown	frame	C
1635 Story Ave.	JFCB-412		1800-1824	agricultural	residential S	unknown	stone, brick	C
1637-1639 Story Ave.	JFCB-423		1850-1874	residential S	residential S	double shotgun	brick	C
1638 Story Ave.	JFCB-610	Mary Alice Hadley House	1875-1899	residential S	residential S	side-passage	brick	C
1641-1643 Story Ave.	JFCB-424		1850-1874	residential S	residential S	double shotgun	brick	C
1642 Story Ave.	JFCB-448	Last Chance Tavern	1850-1874	commercial RBT	vacant	unknown	brick	C
1645 Story Ave.	JFCB-425		1875-1899	residential S	residential S	shotgun	frame	C
1646 Story Ave.	JFCB-449		1850-1874	residential S	residential S	unknown	brick	C
1648 Story Ave.	JFCB-450		1875-1899	residential S	residential S	shotgun	brick	C
1649 Story Ave.	JFCB-427		1850-1874	residential S	residential M	side-passage	brick	C
1650 Story Ave.	JFCB-451		1875-1899	residential S	residential S	shotgun	brick	C
1651 Story Ave.	JFCB-428		1850-1874	residential S	residential M	side-passage	brick	C
1652 Story Ave.	JFCB-452	Bill Fischer Historic Home Art	1875-1899	residential S	commercial B	shotgun	brick	C
1653 Story Ave.	JFCB-429		1850-1874	commercial R	residential M	unknown	brick	C
1656 Story Ave.	JFCB-453		1875-1899	residential S	commercial B	shotgun	frame	C
1657 Story Ave.	JFCB-430		1875-1899	residential S	residential M	unknown	brick	C

Butchertown Survey Index

Address_Location	Site_No	Name	Constructed	Orig_Function	Current_Funct	Type	Material	Eval
1658 Story Ave.	JFCB-454		1825-1849	residential M	residential M	double side-	brick	C
1661 Story Ave.	JFCB-431		1850-1874	residential S	residential M	side-passage	brick	C
1665 Story Ave.	JFCB-432		1875-1899	residential S	residential S	shotgun	brick	C
1667 Story Ave.	JFCB-433		1875-1899	residential S	residential S	shotgun	brick	C
1669 Story Ave.	JFCB-434		1850-1874	residential S	residential S	side-passage	brick	C
1675 Story Ave.	JFCB-435		1850-1874 (1860)	residential S	residential M	central passage	brick	C
1677-1679 Story Ave.	JFCB-436		1875-1899	residential S	residential S	shotgun	frame	C
1681 Story Ave.	JFCB-437		1875-1899	residential S	residential S	shotgun	frame	C
609 Washington St.	JFCB-705		1950-1974	commercial W	commercial W	unknown	concrete block	NC
614 Washington St.	JFCB-707		1850-1874	residential S	residential M	side-passage	brick	C
615 Washington St.	JFCB-003	John Uffenheimer House	1875-1899 (1884)	residential S	vacant	side-passage	brick	C
709-711 Washington St.	JFCB-018	Henry Bohmer House	1850-1874 (1852)	residential M	residential M	double side-	brick	C
729-731 Washington St.	JFCB-020	Thomas Edison House	1850-1874 (1850)	residential M	house museum	double shotgun	brick	C
743-745 Washington St.	JFCB-708		1850-1874	commercial R	unknown	unknown	brick	C
800 Washington St.	JFCB-084		1850-1874	residential S	residential M	side-passage	brick	C
801 Washington St.	JFCB-068	Isabelle & Joseph Laville House	1875-1899 (1882)	residential S	residential M	side-passage	brick	C
802 Washington St.	JFCB-085		1850-1874	residential S	residential S	side-passage	brick	C
804 Washington St.	JFCB-086		1850-1874	residential S	residential S	side-passage	brick	C
805 Washington St.	JFCB-067	William R. Ray House	1875-1899 (1879)	residential S	residential M	side-passage	brick	C
806 Washington St.	JFCB-087		1850-1874	residential S	residential M	side-passage	brick	C
808 Washington St.	JFCB-088		1850-1874	residential S	residential M	side-passage	brick	C
809 Washington St.	JFCB-069		1875-1899 (1895)	residential S	work in progress	unknown	brick	C
810 Washington St.	JFCB-089		1875-1899	residential S	residential S	side-passage	brick	C
812 Washington St.	JFCB-090		1875-1899	residential S	residential S	side-passage	brick	C
814 Washington St.	JFCB-091		1850-1874	residential S	residential S	side-passage	brick	C
815 Washington St.	JFCB-072		1850-1874 (1853)	residential S	residential S	side-passage	brick	C
818 Washington St.	JFCB-092		1875-1899	residential S	residential S	shotgun	frame	C
819 Washington St.	JFCB-073		1875-1899	residential S	residential S	unknown	brick	C
820 Washington St.	JFCB-093		1875-1899	residential S	residential S	shotgun	frame	C
821 Washington St.	JFCB-074		1850-1874	residential S	residential S	side-passage	brick	C
822 Washington St.	JFCB-094		1900-1924	residential S	residential S	unknown	frame	C
823 Washington St.	JFCB-050		1850-1874	residential S	residential S	camelback	brick	C
824 Washington St.	JFCB-095		1875-1899	residential S	residential S	unknown	frame	C

Butchertown Survey Index

Address_Location	Site_No	Name	Constructed	Orig_Function	Current_Funct	Type	Material	Eval
825 Washington St.	JFCB-076		1850-1874	residential S	residential S	side-passage	brick	C
827 Washington St.	JFCB-077		1850-1874 (1852)	residential S	residential M	side-passage	brick	C
828 Washington St.	JFCB-096		1850-1874	residential S	residential S	side-passage	frame	C
829 Washington St.	JFCB-052		1825-1849 (1847)	residential S	residential M	side-passage	brick	C
831-833 Washington St.	JFCB-079		1850-1874 (1870)	residential M	residential M	double side-	brick	C
835 Washington St.	JFCB-081		1875-1899	residential S	residential S	shotgun	brick	C
837-839 Washington St.	JFCB-082		1850-1874	residential	residential M	double side-	brick	C
841 Washington St.	JFCB-083		1850-1874	residential S	commercial R	unknown	brick	C
902 Washington St.	JFCB-171		1875-1899	residential S	residential S	shotgun	frame	C
904 Washington St.	JFCB-172		1875-1899	residential M	residential S	side-passage	frame	C
905 Washington St.	JFCB-155		1875-1899	residential S	residential S	side-passage	brick	C
906-908 Washington St.	JFCB-173		1875-1899	residential M	residential M	double shotgun	frame	C
907 Washington St.	JFCB-156		1875-1899	residential S	residential S	side-passage	brick	C
909 Washington St.	JFCB-157		1875-1899	residential S	residential S	shotgun	brick	C
911 Washington St.	JFCB-159		1850-1874	residential S	residential M	side-passage	brick	C
915 Washington St.	JFCB-160	Patrick Quinlan House	1850-1874 (1870)	residential M	residential S	shotgun	brick	C
917 Washington St.	JFCB-161		1875-1899	residential S	residential S	side-passage	frame	C
919 Washington St.	JFCB-162		1875-1899	residential S	residential S	shotgun	brick	C
921-923 Washington St.	JFCB-163		1875-1899	residential M	residential M	double side-	frame	C
925 Washington St.	JFCB-164		1875-1899	residential S	residential S	side-passage	brick	C
927 Washington St.	JFCB-165		1900-1924	residential S	residential S	Foursquare	frame	C
933 Washington St.	JFCB-168		1875-1899	residential S	residential S	camelback	frame	C
935 Washington St.	JFCB-169		1875-1899	residential S	residential S	side-passage	frame	C
936 Washington St.	JFCB-176		1875-1899	residential S	residential S	shotgun	brick	C
938 Washington St.	JFCB-177		1875-1899	residential S	unknown	side-passage	brick	C
939 Washington St.	JFCB-170		1875-1899	residential S	residential S	central passage	brick	C
1001 Washington St.	JFCB-224		1850-1874	commercial B	unknown	unknown	brick	C
1004 Washington St.	JFCB-214		1850-1874	residential S	residential S	side-passage	brick	C
1006 Washington St.	JFCB-215		1900-1924	residential S	vacant	shotgun	frame	C
1007 Washington St.	JFCB-201		1900-1924	residential S	residential M	unknown	frame	C
1008 Washington St.	JFCB-216		1875-1899	residential S	residential M	side-passage	brick	C
1010-1012 Washington St.	JFCB-699		1875-1899	residential M	residential M	double side-	brick	C
1013 Washington St.	JFCB-202		1900-1924	residential S	residential S	unknown	frame	C

Butchertown Survey Index

Address_Location	Site_No	Name	Constructed	Orig_Function	Current_Funct	Type	Material	Eval
1015 Washington St.	JFCB-203		1875-1899	residential S	residential S	shotgun	brick	C
1016 Washington St.	JFCB-700		1925-1949	commercial U	commercial U	unknown	concrete block	NC
1017 Washington St.	JFCB-204		1875-1899	residential S	residential S	camelback	frame	C
1019 Washington St.	JFCB-205		1875-1899	residential S	residential S	shotgun	frame	C
1021 Washington St.	JFCB-206		residential S	residential S	vacant	unknown	frame	C
1023 Washington St.	JFCB-207		1875-1899	residential S	residential S	camelback	frame	C
1025-1027 Washington St.	JFCB-208 and JFCB-		1850-1874	residential M	residential M	double side-	brick	C
1029-1031 Washington St.	JFCB-210		1875-1899	residential M	residential M	double shotgun	frame	C
1033 Washington St.	JFCB-211		1875-1899	residential S	residential S	camelback	frame	C
1035-1037 Washington St.	JFCB-212		1850-1874	residential M	residential M	double side-	brick	C
1038 Washington St.	JFCB-222		1900-1924	residential S	vacant	Foursquare	brick	C
1039 Washington St.	JFCB-213		1875-1899	residential M	residential M	double shotgun	frame	C
1040 Washington St.	JFCB-701		1875-1899	commercial W	commercial B	unknown	brick	C
1049 Washington St.	JFCB-254		1875-1899	residential S	residential M	unknown	frame	C
1051-1053 Washington St.	JFCB-255		1875-1899	residential S	residential M	unknown	frame	C
1076-1078 Washington St.	JFCB-702	*120 & 122 Buchanan St are rear	1875-1899	commercial R	work in progress	unknown	brick	C
1101 Washington St.	JFCB-258		1925-1949	commercial B	commercial B	unknown	frame	C
1205 Washington St.	JFCB-259	*1110 Franklin a part of this	1900-1924	commercial W	work in progress	unknown	brick	C
1300 Washington St.	JFCB-289		1875-1899	residential S	residential S	side-passage	frame	C
1301 Washington St.	JFCB-277		1875-1899	residential S	residential S	camelback	frame	C
1303 Washington St.	JFCB-278		1875-1899	residential S	residential S	camelback	frame	C
1304 Washington St.	JFCB-290		1875-1899	residential S	residential S	shotgun	brick	C
1305 Washington St.	JFCB-279		1875-1899	residential S	residential S	camelback	frame	C
1306 Washington St.	JFCB-291		1875-1899	residential S	residential S	camelback	frame	C
1308 Washington St.	JFCB-292		1875-1899	residential S	residential S	camelback	brick	C
1309 Washington St.	JFCB-280		1875-1899	residential S	residential S	camelback	frame	C
1312 Washington St.	JFCB-293		1850-1874	residential S	residential S	side-passage	brick	C
1313 Washington St.	JFCB-281		1875-1899	residential S	residential S	shotgun	frame	C
1314 Washington St.	JFCB-294		1850-1874	residential S	residential S	camelback	brick	C
1318 Washington St.	JFCB-295		1875-1899	residential S	residential S	camelback	frame	C
1319 Washington St.	JFCB-703		1875-1899	residential S	residential S	T-plan	frame	C
1320 Washington St.	JFCB-296		1875-1899	residential S	commercial B	camelback	frame	C
1321 Washington St.	JFCB-283		1875-1899	residential S	residential S	unknown	frame	C

Butchertown Survey Index

Address_Location	Site_No	Name	Constructed	Orig_Function	Current_Funct	Type	Material	Eval
1323 Washington St.	JFCB-284		1850-1874	residential S	residential S	shotgun	brick	C
1324 Washington St.	JFCB-297	Bakery Square; 120 Webster a part	1850-1874 (1870)	industrial M	commercial P	unknown	brick	C
1325 Washington St.	JFCB-285		1850-1874	residential S	residential S	shotgun	brick	C
1327 Washington St.	JFCB-286		1875-1899	residential S	residential S	camelback	brick	C
1331 Washington St.	JFCB-287		1900-1924	residential S	residential S	camelback	frame	C
1335 Washington St.	JFCB-288		1875-1899	residential M	residential M	camelback	brick	C
1401 Washington St.	JFCB-329	HABS doc.: Kuntz House	1875-1888	residential S	residential S	camelback	brick	C
1403 Washington St.	JFCB-330		1875-1899	residential S	residential S	camelback	brick	C
1405 Washington St.	JFCB-331		1875-1899	residential S	residential S	camelback	brick	C
1406 Washington St.	JFCB-704	St. Joseph Catholic Church	1850-1874(1865-1866)	religious C	religious C	church	brick	C
1406 Washington St.	JFCB-704.002	St. Joseph's Parish House	1900-1924	religious CR	religious CR	Foursquare	brick	C
1420 Washington St.	JFCB-704.003	St. Joseph's School	1925-1949	religious CS	religious CS	unknown	brick	C
1407-1409 Washington St.	JFCB-332 & 333		1875-1899	residential S	residential S	double	brick	C
1411 Washington St.	JFCB-334		1875-1899	residential S	residential S	camelback	brick	C
1415 Washington St.	JFCB-335 (609)	Surveyed as 1419, Martin Kolb	1875-1899	residential S	residential S	unknown	frame	C
1419 Washington St.	JFCB-336	Steam Engine Co. #10	1850-1874 (1873)	government F	commercial B	unknown	brick	C
1421 Washington St.	JFCB-337		1875-1899	residential S	residential S	camelback	brick	C
1423 Washington St.	JFCB-338		1850-1874 (1870s)	residential S	residential S	camelback	brick	C
1426 Washington St. (also 122	JFCB-345	William Gnau House & Store	1875-1899 (1875)	commercial R	residential M	unknown	brick	C
1513-1515 Washington St.	JFCB-377		1875-1899 (1885)	residential S	residential S	camelback	unknown	C
1517 Washington St.	JFCB-706		1875-1899	residential S	residential S	side-passage	brick	C
103 Webster St.	JFCB-709		1875-1899	residential S	residential M	unknown	brick	C
126 Webster St.	JFCB-710	1335 E. Washington is in front	1875-1899	residential S	residential S	unknown	brick	C
111 Wenzel St.	JFCB-711		1925-1949	residential S	residential S	camelback	frame	C
113 Wenzel St.	JFCB-712		1925-1949	residential S	residential S	camelback	frame	C
115-117 Wenzel St.	JFCB-713		1875-1899	residential M	residential M	double shotgun	brick	C

Phoenix Hill Function Abbreviation Key

C=Contributing

NC=Noncontributing

I=Not eligible

E=Eligible

residential S = residential/single family

residential M = residential/multiple family

commercial B = commercial/business

commercial F = commercial/financial institution

commercial S = commercial/specialty store

commercial P = commercial/professional-office

commercial R = commercial/commercial-residential

commercial RBT = commercial/restaurant/bar/tavern

commercial U = commercial/unknown

commercial W = commercial/warehouse

entertainment T = entertainment/theater-cinema

funerary O = funerary/other

health care M = health care/medical business-office

industrial M = industrial/manufacturing facility

industrial U = industrial/unknown

religious C = religious/church

religious CR = religious/church residence

religious CS = religious/church school

transportation R = transportation/road (vehicular) related

Phoenix Hill Survey Index

Address_Location	Site_No	Name	Constructed	Orig Function	Current_Funct	Type	Material	Eval
E. Broadway	JFCH-1322	Bridge ovr. Beargrass Creek	1950-1974 (1956)	transportation R	transportation R	bridge	concrete, masonry	C
E. Liberty St.	JFCH-1323	Bridge ovr. Beargrass Creek	1950-1974 (1957)	transportation R	transportation R	bridge	concrete	C
E. Broadway	JFCH-1324	L & N RR Bridge ovr. E.	1925-1949 (1936)	transportation R	transportation R	bridge		C
930 Ballard St.	JFCH-1069		1875-1899	residential S	residential S	shotgun	unknown	I
932 Ballard St.	JFCH-1070		1875-1899	residential S	residential S	shotgun	unknown	I
1009 Ballard St.	JFCH-1073		1875-1899	residential S	residential S	camelback	brick	C
1011 Ballard St.	JFCH-1074		1875-1899	residential S	residential S	shotgun	brick	C
713 Broadway	JFCH-1307		1875-1899	residential S	commercial U	unknown	brick	E
719 Broadway	JFCH-1242		1875-1899	commercial U	commercial U	unknown	brick	E
723 Broadway	JFCH-1320		1925-1949	commercial B	commercial B	unknown	concrete block	I
725 Broadway	JFCH-1308		1850-1874	commercial F	commercial B	unknown	brick	E
727 Broadway	JFCH-1309		1925-1949	commercial U	health care M	unknown	concrete block	I
731 Broadway	JFCH-1310		1900-1924	commercial U	health care M	unknown	brick	C
735 Broadway	JFCH-721		1900-1924	commercial U	commercial U	unknown	brick	C
743 Broadway	JFCH-429	F. Stocker & J. F. Herds Building -	1875-1899 (1888)	commercial B	commercial B	unknown	brick	C
802 Broadway	JFCH-456	Gillman Shoes	1850-1874 (1872)	commercial B	commercial B	unknown	brick	C
804 Broadway	JFCH-457	Cartledge & Heucker Building	1875-1899 (1884)	health care M	commercial S	unknown	brick	C
806-808 Broadway	JFCH-458	Muldoon Monument Co. Building	1925-1949 (1927)	funerary O	funerary O	unknown	brick	C
807 Broadway	JFCH-715		1875-1899	commercial U	commercial B	unknown	brick	C
810-812 Broadway	JFCH-459	C. Noelling	1875-1899 (1887)	commercial B	commercial B	unknown	brick	C
814 Broadway	JFCH-712	Okinawa Oriental Health Club	1900-1924	commercial U	social C	unknown	brick	C
816-820 Broadway	JFCH-461	The Broadway Theatre	1900-1924 (1915)	entertainment T	commercial B	unknown	brick	C
821 Broadway	JFCH-1312		1875-1899	commercial U	commercial B	unknown	brick	C
822 Broadway	JFCH-1313		1900-1924	commercial U	commercial B	unknown	brick	C
823 Broadway	JFCH-713		1850-1874	commercial U	commercial U	unknown	brick	C
827 Broadway	JFCH-1314		unknown	commercial U	commercial B	unknown	unknown	NC
831 & 839 Broadway	JFCH-422		1925-1949 (1927)	commercial B	commercial B	unknown	brick	NC
834 Broadway	JFCH-1315		1900-1924	commercial U	commercial B	unknown	brick	C
901 Broadway	JFCH-1316	G. T.S. Temp.; 641 Campbell is sd.	1925-1949	commercial U	commercial B	unknown	brick	I
909 Broadway	JFCH-1317	Goodwill	1900-1924	commercial U	commercial B	unknown	brick	E
413 Campbell St.	JFCH-1004		1875-1899	residential S	residential S	camelback	brick	C
417 Campbell St.	JFCH-1277		1950-1974	commercial U	unknown	side-passage	concrete block	NC
507 Campbell St.	JFCH-1278		1925-1949	commercial U	vacant	side-passage	concrete block	NC
515 Campbell St.	JFCH-913		1850-1874	residential S	residential S	side-passage	brick	C
543 Campbell St.	JFCH-849		1875-1899	residential S	residential S	camelback	brick	C
551 Campbell St.	JFCH-314		1875-1899	residential S	residential S	camelback	brick	C

Phoenix Hill Survey Index

Address_Location	Site_No	Name	Constructed	Orig Function	Current_Funct	Type	Material	Eval
553-557 Campbell St.	JFCH-313	903 E. Chestnut is side address	1850-1874	commercial R	commercial P	unknown	brick	C
607 Campbell St.	JFCH-838		1875-1899	residential S	unknown	shotgun	brick	C
609 Campbell St.	JFCH-837		1875-1899	residential S	vacant	camelback	brick	I
633 Campbell St.	JFCH-1305	904 Gray may be its other address	1925-1949	commercial B	commercial B	unknown	brick	C
706 Chestnut St.	JFCH-1291		1900-1924	commercial U	commercial O	unknown	brick	E
710-716 Chestnut St.	JFCH-1293	surveyed with 715 E. Gray St.	1900-1924	industrial U	industrial U	unknown	concrete block	NC
714 Chestnut St.	JFCH-788		1875-1899	residential S	residential S	side-passage	brick	C
719 Chestnut St.	JFCH-434	R.G. May & Sons Funeral Home	1875-1899	residential S	funerary O	side-passage	brick	C
722 Chestnut St.	JFCH-790		1925-1949	residential S	commercial B	shotgun	frame	C
723 Chestnut St.	JFCH-432	J. H. Kreischer House	1875-1899 (1895)	residential S	residential S	side-passage	brick	C
726 Chestnut St.	JFCH-791		1925-1949	residential S	residential S	shotgun	unknown	C
726 RE Chestnut St.	JFCH-1294		1925-1949	unknown	vacant	unknown	concrete block	NC
728 Chestnut St.	JFCH-792		1850-1874	residential S	residential S	side-passage	brick	C
728 RE Chestnut St.	JFCH-1327		1875-1899	unknown	vacant	unknown	brick	C
730 Chestnut St.	JFCH-793		1900-1924	residential S	residential S	side-passage	brick	C
730 RE Chestnut St.	JFCH-1295		unknown	unknown	vacant	unknown	unknown	NC
732 Chestnut St.	JFCH-347		1875-1899	residential S	residential S	camelback	brick	C
732 RE Chestnut St.	JFCH-1297		1900-1924	commercial U	unknown	vacant	unknown	C
734 Chestnut St.	JFCH-348		1875-1899	residential S	residential S	side-passage	brick	C
734 RE Chestnut St.	JFCH-1311		1925-1949	residential S	residential S	shotgun	concrete block	NC
735 Chestnut St.	JFCH-709		1875-1899	residential S	unknown	unknown	brick	NC
739-741 Chestnut St.	JFCH-801 & JFCH-	CH-801 EL is 739 and CH-802 EL	1850-1874	commercial U	commercial R	unknown	brick	I
800-806 Chestnut St.	JFCH-352	Ursull Chapel & Conv.; 601 S.	1875-1899 (1867-	religious C	religious C	other (church)	brick	C
809 Chestnut St.	JFCH-341	Joseph Henckel House	1850-1874 (1874)	residential S	residential M	side-passage	brick	C
816 Chestnut St.	JFCH-1275		1875-1899	residential S	unknown	side-passage	brick	C
817 Chestnut St.	JFCH-813		1925-1949	residential S	residential S	shotgun	brick	NC
818 Chestnut St.	JFCH-803		1925-1949	residential S	residential S	shotgun	brick	C
819 Chestnut St.	JFCH-814		1900-1924	residential S	residential S	bungalow	frame	C
820 Chestnut St.	JFCH-804		1875-1899	residential S	residential S	shotgun	brick	C
821 Chestnut St.	JFCH-815		1875-1899	residential S	residential S	camelback	brick	C
822 Chestnut St.	JFCH-805		1875-1899	residential S	residential S	camelback	brick	C
823 Chestnut St.	JFCH-816		1875-1899	residential S	residential S	camelback	brick	C
824 Chestnut St.	JFCH-806		1875-1899	residential S	residential S	shotgun	brick	C
825 Chestnut St.	JFCH-817		1875-1899	residential S	residential S	camelback	brick	C
826 Chestnut St.	JFCH-807		1875-1899	residential S	residential S	shotgun	brick	C
827 Chestnut St.	JFCH-818		1900-1924	residential S	residential S	camelback	brick	C

Phoenix Hill Survey Index

Address_Location	Site_No	Name	Constructed	Orig Function	Current_Funct	Type	Material	Eval
828 Chestnut St.	JFCH-808		unknown	residential S	residential S	shotgun	unknown	C
829 Chestnut St.	JFCH-334	Joseph Huecker House	1850-1874 (1870)	residential S	residential S	camelback	frame	C
830 Chestnut St.	JFCH-809		1875-1899	residential S	residential S	camelback	brick	C
832 Chestnut St.	JFCH-810		1875-1899	residential S	residential S	camelback	brick	NC
833 Chestnut St.	JFCH-820		1875-1899	residential S	residential S	side-passage	brick	C
834 Chestnut St.	JFCH-362	William Fuhrmann House	1875-1899 (1890)	residential S	residential S	side-passage	brick	C
835 Chestnut St.	JFCH-331	John B. Winter House	1850-1874 (1867)	residential S	residential S	side-passage	brick	C
839 Chestnut St.	JFCH-821		1925-1949	residential S	residential S	camelback	unknown	C
840 Chestnut St.	JFCH-812		1875-1899	commercial R	commercial P	unknown	brick	C
845 Chestnut St.	JFCH-823		1850-1874	commercial R	commercial U	unknown	brick	C
900 Chestnut St.	JFCH-824		1875-1899	commercial R	work in progress	unknown	brick	C
904 Chestnut St.	JFCH-370	Michael Reichert House	1875-1899 (1881)	residential S	residential S	camelback	brick	C
906 Chestnut St.	JFCH-825		1875-1899	residential S	residential S	camelback	brick	C
908 Chestnut St.	JFCH-372	Lawrence Diehlmann House	1850-1874 (1867)	residential S	residential S	camelback	brick	C
909 Chestnut St.	JFCH-312	Joseph Sandman House	1875-1899 (1876)	residential S	residential S	shotgun	brick	C
910 Chestnut St.	JFCH-826		1875-1899	residential S	residential S	shotgun	brick	C
911 Chestnut St.	JFCH-830		1875-1899	residential S	residential S	camelback	brick	C
912 Chestnut St.	JFCH-374	George Schulten House	1850-1874 (1870s)	commercial R	residential S	side-passage	brick	C
921 Chestnut St.	JFCH-308	308 faces on Chest.; 309 was	1875-1899 (1880)	residential S	residential	shotgun	brick	C
1044 Chestnut St.	JFCH-700	Eclipse Woolen Mill	1850-1874 (1867-	industrial M	industrial M	unknown	brick	E
125 Clay St.	JFCH-024	KHC # CH-1180 EL for 121-127	1925-1949	commercial U	commercial U	unknown	brick	C
211 Clay St.	JFCH-1178		1875-1899	residential S	commercial B	camelback	frame	C
214 Clay St.	JFCH-1171		1850-1874	commercial R	commercial B	unknown	brick	C
215 Clay St.	JFCH-1176		1875-1899	residential S	residential S	shotgun	frame	C
217 Clay St.	JFCH-1175		1850-1874	commercial R	unknown	unknown	brick	C
218 Clay St.	JFCH-101	First German Methodist Episcopal	1825-1849	religious C	unknown	other (church)	brick	C
222 Clay St.	JFCH-100		1850-1874 (1865)	residential M	residential M	side-passage	brick	C
615-617 Clay St.	JFCH-1325	Mt. Olivet Baptist Church (Orig.	1950-1974 (1965)	religious C	religious C	other (church)	concrete block	I
120 Floyd St.	JFCH-1319		1900-1924	commercial U	commercial B	unknown	brick	C
121 Floyd St.	JFCH-1235	KHC address listed as 121-123 S.	1900-1924	commercial W	residential M	unknown	brick	C
130 Floyd St.	JFCH-528		1875-1899	commercial U	commercial B	unknown	brick	C
210 Floyd St.	JFCH-529		1925-1949	commercial B	vacant	unknown	frame	NC
519 Gray St.	JFCH-421	Green St. Baptist Ch.; KHC add.	1925-1949 (1928)	religious C	religious C	other (church)	brick	C
540 Gray St.	JFCH-1298	may have Hancock St. address as	1925-1949 (1928)	commercial B	commercial B	unknown	concrete block	C
608 Gray St.	JFCH-1299		1925-1949	commercial W	commercial W	unknown	concrete block	NC
612 Gray St.	JFCH-1300		1950-1974	commercial B	commercial W	unknown	concrete block	NC

Phoenix Hill Survey Index

Address_Location	Site_No	Name	Constructed	Orig Function	Current_Funct	Type	Material	Eval
614 Gray St.	JFCH-1301		1950-1974	commercial B	commercial B	unknown	concrete block	NC
626 Gray St.	JFCH-1302		1875-1899	residential S	commercial B	side-passage	brick	C
627 Gray St.	JFCH-413		1875-1899	residential S	residential S	side-passage	brick	C
628 Gray St.	JFCH-1303		1875-1899	residential S	residential S	side-passage	brick	C
636 Gray St.	JFCH-1304		1950-1974	commercial W	commercial W	unknown	concrete block	NC
715 Gray St.	JFCH-753		1875-1899; 1925-	industrial M	industrial M	unknown	concrete block	C
730 Gray St.	JFCH-731		1875-1899	residential S	commercial B	shotgun	brick	C
807 Gray St.	JFCH-388	St. Martin's School "Pfarrschule";	1875-1899 (1896)	religious CS	unknown	unknown	brick	C
815 Gray St.	JFCH-759		1875-1899	residential S	residential S	camelback	brick	C
817-819 Gray St.	JFCH-385		1850-1874	residential M	residential M	unknown	brick	C
821 Gray St.	JFCH-760		1900-1924	residential S	residential S	camelback	frame	C
823 Gray St.	JFCH-383		1875-1899	residential S	residential S	shotgun	brick	C
839 Gray St.	JFCH-327		1875-1899	commercial R	commercial P	unknown	brick	C
909 Gray St.	JFCH-767		1875-1899	residential S	residential S	shotgun	frame	C
911 Gray St.	JFCH-768		1900-1924	residential S	residential S	shotgun	brick	C
913 Gray St.	JFCH-769		1875-1899	residential S	residential S	shotgun	brick	C
915 Gray St.	JFCH-770		1925-1949	residential S	residential S	shotgun	frame	C
923 Gray St.	JFCH-772		1875-1899	residential S	residential S	shotgun	frame	C
926 Gray St.	JFCH-1306		1925-1949	commercial B	vacant	unknown	brick	C
927 Gray St.	JFCH-773		1875-1899	residential S	residential S	shotgun	frame	C
929 Gray St.	JFCH-774		1875-1899	residential S	residential S	shotgun	frame	C
931 Gray St.	JFCH-775		1875-1899	residential S	residential S	shotgun	frame	C
221-223 Hancock St.	JFCH-090	St. John's German Evangelical	1825-1849 (1848)	religious C	commercial U	unknown	brick	C
117-125 Jackson St.	JFCH-1217	American MachI Co. Warehouse &	1900-1924	industrial M	vacant	unknown	brick	C
601 Jefferson St.	JFCH-091	Herman Schroeder's Grocery	1850-1874 (1865)	commercial B	commercial B	unknown	brick	C
617 Jefferson St.	JFCH-093		1875-1899	commercial R	commercial U	unknown	brick	C
619-621 Jefferson St.	JFCH-094		unknown	commercial R	unknown	unknown	brick	C
623 Jefferson St.	JFCH-095		1875-1899	commercial R	commercial U	unknown	brick	C
703 Jefferson St.	JFCH-1273	was 223 S. Clay St.	1875-1899	residential S	commercial B	shotgun	brick	E
707-709 Jefferson St.	JFCH-1257	St. Jude Missionary Baptist	1925-1949	religious C	religious C	unknown	concrete block	I
711-721 Jefferson St.	JFCH-1258	Disney Tire Company	1925-1949	commercial S	commercial U	unknown	concrete block	I
727 Jefferson St.	JFCH-1259		1875-1899	commercial R	work in progress	unknown	brick	E
733 Jefferson St.	JFCH-1260	Jefferson St. Baptist Chapel	1950-1974 (1963)	religious C	religious C	unknown	concrete block	I
747 Jefferson St.	JFCH-1261		1875-1899	commercial U	commercial B	unknown	brick	E
817 Jefferson St.	JFCH-1105	Funeral Director's Vault	1925-1949	commercial U	funerary O	unknown	concrete block	NC
829 Jefferson St.	JFCH-1262		1950-1974	commercial B	commercial B	unknown	concrete block	NC

Phoenix Hill Survey Index

Address_Location	Site_No	Name	Constructed	Orig Function	Current_Funct	Type	Material	Eval
844 Jefferson St.	JFCH-1263	Bargain Supply, Inc.	1875-1899	commercial U	commercial B	unknown	brick	C
843-845 Jefferson St.	JFCH-1111	Dulux Paints	1875-1899	commercial U	commercial S	unknown	brick	NC
900 Jefferson St.	JFCH-133	Helfrich Grocery	1874-1899 (1886)	commercial R	commercial G	unknown	brick	NC
901 Jefferson St.	JFCH-1264		1875-1899	commercial R	residential S	unknown	brick	I
902 Jefferson St.	JFCH-1081		1850-1874	residential S	residential S	side-passage	brick	C
904 Jefferson St.	JFCH-1082		1875-1899	residential S	residential S	camelback	brick	C
905 Jefferson St.	JFCH-1265		1950-1974	commercial B	commercial B	unknown	concrete block	I
906 Jefferson St.	JFCH-1083		1875-1899	residential S	residential S	camelback	brick	C
908 Jefferson St.	JFCH-129	W. F. Winkler House	1875-1899 (1886)	residential S	residential S	camelback	brick	C
909 Jefferson St.	JFCH-1266		1875-1899	residential S	unknown	side-passage	brick	E
910 Jefferson St.	JFCH-128	P. Wallner, Jr. House	1875-1899 (1886)	residential S	residential S	camelback	frame	C
915 Jefferson St.	JFCH-1267		1950-1974	commercial B	commercial B	unknown	concrete block	I
921 Jefferson St.	JFCH-1268		1875-1899	residential S	residential S	camelback	brick	E
923 Jefferson St.	JFCH-1269		1875-1899	residential S	residential S	camelback	brick	E
924 Jefferson St.	JFCH-1088		1875-1899	residential S	residential S	shotgun	brick	C
925 Jefferson St.	JFCH-1270		1875-1899	residential S	residential S	camelback	brick	E
926 Jefferson St.	JFCH-1089		1875-1899	residential S	residential S	shotgun	brick	C
928 Jefferson St.	JFCH-120	Carol Wesseler House	1875-1899 (1886)	residential S	residential S	shotgun	brick	C
932 Jefferson St.	JFCH-1091		1875-1899	residential S	residential S	shotgun	brick	C
936 Jefferson St.	JFCH-1093		1875-1899	residential S	residential S	shotgun	brick	C
938 Jefferson St.	JFCH-1094		1875-1899	residential S	commercial O	shotgun	brick	C
939 Jefferson St.	JFCH-1271	Bunton's Seed Company	1925-1949	commercial B	commercial B	unknown	concrete block	I
1006 Jefferson St.	JFCH-1095		1875-1899	residential S	residential S	camelback	brick	C
1007 Jefferson St.	JFCH-1272		1925-1949	transportation R	commercial P	unknown	concrete block	I
1008 Jefferson St.	JFCH-1096		1875-1899	residential S	residential S	camelback	brick	C
1012 Jefferson St.	JFCH-1097		1875-1899	residential S	residential S	camelback	brick	C
1016 Jefferson St.	JFCH-103	Clay McCandless House	1875-1899 (1898)	residential S	residential S	camelback	brick	C
1018 Jefferson St.	JFCH-1099		1875-1899	residential S	residential S	camelback	brick	C
800 Liberty St.	JFCH-1010		1850-1874	commercial R	religious C	unknown	brick	C
802-804 Liberty St.	JFCH-195		1875-1899	residential M	residential M	double	brick	C
823 Liberty St.	JFCH-1027		1875-1899	residential S	commercial U	unknown	brick	C
827 Liberty St.	JFCH-186		1850-1874	commercial U	commercial U	unknown	brick	C
900 Liberty St.	JFCH-174		1875-1899	residential S	residential S	side-passage	brick	C
901-913 Liberty St.	JFCH-1030	913 had site # JFCH-1034 EL	1875-1899	residential S	commercial B	side-passage	brick	C
902 Liberty St.	JFCH-1016		1875-1899	residential S	residential S	camelback	brick	C
904 Liberty St.	JFCH-1017		1875-1899	residential S	residential S	camelback	brick	C

Phoenix Hill Survey Index

Address_Location	Site_No	Name	Constructed	Orig Function	Current_Funct	Type	Material	Eval
906 Liberty St.	JFCH-1018		1875-1899	residential S	residential S	camelback	frame	C
928 Liberty St.	JFCH-1021		1900-1924	residential S	residential S	camelback	frame	C
929 Liberty St.	JFCH-1037		1900-1924	residential S	residential S	camelback	frame	C
930 Liberty St.	JFCH-1022		1875-1899	residential S	residential S	shotgun	brick	C
931 Liberty St.	JFCH-1038		1900-1924	residential S	residential S	shotgun	frame	C
933 Liberty St.	JFCH-1039		1900-1924	residential S	residential S	shotgun	frame	C
935 Liberty St.	JFCH-1040		1925-1949	residential S	residential S	shotgun	frame	C
937 Liberty St.	JFCH-1041		1900-1924	residential S	residential S	shotgun	brick	C
939 Liberty St.	JFCH-1042		1875-1899	residential S	vacant	shotgun	brick	C
941 Liberty St.	JFCH-150		1875-1899	residential S	residential S	side-passage	brick	C
1003 Liberty St.	JFCH-1044		1900-1924	residential S	residential S	shotgun	frame	C
1011 Liberty St.	JFCH-1046		1900-1924	residential S	residential M	shotgun	frame	C
705 Logan St.	JFCH-1318		1925-1949	commercial B	commercial B	unknown	brick	C
710 Madison St.	JFCH-301		1875-1899	residential S	residential M	side-passage	brick	C
712 Madison St.	JFCH-300		1875-1899	residential S	residential M	side-passage	brick	C
714 Madison St.	JFCH-299		1875-1899	residential S	residential M	unknown	brick	C
716 Madison St.	JFCH-298		1875-1899	residential S	residential M	side-passage	brick	C
720 Madison St.	JFCH-297		1875-1899	residential S	residential M	side-passage	brick	C
744 Madison St.	JFCH-441		1875-1899	commercial R	residential M	unknown	brick	C
800-802 Madison St.	JFCH-447		1875-1899	commercial R	residential M	unknown	brick	C
801 Madison St.	JFCH-448 & JFCH-449		1875-1899	commercial R	residential M	unknown	brick	C
803 Madison St.	JFCH-472 & JFCH-473		1875-1899	residential S	residential M	side-passage	brick	C
804 Madison St.	JFCH-471 & JFCH-472		1875-1899	residential S	residential M	side-passage	brick	C
832 Madison St.	JFCH-471 & JFCH-472		1850-1874	residential S	residential M	side-passage	brick	C
900 Madison St.	JFCH-865		1900-1924	residential S	residential S	camelback	brick	C
905 Madison St.	JFCH-887		1900-1924	residential S	residential S	shotgun	frame	C
913 Madison St.	JFCH-889		1875-1899	residential S	residential S	camelback	brick	C
915 Madison St.	JFCH-288		1875-1899	residential S	residential S	shotgun	frame	C
917 Madison St.	JFCH-890		1875-1899	residential S	residential S	shotgun	frame	C
919 Madison St.	JFCH-891		1875-1899	residential S	residential S	shotgun	frame	NC
921 Madison St.	JFCH-892		1875-1899	residential S	residential M	camelback	frame	C
925 Madison St.	JFCH-894		1875-1899	residential S	residential S	side-passage	frame	C
927 Madison St.	JFCH-1290		1900-1924	residential S	commercial W	side-passage	brick	C
930 Madison St.	JFCH-872		1875-1899	residential S	residential S	camelback	brick	NC
932 Madison St.	JFCH-873		1875-1899	residential S	residential S	camelback	frame	C
933 Madison St.	JFCH-896		1875-1899	residential S	residential S	shotgun	brick	C

Phoenix Hill Survey Index

Address_Location	Site_No	Name	Constructed	Orig Function	Current_Funct	Type	Material	Eval
935 Madison St.	JFCH-897		1875-1899	residential S	residential S	shotgun	brick	C
936 Madison St.	JFCH-875		1875-1899	residential S	residential S	shotgun	frame	C
938 Madison St.	JFCH-294		1875-1899	residential S	residential S	shotgun	frame	C
940 Madison St.	JFCH-876		1875-1899	residential S	residential S	shotgun	frame	C
947 Madison St.	JFCH-901		1875-1899	commercial R	commercial R	unknown	brick	C
308-310 Main St.	JFCH-1222		1875-1899	commercial B	commercial B	unknown	brick	C
412-438 Main St.	JFCH-1231	KHC EL #s JFCH-1230, JFCH-	1900-1924	unknown	commercial U	unknown	brick	C
500-510 Main St.	JFCH-003	American Mach I Co./Vermont	1900-1924 (1905)	industrial M	vacant	unknown	brick	C
600 Main St.	JFCH-440	Kentucky Litho. Corp.	1850-1874	commercial R	commercial R	unknown	brick	C
626 Main St.	JFCH-002	address on prev. form was 622-	1850-1874	commercial W	residential M	unknown	brick	C
632-636 Main St.	JFCH-1243		1900-1924	commercial W	commercial W	unknown	brick	C
700 Main St.	JFCH-1244	Service Tanks	1875-1899	commercial B	commercial B	unknown	brick	C
800 Main St.	JFCH-001	Paul C. Barth EngI House No.	1875-1899 (1893)	fire house	commercial B	unknown	brick	C
818 Main St.	JFCH-1245	House of Prayer	1925-1949	religious C	Demolished	unknown	concrete block	NC
826 Main St.	JFCH-1246	D & E Firearms and Marl	1875-1899	commercial R	commercial R	unknown	brick	C
1000 Main St.	JFCH-1247	Plumber's Supply Co.	1900-1924	commercial U	commercial S	unknown	brick	C
301 Market St.	JFCH-1248		1875-1899	commercial R	vacant	unknown	brick	C
309 Market St.	JFCH-1190	KHC address for CH-1190 EL	1875-1899	commercial U	commercial R	unknown	brick	C
319-321 Market St.	JFCH-1191		1875-1899	commercial U	commercial RBT	unknown	brick	C
323 Market St.	JFCH-1192		1875-1899	commercial R	commercial U	unknown	brick	C
325 Market St.	JFCH-1193		1875-1899	commercial U	commercial R	unknown	brick	C
327 Market St.	JFCH-1194		1875-1899	commercial U	commercial O	unknown	brick	C
329 Market St.	JFCH-1195		1875-1899	commercial U	commercial U	unknown	brick	C
331 Market St.	JFCH-444	Fink & Feldhaus Saddlery; CH-	1875-1899 (1878)	commercial S	commercial B	unknown	brick	C
401-403 Market St.	JFCH-006	German Security Bank	1900-1924	commercial F	commercial B	unknown	brick	C
405-415 Market St.	JFCH-007	J. Bacon & Sons	1875-1899	commercial U	vacant	unknown	brick	C
427 Market St.	JFCH-011		1875-1899	commercial U	commercial U	unknown	brick	C
429 Market St.	JFCH-1198		1875-1899	commercial U	commercial U	unknown	brick	C
431 Market St.	JFCH-1199		1875-1899	commercial B	commercial U	unknown	brick	C
445 Market St.	JFCH-1206		1875-1899	commercial U	commercial R	unknown	brick	C
515-523 Market St.	JFCH-1212	Baer Fabrics	1875-1899	commercial B	vacant	unknown	brick	C
552 Market St.	JFCH-1249		1875-1899	commercial U	commercial B	unknown	brick	C
600 Market St.	JFCH-089	First German Methodist Episcopal	1875-1899 (1879)	religious C	religious C	other (church)	brick	C
607-609 Market St.	JFCH-1250		1925-1949	commercial U	commercial S	unknown	concrete block	NC
610 Market St.	JFCH-1123		1875-1899	commercial U	commercial B	unknown	brick	C
612 Market St.	JFCH-087		1850-1874	residential M	commercial S	side-passage	brick	C

Phoenix Hill Survey Index

Address_Location	Site_No	Name	Constructed	Orig Function	Current_Funct	Type	Material	Eval
614 Market St.	JFCH-1124		1924-1949	commercial U	commercial U	unknown	concrete block	NC
615 Market St.	JFCH-019	Hiram Robert's Normal School	1875-1899 (1890)	commercial U	commercial B	unknown	brick	C
616-618 Market St.	JFCH-085		1850-1874	residential M	commercial B	side-passage	brick	C
620-622 Market St.	JFCH-1125		1850-1874	commercial B	commercial RBT	unknown	brick	C
621-623 Market St.	JFCH-1147	Joe Ley Architectural Antiques,	1900-1924	commercial U	commercial B	unknown	brick	C
624 Market St.	JFCH-082		1900-1924	commercial U	commercial P	unknown	brick	C
625 Market St.	JFCH-1251	Blue Apple Players	1925-1949	commercial U	commercial O	unknown	concrete block	NC
629 Market St.	JFCH-021	St. John's Parish Hall & Ren.	1900-1924 (1906)	religious C	entertainment T	unknown	brick	C
630 Market St.	JFCH-1127		1925-1949	commercial B	commercial B	unknown	concrete block	NC
632 Market St.	JFCH-080		1850-1874	commercial U	commercial B	unknown	brick	C
633 Market St.	JFCH-022	St. John's Parish House	1875-1899 (1881)	religious CR	religious C	side-passage	brick	C
634 Market St.	JFCH-079		1875-1899	commercial U	commercial B	unknown	brick	C
636 Market St.	JFCH-078		1900-1924	commercial U	commercial RBT	unknown	brick	C
637 Market St.	JFCH-023	St. John's German Evangelical	1850-1874 (1866)	religious C	religious C	other (church)	brick	C
638-640 Market St.	JFCH-1128		1900-1924	commercial U	commercial B	unknown	brick	C
642 Market St.	JFCH-076		1875-1899	commercial S	commercial B	unknown	brick	C
700 Market St.	JFCH-1129		1925-1949	transportation R	unknown	unknown	brick	NC
701 Market St.	JFCH-1148		1875-1899	commercial U	commercial B	unknown	brick	C
705 Market St.	JFCH-026		1875-1899	commercial U	commercial B	unknown	brick	C
707 Market St.	JFCH-027	Mary H. Wilken Building	1875-1899	commercial U	commercial B	unknown	brick	C
709-711 Market St.	JFCH-028 and JFCH-	709 (CH-28) - Henry Shoninger	1875-1899	commercial U	commercial U	unknown	brick	C
712 Market St.	JFCH-473		1875-1899	commercial R	commercial B	unknown	brick	C
713 Market St.	JFCH-030		1875-1899	commercial U	commercial P	unknown	brick	C
714 Market St.	JFCH-1130		1875-1899	commercial R	commercial B	unknown	brick	C
716 Market St.	JFCH-1132	1131 EL was old 716; old 718 +	1875-1899	commercial R	commercial U	unknown	brick	C
720 Market St.	JFCH-063		1875-1899	commercial B	vacant	unknown	brick	C
725 Market St.	JFCH-1153	Neurath & Underwood Funeral	1900-1924	commercial U	commercial B	unknown	brick	C
732 Market St.	JFCH-061	The Green Building	1875-1899	commercial B	commercial P	unknown	brick	C
736 Market St.	JFCH-060		1875-1899	commercial U	commercial RBT	unknown	brick	C
742-744 Market St.	JFCH-1134 & JFCH-	742 is CH-1134 EL and 744 is CH-	1875-1899	commercial U	commercial B	unknown	brick	C
746 Market St.	JFCH-1136		1875-1899	commercial U	commercial B	unknown	brick	C
748 Market St.	JFCH-1137		1875-1899	commercial U	vacant	unknown	brick	C
800 Market St.	JFCH-1138		1875-1899	commercial U	commercial B	unknown	brick	C
801 Market St.	JFCH-1159		1875-1899	commercial U	commercial B	unknown	brick	C
803 Market St.	JFCH-042	George Dahl Barber Shop and	1850-1874 (1873)	commercial R	commercial U	unknown	brick	C
805 Market St.	JFCH-043		1875-1899	commercial U	commercial U	unknown	brick	C

Phoenix Hill Survey Index

Address_Location	Site_No	Name	Constructed	Orig Function	Current_Funct	Type	Material	Eval
802-806 Market St.	JFCH-1140	KHC address for CH-1140 EL	1875-1899	commercial U	commercial U	unknown	brick	C
807 Market St.	JFCH-044		1850-1874	commercial U	commercial U	unknown	brick	C
808 Market St.	JFCH-1141		1875-1899	commercial U	commercial U	unknown	brick	C
809 Market St.	JFCH-1160		1875-1899	residential S	residential S	side-passage	brick	C
810 Market St.	JFCH-1292	closest to Nanny Goat Strut	1900-1924	unknown	residential M	unknown	unknown	C
811 Market St.	JFCH-1161		unknown	commercial R	commercial R	unknown	brick	C
812 Market St.	JFCH-1143		1875-1899	commercial U	commercial U	unknown	brick	C
813 Market St.	JFCH-1162		unknown	residential S	commercial RBT	camelback	brick	C
815 Market St.	JFCH-1252		1875-1899	commercial U	commercial B	unknown	brick	C
817 Market St.	JFCH-1164	KHC add. for CH-1164 EL is 817-	1900-1924	commercial U	unknown	unknown	brick	C
821 Market St.	JFCH-1253		1875-1899	commercial U	commercial B	unknown	brick	C
822 Market St.	JFCH-1254		1925-1949	commercial U	commercial U	unknown	concrete block	NC
823-825 Market St.	JFCH-1296		1925-1949	commercial U	commercial B	unknown	concrete block	NC
827 Market St.	JFCH-1166		1875-1899	residential S	commercial B	side-passage	brick	C
824-828 Market St.	JFCH-1255	Flame Run Hotshop & Gallery	1925-1949	commercial U	commercial B	unknown	concrete block	NC
829-831 Market St.	JFCH-1167		1875-1899	commercial U	commercial RBT	unknown	brick	C
836 Market St.	JFCH-1256		1925-1949	commercial U	commercial B	unknown	concrete block	NC
843 Market St.	JFCH-1169		1875-1899	commercial U	commercial S	unknown	brick	C
830 Marshall St.	JFCH-982		1850-1874	residential S	residential S	side-passage	brick	C
836 Marshall St.	JFCH-985		1850-1874	residential S	residential S	side-passage	brick	C
840 Marshall St.	JFCH-987		1850-1874	residential S	residential S	side-passage	brick	C
934 Marshall St.	JFCH-991		1875-1899	residential S	residential S	shotgun	unknown	C
700 Muhammed Ali Blvd.	JFCH-254	St. John the Evangelist Roman	1850-1874 (1858)	religious C	commercial O	other (church)	brick	C
706 Muhammed Ali Blvd.	JFCH-1279	St. John's School	1900-1924	religious CS	commercial O	unknown	brick	C
712 Muhammed Ali Blvd.	JFCH-252		1900-1924	residential S	health care C	unknown	brick	NC
724 Muhammed Ali Blvd.	JFCH-249		1875-1899	residential S	residential S	camelback	brick	C
738-740 Muhammed Ali Blvd.	JFCH-442		1875-1899	commercial R	commercial R	unknown	brick	C
819 Muhammed Ali Blvd.	JFCH-466		1875-1899	residential S	residential S	side-passage	brick	C
821 Muhammed Ali Blvd.	JFCH-467		1875-1899	residential S	residential S	side-passage	brick	C
823 Muhammed Ali Blvd.	JFCH-468		1875-1899	residential S	residential S	camelback	brick	C
824 Muhammed Ali Blvd.	JFCH-248		1875-1899	residential M	residential M	side-passage	brick	C
845-847 Muhammed Ali Blvd.	JFCH-469	Philip Dielmann Dry Goods -	1875-1899 (1890)	commercial R	commercial R	unknown	brick	C
850 Muhammed Ali Blvd.	JFCH-443		1875-1899	commercial R	commercial R	unknown	brick	C
910 Muhammed Ali Blvd.	JFCH-247	Zion's Church of the Evangelical	1850-1874	religious C	religious C	other (church)	brick	C
913-915 Muhammed Ali Blvd.	JFCH-235 & JFCH-		1875-1899	residential M	residential M	camelback	brick	C
914 Muhammed Ali Blvd.	JFCH-1280		1875-1899	residential S	residential S	side-passage	brick	C

Phoenix Hill Survey Index

Address_Location	Site_No	Name	Constructed	Orig Function	Current_Funct	Type	Material	Eval
916 Muhammed Ali Blvd.	JFCH-1281		1925-1949	commercial U	commercial S	unknown	brick	NC
917 Muhammed Ali Blvd.	JFCH-234		1850-1874	residential S	vacant	side-passage	frame	C
919 Muhammed Ali Blvd.	JFCH-233		1850-1874	residential S	residential S	shotgun	brick	C
923 Muhammed Ali Blvd.	JFCH-232		1875-1899	residential S	residential S	shotgun	brick	C
924 Muhammed Ali Blvd.	JFCH-237		1875-1899	residential S	residential S	shotgun	brick	C
926 Muhammed Ali Blvd.	JFCH-238		1875-1899	residential S	residential S	camelback	brick	C
929 Muhammed Ali Blvd.	JFCH-231		1875-1899	residential S	residential S	camelback	frame	NC
930 Muhammed Ali Blvd.	JFCH-1282		1875-1899	residential S	residential S	shotgun	unknown	C
931 Muhammed Ali Blvd.	JFCH-229		1875-1899	residential S	residential S	shotgun	frame	C
932 Muhammed Ali Blvd.	JFCH-1283		1875-1899	residential S	residential S	camelback	unknown	C
933 Muhammed Ali Blvd.	JFCH-228		1875-1899	residential S	residential S	camelback	brick	C
935 Muhammed Ali Blvd.	JFCH-1284	Gv. new #, had map # CH 228;	1875-1899	residential S	residential S	shotgun	brick	NC
937 Muhammed Ali Blvd.	JFCH-226		1875-1899	residential S	residential S	shotgun	brick	C
938 Muhammed Ali Blvd.	JFCH-1285		1875-1899	residential S	residential S	camelback	brick	C
942 Muhammed Ali Blvd.	JFCH-1286		1875-1899	residential S	commercial RBT	shotgun	brick	C
944 Muhammed Ali Blvd.	JFCH-1287		1875-1899	commercial R	commercial R	unknown	brick	C
1000-1004 Muhammed Ali	JFCH-1288		1875-1899	commercial R	commercial B	unknown	brick	C
1005 Muhammed Ali Blvd.	JFCH-215		1875-1899	residential S	residential S	camelback	brick	C
1006 Muhammed Ali Blvd.	JFCH-1289		1875-1899	residential S	residential S	camelback	brick	C
1007 Muhammed Ali Blvd.	JFCH-214		1875-1899	residential S	residential S	camelback	unknown	C
1009 Muhammed Ali Blvd.	JFCH-213		1875-1899	residential S	residential S	shotgun	brick	C
1015 Muhammed Ali Blvd.	JFCH-210		1875-1899	residential S	residential S	shotgun	brick	C
1021 Muhammed Ali Blvd.	JFCH-208		1875-1899	residential S	residential S	camelback	brick	C
107 Shelby St.	JFCH-1274		1825-1849	residential M	residential M	side-passage	brick	C
121 Shelby St.	JFCH-1186		1875-1899	residential S	residential S	shotgun	frame	C
123 Shelby St.	JFCH-1185		1875-1899	residential S	residential S	shotgun	frame	C
125 Shelby St.	JFCH-1184		1875-1899	residential S	residential S	camelback	frame	C
215 Shelby St.	JFCH-1113		1875-1899	residential S	residential S	shotgun	brick	C
216 Shelby St.	JFCH-054	Shelby St. Methodist Episcopal	1875-1899	religious C	commercial W	other (church)	brick	C
218-220 Shelby St.	JFCH-1321		1875-1899	commercial U	commercial U	unknown	brick	E
543 Shelby St.	JFCH-845		1850-1874	commercial R	commercial R	unknown	brick	C
545 Shelby St.	JFCH-345		1875-1899	residential S	residential M	side-passage	brick	C
610 Shelby St.	JFCH-737		1925-1949	residential S	residential S	shotgun	unknown	NC
614 Shelby St.	JFCH-735		1850-1874	commercial R	vacant	unknown	brick	C
625 Shelby St.	JFCH-391		1925-1949	commercial U	commercial B	unknown	concrete block	C
626 Shelby St.	JFCH-1276		1875-1899	commercial U	commercial B	shotgun	brick	NC

Phoenix Hill Survey Index

Address_Location	Site_No	Name	Constructed	Orig Function	Current_Funct	Type	Material	Eval
627 Shelby St.	JFCH-389	627 & 629 assigned KHC # CH- may have been 803 E. Gray before	1925-1949	unknown	vacant	unknown	concrete block	C
629 Shelby St.	JFCH-738	St. Martin de Tours & 2 strers. at	1875-1899	commercial R	vacant	unknown	brick	C
635-639 Shelby St.	JFCH-396	St. Martin de Tours & 2 strers. at	1850-1874	religious C	religious C	other (church)	unknown	C
638 Shelby St.	JFCH-423	Tonini & Son Church Supplies	1875-1899 (1880)	commercial R	vacant	side-passage	brick	C
640-642 Shelby St.	JFCH-424	Henry Scharf Saloon; KHC # CH-	1850-1874 (1869)	commercial RBT	vacant	unknown	brick	C
644-646 Shelby St.	JFCH-426	CH-426 is KHC # for 646, CH-	1900-1924	commercial U	commercial B	unknown	brick	NC
648-650 Shelby St.	JFCH-725	CH-724 EL is 648, CH-725 EL is	1850-1874	commercial U	work in progress	unknown	brick	C
309 Wenzel St.	JFCH-110		1875-1899	residential S	residential S	camelback	brick	C
311 Wenzel St.	JFCH-1062		1875-1899	residential S	residential S	camelback	brick	C
312-314 Wenzel St.	JFCH-1326	Cable Missionary Baptist Church	1950-1974 (1956)	religious C	religious C	other (church)	brick	NC
313 Wenzel St.	JFCH-1063		1875-1899	residential S	residential S	camelback	brick	C
316 Wenzel St.	JFCH-143		1875-1899	residential S	residential S	shotgun	brick	C
318 Wenzel St.	JFCH-1061		1875-1899	residential S	residential S	shotgun	brick	C
319 Wenzel St.	JFCH-1065		1900-1924	residential S	residential S	side-passage	frame	C
320-322 Wenzel St.	JFCH-145		1875-1899	residential M	residential M	double shotgun	brick	C
321 Wenzel St.	JFCH-154		1875-1899	residential S	residential S	camelback	frame	C
414 Wenzel St.	JFCH-1006		1875-1899	residential S	residential S	shotgun	unknown	NC
509 Wenzel St.	JFCH-923		1875-1899	residential S	residential S	shotgun	brick	C
513 Wenzel St.	JFCH-921		1875-1899	residential S	residential S	camelback	brick	C
514 Wenzel St.	JFCH-915		1875-1899	residential S	vacant	camelback	brick	C
521 Wenzel St.	JFCH-918		1875-1899	residential S	residential S	camelback	brick	C

East End Survey Index Function Abbreviation Key

C=Contributing

NC=Noncontributing

I=Not eligible

E=Eligible

U=Undetermined

residential S = residential/single family

residential M = residential/multiple family

residential O= residential outbuilding

commercial B = commercial/business

commercial S = commercial/specialty store

commercial R = commercial/commercial-residential

commercial W = commercial/warehouse

commercial F = commercial/financial institution

commercial RBT = commercial/restaurant/bar/tavern

commercial P = commercial/professional-office

commercial U = commercial/unknown

industrial M = industrial/manufacturing facility

industrial U = industrial/unknown

religious C = religious/church

religious CR = religious/church residence

religious CS = religious/church school

government F = government/fire station

agricultural F = agricultural/food processing/storage

East End Survey Index

Address_Location	Site_No	Name	Constructed	Orig_Function	Current_Fu	Type	Material	Historic_District	Eval
6407 Bass Rd	JF-1950		1925-1949 (1925)	residential S	residential S	unknown	fFrame	James Taylor	C
6509 Bass Rd	JF-1951		1900-1924	residential S	residential S	unknown	frame	James Taylor	C
7118 Beachland Beach Rd	JF-2104		1925-1949	residential O	residential O	outbuilding	concrete	MPDF Ohio River Camps	I
7119 Beachland Beach Rd	JF-2067		1950-1974	residential S	residential S	unknown	frame	MPDF Ohio River Camps	I
7206 Beachland Beach Rd	JF-2115		1925-1949	residential S	residential S	unknown	concrete	MPDF Ohio River Camps	C
7214 Beachland Beach Rd	JF-2371		1950-1974	residential S	residential S	unknown	concrete	MPDF Ohio River Camps	C
6804 Beech Avenue	JF-1864		1925-1949 (1928)	residential S	residential S	unknown	frame	Jane S. Carslaw Addition	U
6809 Beech Avenue	JF-1873		1925-1949 (1938)	residential S	residential S	unknown	frame	Jane S. Carslaw Addition	U
6810 Beech Avenue	JF-1865		1925-1949 (1928)	residential S	residential S	Bungalow	frame	Jane S. Carslaw Addition	U
6813 Beech Avenue	JF-1871		1925-1949 (1942)	residential S	residential S	Cumberland	frame	Jane S. Carslaw Addition	U
6814 Beech Avenue	JF-1866		1925-1949 (1946)	residential S	residential S	unknown	frame	Jane S. Carslaw Addition	U
6815-6817 Beech Avenue	JF-1870		1925-1949 (1940)	residential S	residential S	unknown	frame	Jane S. Carslaw Addition	I
6900 Beech Avenue	JF-1867		1925-1949 (1940)	residential S	residential S	unknown	frame	Jane S. Carslaw Addition	U
6901 Beech Avenue	JF-1869		1925-1949 (1946)	residential S	residential S	unknown	concrete	Jane S. Carslaw Addition	I
6903 Beech Avenue	JF-1872		1925-1949 (1946)	residential S	residential S	unknown	frame	Jane S. Carslaw Addition	U
6904 Beech Avenue	JF-1868		1925-1949 (1938)	residential S	residential S	unknown	frame	Jane S. Carslaw Addition	U
701 Blankenbaker Rd	JF-1863	John C. Doolan House	1900-1924	residential S	residential S	unknown	frame,	Potential Poplar Hill Wood	E
910 Blankenbaker Rd	JF-1995		1900-1924	residential S	residential S	unknown	frame	N/A	U
916 Blankenbaker Rd	JF-1996		1950-1974	residential S	residential S	unknown	concrete	N/A	I
6805 Carslaw Court	JF-1942	Garage only, house demolished	1925-1949 (1942)	residential S	residential S	unknown	frame	Jane S. Carslaw Addition	NC
6811 Carslaw Court	JF-1874		1925-1949 (1941)	residential S	residential S	unknown	frame	Jane S. Carslaw Addition	NC
6813 Carslaw Court	JF-1875		1925-1949 (1930)	residential S	residential S	unknown	frame	Jane S. Carslaw Addition	NC
6814 Carslaw Court	JF-1876		1900-1924 (1924)	residential S	residential S	unknown	frame	Jane S. Carslaw Addition	NC
5103 Cherry Valley Rd	JF-2004		1925-1949	residential S	residential S	unknown	frame	N/A	I
1 Creekside Court	JF-2014		1925-1949	residential S	residential S	unknown	frame	MPDF Ohio River Camps	C
3 Creekside Court	JF-2015		1950-1974	residential S	residential S	unknown	frame	MPDF Ohio River Camps	NC
5 Creekside Court	JF-2016		1925-1949	residential S	residential S	unknown	frame	MPDF Ohio River Camps	U
6 Creekside Court	JF-2020		1975-2000	residential S	residential S	unknown	frame	MPDF Ohio River Camps	NC
6401 Duroc Rd	JF-1906		1950-1974 (1956)	residential S	residential S	unknown	frame	James Taylor	C
6403 Duroc Rd	JF-1905		1900-1924 (1900)	residential S	residential S	unknown	frame	James Taylor	C
6404 Duroc Rd	JF-1908		1925-1949 (1937)	residential S	residential S	T-plan	frame	James Taylor	C
6407 Duroc Rd	JF-1907		1925-1949 (1930)	residential S	residential S	T-plan	frame	James Taylor	C
6408 Duroc Rd	JF-2094		1950-1974	residential S	residential S	Ranch	brick veneer	James Taylor	NC
6409 Duroc Rd	JF-1909		1925-1949 (1930)	residential S	residential S	unknown	frame	James Taylor	C
6412 Duroc Rd	JF-1910		1900-1924 (1910)	residential S	residential S	T-plan	frame	James Taylor	C
6413 Duroc Rd	JF-1911		1950-1974	residential S	residential S	unknown	frame	James Taylor	C

East End Survey Index

Address_Location	Site_No	Name	Constructed	Orig_Function	Current_Fu	Type	Material	Historic_District	Eval
6414 Duroc Rd	JF-1912		1950-1974	residential S	residential S	Ranch	stone veneer	James Taylor	C
6415 Duroc Rd	JF-1913		1950-1974	residential S	residential S	unknown	frame	James Taylor	C
6500 Duroc Rd	JF-2095		1950-1974	residential S	residential S	Ranch	brick &	James Taylor	NC
6501 Duroc Rd	JF-2096		1950-1974	residential S	residential S	Ranch	brick veneer	James Taylor	NC
6503 Duroc Rd	JF-2097		1925-1949	residential S	residential S	unknown	frame	James Taylor	C
6505 Duroc Rd	JF-2098		1950-1974	residential S	residential S	Ranch	concrete	James Taylor	NC
6506 Duroc Rd	JF-1914		1950-1974 (1954)	residential S	residential S	unknown	frame	James Taylor	C
6508 Duroc Rd	JF-1915		1950-1974 (1951)	residential S	residential S	Ranch	stone veneer	James Taylor	C
6510 Duroc Rd	JF-1916		1950-1974 (1950)	residential S	residential S	Cape Cod	brick veneer	James Taylor	C
6513 Duroc Rd	JF-2099		1950-1974	residential S	residential S	Ranch	stone veneer	James Taylor	NC
6700 Duroc Rd	JF-2100		1950-1974	residential S	residential S	unknown	frame	James Taylor	NC
6711 Duroc Rd	JF-2101		1950-1974	residential S	residential S	unknown	frame	James Taylor	NC
6712-6714 Duroc Rd	JF-1917		1925-1949 (1934)	residential S	residential S	unknown	frame	James Taylor	C
5127 Eiffler Beach Rd	JF-1881		2007	residential S	residential S	unknown	frame	N/A	I
5129 Eiffler Beach Rd	JF-1947		1975-2000 (1980)	residential S	residential S	unknown	frame	N/A	I
5131 Eiffler Beach Rd	JF-2013		1975-2000	residential S	residential S	unknown	frame	N/A	I
5135 Eiffler Beach Rd	JF-2008		1950-1974 (1950)	residential S	residential S	unknown	frame,	MPDF Ohio River Camps	C
5136 Eiffler Beach Rd	JF-2017		1950-1974	residential S	residential S	unknown	concrete	MPDF Ohio River Camps	U
5137 Eiffler Beach Rd	JF-2018		1950-1974	residential S	residential S	unknown	frame,	N/A	I
5139 Eiffler Beach Rd	JF-2009		1925-1949 (1930)	residential S	residential S	unknown	frame	MPDF Ohio River Camps	C
5141 Eiffler Beach Rd	JF-2019		1950-1974	residential S	residential S	unknown	unknown	MPDF Ohio River Camps	U
5143 Eiffler Beach Rd	JF-2010		1925-1949 (1940)	residential S	residential S	unknown	concrete	MPDF Ohio River Camps	C
5155 Eiffler Beach Rd	JF-2021	in ruins	1925-1949 (1930)	residential S	residential S	unknown	frame	N/A	I
6706 Elmcroft Circle	JF-562	Norton House	1875-1899	residential S	residential S	unknown	Frame	N/A	I
6208 Guthrie Beach Rd	JF-2029		1925-1949	residential S	residential S	unknown	frame	MPDF Ohio River Camps	C
6212 Guthrie Beach Rd	JF-2030		1925-1949	residential S	residential S	unknown	frame	MPDF Ohio River Camps	C
6303 Jacob School Rd	JF-1859		1925-1949 (1930)	residential S	residential S	unknown	frame	Jacob School Rd	C
6401 Jacob School Rd	JF-1856		1900-1924 (1920)	residential S	residential S	unknown	frame	Jacob School Rd	C
6413 Jacob School Rd	JF-1862		1925-1949 (1925)	residential S	residential S	unknown	frame	Jacob School Rd	C
6417 Jacob School Rd	JF-1858		1925-1949 (1925)	residential S	residential S	T-plan	brick veneer	Jacob School Rd	C
6505 Jacob School Rd	JF-1860		1925-1949	residential S	residential S	unknown	frame	Jacob School Rd	C
6507 Jacob School Rd	JF-2088		1925-1949 (1925)	residential S	residential S	unknown	frame	Jacob School Rd	C
6509 Jacob School Rd	JF-1861		1925-1949 (1925)	residential S	residential S	Bungalow	frame	Jacob School Rd	C
6511 Jacob School Rd	JF-1857		1950-1974	residential S	residential S	unknown	frame	Jacob School Rd	NC
6601 Jacob School Rd	JF-840	Rosenwald School	1916-1917	School	Senior Center	unknown	frame	Jacob School Rd	C
6517 Jacob School Rd	JF-840.002	Rosenwald Shop building	1925-1949	School	residential S	unknown	frame	Jacob School Rd	C

East End Survey Index

Address_Location	Site_No	Name	Constructed	Orig_Function	Current_Fu	Type	Material	Historic_District	Eval
6701 Jacob School Rd	JF-1855		1900-1924 (1917)	residential S	residential S	unknown	frame	Jacob School Rd	C
6707 Jacob School Rd	JF-1854		1925-1949 (1925)	residential S	residential S	Bungalow	frame	Jacob School Rd	C
6709 Jacob School Rd	JF-2082		1950-1974	residential S	residential S	Ranch	frame	Jacob School Rd	NC
6713 Jacob School Rd	JF-1853		1900-1924 (1924)	residential S	residential S	T-plan	frame	Jacob School Rd	C
5903 Jenness Court	JF-529	McFerran House	1875-1899	residential S	residential S	central	frame	N/A	E
5301 Juniper Beach	JF-2001		1925-1949	commercial RBT	residential S	unknown	concrete	Juniper Beach	C
5399 Juniper Beach	JF-2025		1925-1949	residential S	residential S	unknown	frame,	Juniper Beach	C
5401 Juniper Beach	JF-2026		1925-1949	residential S	residential S	unknown	frame,	Juniper Beach	C
5403 Juniper Beach	JF-2027		1925-1949	residential S	residential S	unknown	frame,	Juniper Beach	C
5405 Juniper Beach	JF-2028		1950-1974	unknown	vacant	unknown	poured	Juniper Beach	NC
5407 Juniper Beach	JF-2117		1925-1949	residential S	residential S	unknown	frame,	Juniper Beach	C
5455 Juniper Beach	JF-2118		1925-1949	residential S	residential S	unknown	frame,	Juniper Beach	C
5507 Juniper Beach	JF-2147		1950-1974	residential S	residential S	unknown	frame,	Juniper Beach	NC
5511 Juniper Beach	JF-2070		1950-1974	residential S	residential S	unknown	brick veneer	Juniper Beach	NC
5515 Juniper Beach	JF-2148		1925-1949	residential S	residential S	unknown	concrete	Juniper Beach	C
5601 Juniper Beach	JF-2071	Collett House	1925-1949	residential S	residential S	unknown	concrete	Juniper Beach	C
5605 Juniper Beach (N. End)	JF-1997		1925-1949	residential S	residential S	Ranch	concrete	Juniper Beach	C
5611 Juniper Beach (N. End)	JF-1998		1925-1949	residential S	residential S	unknown	concrete	Juniper Beach	C
5615 Juniper Beach (N. End)	JF-1999		1925-1949	residential S	residential S	Ranch	stone	Juniper Beach	C
5617 Juniper Beach (N. End)	JF-2000		1925-1949	residential S	residential S	Ranch	brick veneer	Juniper Beach	C
5623 Juniper Beach	JF-2072		1925-1949	residential S	residential S	unknown	concrete	Juniper Beach	C
5625 Juniper Beach	JF-2073		1925-1949	residential S	residential S	unknown	concrete	Juniper Beach	C
5629 Juniper Beach	JF-2074		1925-1949	residential S	residential S	unknown	frame,	Juniper Beach	C
6514 Mayfair Avenue	JF-2003		1950-1974 (1965)	residential S	residential S	unknown	brick	N/A	I
2 River Hill Rd	JF-2103		1900-1924	residential S	residential S	unknown	frame	River Hill/Stonebridge	C
4 River Hill Rd	JF-2048		1925-1949 (1933)	residential S	residential S	central	brick	River Hill/Stonebridge	C
6 River Hill Rd	JF-2049		1925-1949 (1927)	residential S	residential S	central	brick	River Hill/Stonebridge	C
7 River Hill Rd	JF-2050		1925-1949 (1948)	residential S	residential S	unknown	Rustic Log	River Hill/Stonebridge	C
8 River Hill Rd	JF-2051	Stratton Hammond, architect	1925-1949 (1949)	residential S	residential S	unknown	brick	River Hill/Stonebridge	C
9 River Hill Rd	JF-2052		1900-1924 (1915)	residential S	residential S	unknown	brick, stone	River Hill/Stonebridge	C
10 River Hill Rd	JF-2053		1875-1899, 1925-	residential S	residential S	unknown	frame,	River Hill/Stonebridge	C
12 River Hill Rd	JF-2105		1925-1949	residential S	residential S	unknown	frame	River Hill/Stonebridge	C
13 River Hill Rd	JF-2106		1950-1974 (1957)	residential S	residential S	unknown	brick	River Hill/Stonebridge	NC
14 River Hill Rd	JF-523		1825-1849, 1925-1949	residential S	residential S	unknown	Log, stone	River Hill/Stonebridge	C
17 River Hill Rd	JF-522		1825-1849, 1900-	residential S	residential S	unknown	frame, brick	River Hill/Stonebridge	C
20 River Hill Rd	JF-2054		1950-1974 (1956)	residential S	residential S	unknown	brick	River Hill/Stonebridge	C

East End Survey Index

Address_Location	Site_No	Name	Constructed	Orig_Function	Current_Fu	Type	Material	Historic_District	Eval
21 River Hill Rd	JF-2107		1925-1949 (1949)	residential S	residential S	unknown	brick	River Hill/Stonebridge	C
22 River Hill Rd	JF-2055		1950-1974	residential S	residential S	ranch	brick	River Hill/Stonebridge	C
23 River Hill Rd	JF-2108	Frederick Morgan, architect	1925-1949 (1937)	residential S	residential S	unknown	brick	River Hill/Stonebridge	C
24 River Hill Rd	JF-2109		1925-1949 (1947)	residential S	residential S	unknown	frame	River Hill/Stonebridge	C
25 River Hill Rd	JF-2110		1900-1924, 1950-	agricultural	residential S	unknown	frame	River Hill/Stonebridge	C
26 River Hill Rd	JF-2111		1900-1924	residential S	residential S	unknown	stucco	River Hill/Stonebridge	C
27 River Hill Rd	JF-2112		1900-1924	residential S	residential S	unknown	stucco	River Hill/Stonebridge	C
28 River Hill Rd	JF-2113		1950-1974	residential S	residential S	unknown	brick	River Hill/Stonebridge	C
29 River Hill Rd	JF-667	Sachs House	1900-1924 (1911)	residential S	residential S	unknown	stucco	River Hill/Stonebridge	C
30 River Hill Rd	JF-2114	Stratton Hammond, architect	1950-1974 (1953)	residential S	residential S	unknown	brick	River Hill/Stonebridge	C
31 River Hill Rd	JF-2116	Stratton Hammond, architect	1950-1974 (1950)	residential S	residential S	unknown	brick	River Hill/Stonebridge	C
3227 River Rd	JF-2372		1925-1949 (1930)	residential S	residential S	unknown	frame	MPDF Ohio River Camps	C
4110 River Rd	JF-1952		1925-1949	residential S	Vacant	Bungalow	Frame	N/A	I
4200 River Rd	JF-1955	Louisville Boat Club	1950-1974	boat club	boat club	unknown	Brick	N/A	I
4500 River Rd	JF-1956		1925-1949	residential S	residential S	unknown	Frame	N/A	I
4501 River Rd	JF-1957		1925-1949	residential S	residential S	unknown	Frame	N/A	I
4502 River Rd	JF-1958		1900-1924 (1923)	residential S	residential S	unknown	Frame	N/A	I
4506 River Rd	JF-1959	In FDOE incorrectly as 4508 River	1950-1974	residential S	residential S	Cape Cod	Brick	N/A	I
4508 River Rd	JF-457	Jesse Chrisler House/Longview Ln	1850-1874 (1850)	residential S	residential S	central	Frame	Country Estates of River Rd	Listed
5209 River Rd	JF-2007	Mr. Eiffler's House	1900-1924	residential S	residential S	Bungalow	frame	MPDF Ohio River Camps	C
5223 River Road	JF-2042		1925-1949	residential S	residential S	unknown	frame	N/A	I
5701 River Rd	JF-1960		1925-1949	residential S	residential S	unknown	Frame	N/A	I
5711 River Rd	JF-1961	In FDOE incorrectly as 5709 River	1925-1949	residential S	residential S	unknown	Frame	N/A	I
5901 River Rd	JF-455	Dr. J. C. Metcalfe House	1875-1899	residential S	residential S	central	Frame	N/A	E
5913 River Rd	JF-2041	House and Dairy Barn	1925-1949	residential S	residential S	unknown	concrete	N/A	I
6309 River Rd	JF-1962	T.J. Colburn House	1925-1949	residential S	residential S	unknown	concrete	N/A	I
6317 River Rd	JF-783	Bennett/Griesbaum/Lang House	1875-1899	residential S	residential S	unknown	stone, frame	N/A	E
6319 River Rd	JF-1963	Post Office	1975-2000	government	government	unknown	frame	N/A	I
6325 River Rd	JF-1964	Chick Inn	1975-2000	commercial RBT	commercial	unknown	frame	N/A	I
6327 River Rd	JF-1965	Mary Elizabeth Bader Lang House	1950-1974	residential S	residential S	ranch	Brick	Harrods Creek Village	C
6329 River Rd	JF-937	Walter Bader's Grocery Store	1900-1924	commercial B	residential S	unknown	Frame	Harrods Creek Village	C
6331 River Rd	JF-1966	Happy Hounds Dog Care	1925-1949	Unknown	commercial B	unknown	Frame	Harrods Creek Village	NC
6337 River Rd	JF-847	Harrods Creek Imports (Lang's)	1900-1924	commercial B	commercial B	unknown	frame,	Harrods Creek Village	C
6339 River Rd	JF-936	Fanny's Cedar Chest	1900-1924	residential S	commercial B	unknown	Frame	Harrods Creek Village	C
6401 River Rd	JF-846	General Store & old Post office	1900-1924	commercial R	Vacant	unknown	Frame	Harrods Creek Village	C
6405 River Rd	JF-1967		1925-1949	residential S	residential S	unknown	frame,	Harrods Creek Village	C

East End Survey Index

Address_Location	Site_No	Name	Constructed	Orig_Function	Current_Fu	Type	Material	Historic_District	Eval
6407 River Rd	JF-935	Finch/Finney House	1900-1924	residential S	residential S	T-plan	Frame	Harrods Creek Village	C
6408 River Rd	JF-939		1925-1949	residential S	residential S	unknown	poured	Harrods Creek Village	C
6603 River Rd	JF-932	Harrods Creek Lodge	pre-1911; 1950-1974	school	social org.	unknown	concrete	N/A	U
6607 River Rd	JF-1968	Beverly Jean Stewart House	1950-1974	residential S	residential S	Cape Cod	frame	N/A	I
6609 River Rd	JF-1969	Epping-Watchel Cottage	1925-1949	residential S	residential S	unknown	Frame	N/A	I
6900 River Rd	JF-2044	Samuel M. Emmie Venable	1900-1924	residential S	residential S	unknown	brick	N/A	I
7004 River Rd	JF-844	surveyed as 7104 Transy Ave in	1900-1924	residential S	residential S	Bungalow	brick	N/A	I
7071 River Rd	JF-2102		1950-1974	residential S	residential S	ranch	stone veneer	N/A	I
7100 River Rd	JF-1970	Mershon House	1925-1949	residential S	residential S	ranch	Frame	N/A	I
7106 River Rd	JF-1971		1925-1949 (1945)	residential S	residential S	ranch	Frame	N/A	I
7110 River Rd	JF-1972		1950-1974 (1953)	residential S	residential S	ranch	Frame	N/A	I
7111 River Rd	JF-1973		1925-1949	residential S	residential S	unknown	Brick	N/A	I
7116 River Rd	JF-2024		1925-1949	residential S	residential S	unknown	Frame	N/A	I
7118 River Rd	JF-1974		1950-1974	residential S	residential S	ranch	Frame	N/A	I
7120 River Rd	JF-1975		1925-1949	residential S	residential S	unknown	Brick	N/A	U
7121 River Rd	JF-1976		1950-1974	residential S	residential S	ranch	Frame	N/A	I
7200 River Rd	JF-1977		1950-1974	residential S	residential S	Gunnison	Frame	N/A	U
7201 River Rd	JF-1978		1950-1974	residential S	residential S	ranch	Frame	N/A	I
7202 River Rd	JF-1979		1950-1974	residential S	residential S	ranch	Brick	N/A	U
7204 River Rd	JF-1980		1950-1974	residential S	residential S	ranch	stone veneer	N/A	I
7207 River Rd	JF-1981		1950-1974	residential S	residential S	ranch	Frame	N/A	I
7208 River Rd	JF-1982		1925-1949	residential S	residential S	Cape Cod	Frame	N/A	U
7210 River Rd	JF-1983		1900-1924	residential S	residential S	unknown	frame	N/A	I
7211 River Rd	JF-1984		1925-1949	residential S	residential S	ranch	Frame	N/A	U
7214 River Rd	JF-1985		1925-1949	residential S	residential S	unknown	Frame	N/A	U
7312 River Rd	JF-1986		1900-1924	residential S	residential S	unknown	Frame	N/A	I
7314 River Rd	JF-1987	Kerzinger House	1925-1949	residential S	residential S	central	Frame	N/A	E
7504 River Rd	JF-1988		1950-1974	residential S	residential S	ranch	stone veneer	N/A	I
7511 River Rd	JF-1989	Harrods Creek Marine Supply	1950-1974	commercial U	commercial B	unknown	concrete	N/A	I
7514 River Rd	JF-1990		1950-197	residential S	residential S	ranch	Brick	N/A	I
7516 River Rd	JF-1991		1925-1949	residential S	residential S	T-plan	concrete	James Taylor	C
7518 River Rd	JF-2065		1900-1924 (1922)	residential S	residential S	Bungalow	Frame	James Taylor	C
7602 River Rd	N/A	Demolished	1900-1930	residential S			Frame	James Taylor	C
7606 River Rd	JF-2069		1925-1949 (1926)	residential S	residential S	Bungalow	Frame	James Taylor	C
7610 River Rd	JF-1992	Harrods Creek Baptist Church	1925-1949 (1945)	religious C	religious C	unknown	concrete	James Taylor	C
7616 River Rd	JF-1993		1900-1924	residential S	residential S	Bungalow	frame	James Taylor	C

East End Survey Index

Address_Location	Site_No	Name	Constructed	Orig_Function	Current_Fu	Type	Material	Historic_District	Eval
7700 River Rd	JF-1994		1925-1949 (1935)	residential S	residential S	Bungalow	Frame	James Taylor	C
906 East Riverside Drive	JF-1928		1925-1949	residential S	residential S	unknown	stone veneer	MPDF Ohio River Camps	C
907 East Riverside Drive	JF-1929		1925-1949	residential S	residential S	unknown	frame	N/A	I
909 East Riverside Drive	JF-1930		1925-1949	residential S	residential S	unknown	frame	N/A	I
912 East Riverside Drive	JF-1931		1950-1974	residential S	residential S	unknown	concrete	MPDF Ohio River Camps	C
4216 Riviera Drive	JF-1932		1950-1974	residential S	residential S	Ranch	frame, brick	N/A	U
4210 Riviera Drive	JF-1933	Charles Farmer House	1950-1974 (1954)	residential S	residential S	Ranch	concrete	MPDF Ohio River Camps	C
904 Riverside Drive	JF-1934		1950-1974 (1955)	residential S	residential S	Ranch	frame	MPDF Ohio River Camps	C
906 Riverside Drive	JF-1935		1950-1974	residential S	residential S	Cape Cod	frame, brick	MPDF Ohio River Camps	C
918 Riverside Drive	JF-1936		1950-1974	residential S	residential S	unknown	concrete	MPDF Ohio River Camps	C
922 W. Riverside Drive	JF-1937		1925-1949	residential S	residential S	unknown	frame, brick	MPDF Ohio River Camps	C
920 W. Riverside Drive	JF-1938		1925-1949	residential S	residential S	unknown	frame	N/A	I
906 W. Riverside Drive	JF-1939		1925-1949	residential S	residential S	unknown	frame, brick	MPDF Ohio River Camps	C
7611 Rose Island Rd	JF-838	Green Castle Baptist Church	1875-1899	religious C	commercial B	unknown	Frame,	N/A	E
7500 Rose Island Rd	JF-444	Prospect Store	1900-1924	commercial R	residential M	unknown	Frame	N/A	E
7718 Rose Island Rd	JF-1949	Stone Place Stables	1900-1924	residential S	commercial B	unknown	Frame	Expanded agricultural	E
6400 Shirley Avenue	JF-1880		1925-1949 (1942)	residential S	residential S	unknown	frame	James Taylor	C
6401 Shirley Avenue	JF-1877		1925-1949 (1942)	residential S	residential S	Cape Cod	frame	James Taylor	C
6403-6405 Shirley Avenue	JF-2083		1950-1974 (1954)	residential S	residential S	Ranch	frame	James Taylor	C
6404 Shirley Avenue	JF-1878		1925-1949 (1946)	residential S	residential S	Bungalow	brick	James Taylor	C
6406 Shirley Avenue	JF-1879		1925-1949	residential S	residential S	unknown	stone veneer	James Taylor	C
6410 Shirley Avenue	JF-1882		1900-1924 (1915)	residential S	residential S	Bungalow	brick	James Taylor	C
6411 Shirley Avenue	JF-1904		1925-1949 (1940)	residential S	residential S	Cape Cod	brick	James Taylor	C
6414 Shirley Avenue	JF-1883		1925-1949 (1949)	residential S	residential S	Cape Cod	brick veneer	James Taylor	C
6415 Shirley Avenue	JF-1884		1950-1974 (1951)	residential S	residential S	Cape Cod	frame	James Taylor	C
6416 Shirley Avenue	JF-1885		1925-1949 (1925)	residential S	residential S	Bungalow	frame	James Taylor	C
6419 Shirley Avenue	JF-1903		1950-1974	residential S	residential S	Ranch	brick veneer	James Taylor	C
6502 Shirley Avenue	JF-1886		1900-1924 (1924)	residential S	residential S	Bungalow	frame	James Taylor	C
6506 Shirley Avenue	JF-2084		1950-1974	residential S	residential S	Ranch	brick veneer	James Taylor	NC
6507 Shirley Avenue	JF-2085		1950-1974	residential S	residential S	Ranch	stone	James Taylor	NC
6508 Shirley Avenue	JF-2086		1950-1974	residential S	residential S	Ranch	brick veneer	James Taylor	NC
6509 Shirley Avenue	JF-1900		1950-1974 (1956)	residential S	residential S	Ranch	brick	James Taylor	C
6510-6512 Shirley Avenue	JF-2087		1950-1974	residential S	residential S	Ranch	brick	James Taylor	NC
6511 Shirley Avenue	JF-1901		1950-1974 (1956)	residential S	residential S	unknown	frame	James Taylor	C
6514 Shirley Avenue	JF-1902		1950-1974 (1954)	residential S	residential S	Ranch	brick	James Taylor	C
6515 Shirley Avenue	N/A	Demolished	1925-1949 (1941)	residential S	residential S		frame	James Taylor	

East End Survey Index

Address_Location	Site_No	Name	Constructed	Orig_Function	Current_Fu	Type	Material	Historic_District	Eval
6600 Shirley Avenue	JF-1887	James T. Taylor House	1925-1949 (1930)	residential S	residential S	unknown	frame	James Taylor	C
6601 Shirley Avenue	JF-2089		1950-1974	residential S	residential S	Ranch	brick	James Taylor	NC
6602-6606 Shirley Avenue	JF-2090		1950-1974	residential S	residential S	Ranch	stone veneer	James Taylor	NC
6607 Shirley Avenue	JF-2091		1950-1974	residential S	residential S	Ranch	brick	James Taylor	NC
6610 Shirley Avenue	JF-1888		1925-1949 (1946)	residential S	residential S	Cape Cod	frame	James Taylor	C
6611 Shirley Avenue	JF-2092		1950-1974	residential S	residential S	Ranch	brick	James Taylor	NC
6615 Shirley Avenue	JF-2093		1950-1974	residential S	residential S	Ranch	brick veneer	James Taylor	NC
6700 Shirley Avenue	JF-1899		1925-1949 (1941)	residential S	residential S	unknown	frame	James Taylor	C
6701-6701H Shirley Avenue	JF-1889		1950-1974 (1956)	residential S	residential S	Ranch	brick	James Taylor	NC
6703 Shirley Avenue	JF-1890		1950-1974	residential S	residential S	Ranch	brick	James Taylor	C
6704 Shirley Avenue	JF-1891		1925-1949 (1928)	residential S	residential S	Bungalow	frame	James Taylor	C
6705 Shirley Avenue	JF-1892		1950-1974 (1956)	residential S	residential S	Split-level	brick	James Taylor	C
6707 Shirley Avenue	JF-1893		1950-1974 (1956)	residential S	residential S	Ranch	stone veneer	James Taylor	C
6708 Shirley Avenue	JF-1894		1900-1924 (1921)	residential S	residential S	unknown	frame	James Taylor	C
6710 Shirley Avenue	JF-1895		1950-1974	residential S	residential S	Ranch	brick	James Taylor	NC
6711 Shirley Avenue	JF-1896		1925-1949 (1930)	residential S	residential S	unknown	brick	James Taylor	C
6714 Shirley Avenue	JF-1897		1950-1974	residential S	residential S	Ranch	brick	James Taylor	NC
6715 Shirley Avenue	JF-1898		1950-1974	residential S	residential S	Ranch	brick veneer	James Taylor	NC
5711 Stoll Hill	JF-2047	Alice Speed Stoll House	1925-1949	residential S	residential S	unknown	brick	N/A	E
27 Stone Bridge	JF-2006		1925-1949	residential S	residential S	unknown	frame, stone	River Hill/Stonebridge	C
6702 Transylvania Avenue	JF-2002	John A. Timons House	1925-1949	residential S	residential S	unknown	brick veneer	N/A	I
6705 Transylvania Avenue	JF-2046	Congrove/Mengel House	1925-1949 (1941)	residential S	residential S	ranch	frame, stone	N/A	I
6808 Transylvania Avenue	JF-2045	Peabody House	1950-1974	residential S	residential S	central	brick veneer	N/A	I
6000 Transylvania Beach Rd	JF-2145		1925-1949	residential S	residential S	unknown	frame,	MPDF Ohio River Camps	C
6012 Transylvania Beach Rd	JF-2075		1925-1949	residential S	residential S	unknown	frame,	MPDF Ohio River Camps	C
6100 Transylvania Beach	JF-843	Determan House	1950-1974 (1954)	residential S	unknown	unknown	concrete	MPDF Ohio River Camps	C
6206 Transylvania Beach Rd	JF-2076		1925-1949	residential S	residential S	unknown	frame,	MPDF Ohio River Camps	C
6212 Transylvania Beach Rd	JF-2077		1925-1949	residential S	residential S	unknown	frame,	MPDF Ohio River Camps	C
6306 Transylvania Beach Rd	JF-841	J. Schildnecht House	1925-1949	residential S	residential S	unknown	brick	MPDF Ohio River Camps	C
6312 Transylvania Beach Rd	JF-2078		1925-1949	residential S	residential S	unknown	frame,	MPDF Ohio River Camps	C
6400 Transylvania Beach Rd	JF-2146		1925-1949	residential S	residential S	unknown	frame	MPDF Ohio River Camps	C
6402 Transylvania Beach Rd	JF-2079		1925-1949	residential S	residential S	unknown	brick veneer	MPDF Ohio River Camps	C
6404 Transylvania Beach Rd	JF-2080		1925-1949	residential S	residential S	unknown	frame,	MPDF Ohio River Camps	C
6410 Transylvania Beach Rd	JF-2081		1925-1949	residential S	residential S	unknown	frame,	MPDF Ohio River Camps	C
Turner's Clubhouse/grounds	JF-2031	Turner's Beach Clubhouse	1925-1949	recreation	recreation	unknown	poured	MPDF Ohio River Camps	C
2 Turner's Beach	JF-2032	Turner's Beach	1975-2000	residential S	residential S	unknown	frame	MPDF Ohio River Camps	NC

East End Survey Index

Address_Location	Site_No	Name	Constructed	Orig_Function	Current_Fu	Type	Material	Historic_District	Eval
4 Turner's Beach	JF-2033	Turner's Beach	1925-14949	residential S	residential S	unknown	frame	MPDF Ohio River Camps	C
6 Turner's Beach	JF-806	Turner's Beach	1925-1949	residential S	residential S	unknown	frame,	MPDF Ohio River Camps	C
8 Turner's Beach	JF-2034	Turner's Beach	1925-1949	residential S	residential S	unknown	concrete	MPDF Ohio River Camps	C
12 Turner's Beach	JF-807	Turner's Beach	1925-1949	residential S	residential S	unknown	concrete	MPDF Ohio River Camps	C
13 Turner's Beach	JF-2035	Turner's Beach	1925-1949	residential S	residential S	unknown	concrete	MPDF Ohio River Camps	C
16 Turner's Beach	JF-2036	Turner's Beach	1925-1949	residential S	residential S	unknown	concrete	MPDF Ohio River Camps	C
Dwelling, no house number	JF-2037	Turner's Beach	1950-1974	residential S	residential S	unknown	frame	MPDF Ohio River Camps	NC
Dwelling, no house number	JF-2038	Turner's Beach	1950-1974	residential S	residential S	unknown	frame	MPDF Ohio River Camps	NC
Dwelling, no house number	JF-2039	Turner's Beach	1925-1949	residential S	residential S	unknown	frame	MPDF Ohio River Camps	C
20 Turner's Beach	JF-2040	Turner's Beach	1950-1974	residential S	residential S	unknown	frame	MPDF Ohio River Camps	NC
7700 US Highway 42	JF-2005	Child Dev. Center, 1st Christian	1925-1949	residential S	commercial B	central	brick	N/A	I
9104 US Highway 42	JF-2043	Ruth K. Lord/Oliver L. Hook	1925-1949 (1936)	residential S	residential S	central	frame	N/A	I
2901 Waldoah Beach	JF-804	used to be 7 Waldoah Beach	1925-1949 (1930s)	residential S	residential S	unknown	frame, brick	MPDF Ohio River Camps	C
2903 Waldoah Beach	JF-1918	used to be 9 Waldoah Beach	1925-1949	residential S	residential S	unknown	frame	MPDF Ohio River Camps	C
2905 Waldoah Beach	JF-1919	used to be 9 Waldoah Beach	1925-1949	residential S	residential S	unknown	frame, brick	MPDF Ohio River Camps	C
2907 Waldoah Beach	JF-1920	used to be 10 Waldoah Beach	1925-1949	residential S	residential S	unknown	concrete	MPDF Ohio River Camps	C
2909 Waldoah Beach	JF-1921		1925-1949	residential S	residential S	unknown	frame, brick	MPDF Ohio River Camps	C
2911 Waldoah Beach	JF-1922	used to be 12 Waldoah Beach	1925-1949	residential S	residential S	unknown	concrete	MPDF Ohio River Camps	C
2913 Waldoah Beach	JF-805	used to be 13 Waldoah Beach	1925-1949 (1930s)	residential S	residential S	unknown	brick	MPDF Ohio River Camps	C
2810 Waldoah Beach	JF-1923		1925-1949	residential S	residential S	unknown	frame	MPDF Ohio River Camps	C
2811 Waldoah Beach	JF-1924		1925-1949	residential S	residential S	unknown	stucco	MPDF Ohio River Camps	C
2809 Waldoah Beach	JF-1925	used to be 4 Waldoah Beach	1925-1949	residential S	residential S	Bungalow	frame	MPDF Ohio River Camps	C
2805 Waldoah Beach	JF-1926		1925-1949	residential S	residential S	unknown	concrete	MPDF Ohio River Camps	C
2801 Waldoah Beach	JF-1927		1925-1949	residential S	residential S	unknown	frame	MPDF Ohio River Camps	C
6209 Wolf Pen Branch Rd	JF-784	James Taylor/James Chandler	1925-1949 (1928)	residential S	residential S	unknown	Frame,	N/A	E
6215 Wolf Pen Branch Rd	JF-1945		1900-1924	residential S	residential S	unknown	frame	N/A	I
6307 Wolf Pen Branch Rd	JF-1946	Therese Hobson Mason House	1900-1924	residential S	residential S	bungalow	Frame	N/A	I
6705 Wolf Pen Branch Rd	JF-1943	Curd House	1925-1949 (1940)	residential S	residential S	Ranch	Frame	N/A	I
6706 Wolf Pen Branch Rd	JF-1941	St Francis in the Fields Rectory	1950-1974 (1953)	religious CR	religious CR	unknown	Frame	N/A	E
6710 Wolf Pen Branch Rd	JF-676	St. Francis in the Fields Church	1950-1974	religious C	religious C	unknown	brick	N/A	E
6711 Wolf Pen Branch Rd	JF-1944		1925-1949	residential S	residential S	unknown	Frame,	N/A	I
6902 Wolf Pen Branch Rd	JF-2005	Child Dev Cntr, 1st Christian	1925-1949	residential S	commercial B	central	brick	N/A	I
7500 Wolf Pen Branch Rd	JF-1940	Crowfoot/R.F. Cate House	1925-1949	residential S	residential S	Cape Cod	brick	N/A	E
7849 Wolf Pen Branch Rd	JF-580	T.G. Peyton House	1850-1874	residential S	residential S	dog-trot	log, frame	N/A	E
5641 Wolf Ridge Rd	JF-1948	Royal/Kolbrook/Bruce House	1925-1949	residential S	residential S	unknown	frame	N/A	E
7401 Woodhill Valley Rd	JF-2056		1950-1974 (1956)	residential S	residential S	ranch	brick veneer	20th Century Surburban	C

Other Surveyed Sites Survey Index Function Abbreviation Key

I=Not eligible

E=Eligible

L=Listed

U=Undetermined

residential S = residential/single family

residential M = residential/multiple family

commercial B = commercial/business

commercial S = commercial/specialty store

commercial R = commercial/commercial-residential

commercial W = commercial/warehouse

commercial F = commercial/financial institution

commercial RBT = commercial/restaurant/bar/tavern

commercial P = commercial/professional-office

commercial U = commercial/unknown

industrial M = industrial/manufacturing facility

industrial U = industrial/unknown

religious C = religious/church

religious CR = religious/church residence

religious CS = religious/church school

government F = government/fire station

agricultural F = agricultural/food processing/storage

educational S = educational school

health care M = health care/medical business-office

Other Surveyed Sites

Address_Location	Site_No	Name	Constructed	Orig_Functio	Current_Fu	Type	Material	Historic District	Eval
1430 Mellwood Ave.	JFEI-112	Crazy Daisy	1950-1974	commercial U	commercial B	other (antique)	concrete block	Irish Hill	I
1450 Mellwood Ave.	JFEI-113	LBC Cl. Sppls; 150 Spring sd. add	1925-1949	commercial U	commercial B	unknown	concrete block	Irish Hill	E
1612 Mellwood Ave.	JFEG-1658		1950-1974	commercial U	commercial B	unknown	unknown	Clifton	I
1626 Mellwood Ave.	JFEG-1659		1950-1974	unknown	industrial M	unknown	unknown	Clifton	I
1634 Mellwood Ave.	JFEG-1660		1875-1899	commercial R	commercial R	unknown	brick	Clifton	E
1648 Mellwood Ave.	JFEG-1661		1950-1974	transportation R	vacant	unknown	concrete block	Clifton	E
1726 Mellwood Ave.	JFEG-1662	Mellwood Distilling Co. Distillery	1875-1899	industrial M	commercial B	unknown	brick	Clifton	E
1728 Mellwood Ave.	JFEG-1663		1875-1899	industrial M	commercial O	unknown	brick	Clifton	E
1732-1734 Mellwood Ave.	JFEG-1664		1950-1974	unknown	commercial B	unknown	concrete block	Clifton	E
1800 Brownsboro Rd.	JFEG-1665		1925-1949	transportation R	transportation R	unknown	concrete block	Clifton	I
120 Spring St.	JFEI-114	Spring St. Storage	1875-1899	commercial U	commercial B	unknown	brick	Irish Hill	I
130 Spring St.	JFEI-76	Lewis Seed Company/L&N Bldg.	1875-1899	transportation RL	work in progress	unknown	brick	Irish Hill	E
700 Broadway	JFCS-1012	Q Quality Auto Paint	1950-1974	commercial U	commercial B	unknown	concrete block	nr. Smoketown	I
706 Broadway	JFCS-1013	Fashion Mart, etc.	1925-1949	commercial U	commercial B	unknown	brick	nr. Smoketown	E
710 Broadway	JFCS-1014		1925-1949	commercial U	commercial B	unknown	unknown	nr. Smoketown	E
716 Broadway	JFCS-1015	Cash N' Time	1900-1924	commercial U	commercial B	unknown	brick	nr. Smoketown	E
742 Broadway	JFCS-1016	Louisville Prosthetics	1875-1899	commercial U	commercial B	unknown	brick	nr. Smoketown	I
744 Broadway	JFCS-1020	Louisville Prosthetics	1875-1899	commercial U	commercial B	unknown	brick	nr. Smoketown	I
716 Logan St.	JFCS-1017		1900-1924	commercial U	commercial B	unknown	unknown	nr. Smoketown	E
718 Logan St.	JFCS-1018		1900-1924	residential S	vacant	bungalow	brick	nr. Smoketown	E
725 Logan St.	JFCS-1019		1900-1924	commercial U	commercial B	unknown	brick	nr. Smoketown	E
546 S. 1st St.	JFCD-314	Ahrens Trade School	1900-1924, 1925-1949	educational S	educational S	unknown	brick	Jefferson Central (Bus.) District	E
101 Chestnut St.	JFCD-159	Louisville Medical College Bldg.	1875-1899	educational S	health care M	unknown	stone	Jefferson Central (Bus.) District	L
N. 2nd St./W. Main St.	JFCD-217	George Rogers Clark Memorial Br	1925-1949 (1928-1929)	transportation R	transportation R	unknown	steel, stone	Jefferson Central (Bus.) District	L
108 S. 10th St.	JFWP-579		1875-1899	commercial W	commercial B	unknown	brick	W. Main St/10th St. Mfg. Distr	E
116 S. 10th St.	JFWP-580		1925-1949	unknown	commercial B	unknown	brick	W. Main St/10th St. Mfg. Distr	E
117 S. 10th St.	JFWP-581	Ntl. Biscuit Co.	1875-1899	industrial M	unknown	unknown	brick	W. Main St/10th St. Mfg. Distr	E
120 S. 10th St.	JFWP-582		1875-1899	industrial U	commercial RB	unknown	brick	W. Main St/10th St. Mfg. Distr	E
930 W. Main St.	JFWP-583		1925-1949	industrial M	commercial B	unknown	c. block	Jefferson-West-Portland	I
1030 W. Main St.	JFWP-584		1925-1949	commercial B	commercial B	unknown	brick, c. block	Jefferson-West-Portland	I
931 W. Market St.	JFWP-585		1900-1924	commercial W	unknown	unknown	c. block	Jefferson-West-Portland	U
109 N. 12th St.	JFWP-586		1925-1949	industrial U	industrial U	unknown	c. block	Jefferson-West-Portland	I
1643 Portland Ave.	JFWP-587		1900-1924	commercial B	unknown	unknown	brick	Jefferson-West-Portland	U
1651-1653 Portland Ave.	JFWP-588		1875-1899	commercial R	unknown	unknown	brick	Jefferson-West-Portland	U
	JFWP-589	Sherman Minton Bridge	1950-1974 (1959-1963)	transportation R	transportation R	unknown	steel	Jefferson-West-Portland	I

Appendix A: The Koch Family

The men who operated the family business were considered professional butchers.¹ Typically, they specialized in particular animals; some butchers processed cattle into cuts of meat, while others focused on pigs, lamb (young sheep), and sheep. In some cases, they brought meat-cutting skills with them upon migration from Europe to Louisville, such as the case of professional butcher Herman Vissman who emigrated from Germany to Louisville in the late 1830s.² In any case, butchers appear to have sold meat from their home-based operations or at one of the public markets in the central part of town. Before the age of refrigeration, butchering was conducted during the winter months, from November 1 through March 1.³ According to historian Pohlkamp, during the 1871 butchering season, 1,470 persons were employed to assist small and large establishments.⁴

By the late 1920s and early 1930s, larger, more efficient operations had bought up most small competitors and the skilled butcher was replaced by unskilled assembly line workers. Families with a tradition in the industry were obliged to find wage employment elsewhere or within one of the large corporate meat enterprises. Progressive meat processing reforms on the state level probably also contributed to the decline of home-based slaughterhouses. The Kentucky Food Sanitation Act of 1916 provided regulations to protect public health that may have been cost-prohibitive for small producers.⁵ Certainly, the 1916 Act favored large-scale producers, which could have made for a difficult working environment for smaller family abattoirs.

Case Study: Koch Family Slaughterhouses and the Koch Beef Company

One small family slaughterhouse was discovered during the current survey project. The Koch Beef Company abattoir (JFCB-724), located at 248 Adams Street, was begun by members of the Koch family in the early-to-mid -twentieth century.

The Koch family is historically associated with home-based meat packing operations in Butchertown. Family members settled on the north side of Quincy Street,

¹ The names associated with butchering are male; however, the entire family probably participated in this home-based industry. Women's roles in home-based meat processing need further research.

² David Williams, "A History of the House and Property at 1323 Story Avenue in the Butchertown Area of Louisville, Kentucky, 1831-1982," February 1983, unpublished paper on file at the University of Louisville Archives and Records Center, Neighborhoods Vertical File, Butchertown, Volume 2, 12.

³ Pohlkamp, 4.

⁴ Pohlkamp, 4.

⁵ J.O. LaBach and W.H. Simmons, *Sanitary Inspection of Slaughter Houses*, University of Kentucky Agricultural Bulletin No 209, (Lexington: Kentucky Agriculture Experiment Station, October 1917).

beginning in the late 1860s.⁶ John Koch, likely builder of 1403 Quincy Street (JFCB-676), was the first Koch to establish himself on Quincy Street by 1866.⁷ As far as can be determined, John Koch did not sell meat products primarily from home at this time. Rather, he rented a stall at Preston Street Market, which was located on Market Street between Floyd and Preston. Shortly thereafter, John was joined by a relative named George Koch, who previously lived on Maiden Lane.⁸ George Koch constructed his house at 1415 Quincy Street (JFCB-316) circa 1869 in proximity to John.⁹ Like his relation, George also sold at a local market.



Figure A. 1 Portrait of George Koch and his wife Anna in the late nineteenth century (Courtesy of Jim Segrest).

⁶ *Edward's Fourth Annual Directory of the Inhabitants, Institutions, Incorporated Companies, Manufacturing Establishments, Businesses, Business Firms, Etc., Etc. in the City of Louisville for 1868-69* (Louisville: Southern Publishing Company, 1868), 271-272.

⁷ *Edward's Annual Directory of the Inhabitants, Institutions, Incorporated Companies, Manufacturing Establishments, Businesses, Business Firms, Etc., Etc. in the City of Louisville for 1866-67* (St Louis and New York: Edwards Company Publishers, 1867), 273.

⁸ *The Louisville Directory and Business Advertiser for 1859-60, Containing a Complete General and Business Directory and Much Other Valuable Statistical Information* (Louisville: Maxwell and Company), 133. George Koch is recorded in this directory as a butcher at Preston Market, who lived on Maiden Lane between Ohio and Adams Streets.

⁹ *Edward's Fourth Annual Directory*, 271.

By the late nineteenth and early twentieth centuries, Quincy Street was home to many Koch family members as well as numerous small abattoirs. According to historian Pohlkamp, “On Quincy Street between Adams and Webster, were located the butchers...All had their slaughterhouses to the rear of their homes along Black Creek, which was periodically flushed by opening the flood gates of the Cut Off.”¹⁰

In 1901, for instance, there were five Koch families in residence on Quincy Street, at 1303, 1307, 1309, 1317, and 1321 Quincy, of which all were involved in the butchering business.¹¹ The 1905 Sanborn map displays several backyard slaughterhouses associated with the family.¹² Behind John Koch’s house at 1303 Quincy (now 1403) was his brick and frame abattoir and George Koch’s frame slaughtering complex was to the rear of his residence at 1317 Quincy (now 1415). Other families, perhaps also related, had small abattoirs behind residences as well, including the Pfaffingers and the Becks. These operations followed the general pattern for placement, plan, and building materials common to abattoirs in Butchertown during the early twentieth century.



Figure A. 2 1905 Sanborn map of Quincy Street.

¹⁰ Pohlkamp, 4. Addresses in this block of Quincy were altered in the twentieth century to 1400, rather than 1300.

¹¹ *Caron’s Louisville City Directory*, Volume XXXI (Louisville: Caron Publishers, 1901), 1303, 1671, and 707.

¹² Sanborn Map Company, 1905 Insurance Map for Louisville, Kentucky, sheet 411.

As the Koch family grew, more houses were built and the familial tradition of butchering continued on Quincy Street. Between 1910 and 1915, for example, 1401 Quincy Street was parceled off from the holdings of John Koch's widow Margaret.¹³ Butcher William F Koch was the first resident of this house and likely continued the meat business established by his relation John Koch.

By the late 1920s, not all Kochs plied their trade from home-based operations. Following local trends, Koch family members still lived on Quincy Street; however, they were likely to work as wage laborers at large meat packing businesses, such as Gottleib Layer on Story Avenue, or as meat cutters in the newly conceived grocery stores, such as the A&P Tea Company. By 1929, only two backyard slaughterhouses were recorded on Sanborn Maps, reflecting this change.¹⁴

In 1929, Jacob C Koch of 1421 Quincy established a modern abattoir behind his house.¹⁵ Koch's operation was called Louisville Dressed Beef Company. This is the first reference to the type of meat in which the Kochs specialized. By 1930, Edwin H Koch and his son Edwin, Jr. continued meat processing on their family property at 1415 Quincy Street.¹⁶ At some point between 1925 and 1929, family patriarch George Koch died and the business was operated for a short time by W.G. Hensel with assistance from George's son Edwin. It is likely that Hensel modernized the abattoir complex at the rear of 1415 Quincy Street, given that the footprint drastically changed between 1905 and 1929.¹⁷ This structure was known as E.H. Koch and Sons Abattoir as of 1935.¹⁸

¹³ *Caron's Louisville City Directory*, Volume XL (Louisville: Caron Publishers, 1910), 1524, 1631, and 666; *Caron's Louisville City Directory*, Volume XLV (Louisville: Caron Publishers, 1915), 1928, 2077, 851, 852, and 2177.

¹⁴ Sanborn Map Company, Insurance Maps for Louisville, Kentucky, 1929, Volume 7, Sheet 719.

¹⁵ *Caron's Louisville City Directory*, Volume LIX (Louisville: Caron Publishers, 1929), 1155 and 1156.

¹⁶ *Caron's Louisville City Directory*, Volume LX (Louisville: Caron Publishers, 1930), 2508.

¹⁷ Sanborn Map Company, 1905 Insurance Map for Louisville, Kentucky, Sheet 411; Sanborn Map Company, Insurance Maps for Louisville, Kentucky, 1929, Volume 7, Sheet 719.

¹⁸ *Caron's Louisville City Directory*, Volume LXV (Louisville: Caron Publishers, 1935), 2288.

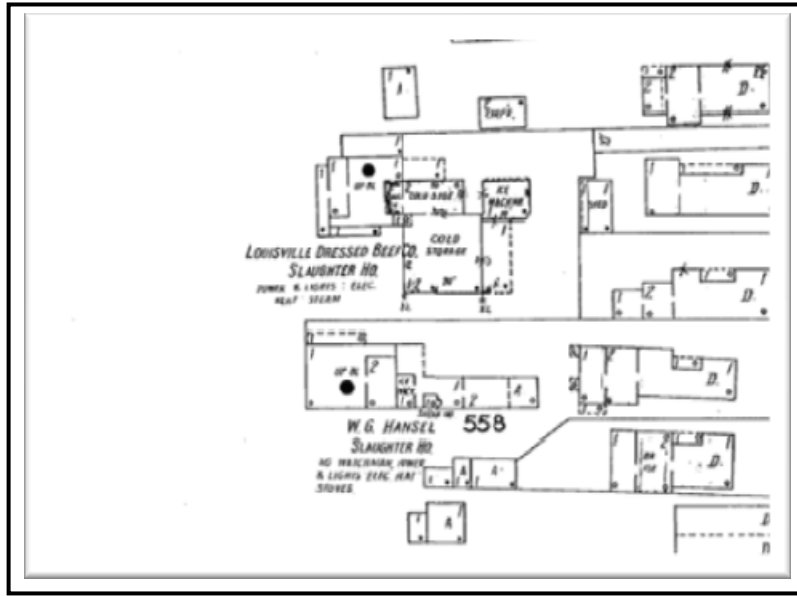


Figure A. 3 1929 Sanborn Map, showing abattoirs at the rear of Quincy Street.

Edwin H. Koch operated the meat packing establishment with various partners, including his son Edwin Jr until his retirement in the late 1940s.¹⁹ Edwin Senior died in August 1960.²⁰ Edwin Jr apparently had no inclination to continue the family business, as by this time he lived in east Louisville on McCready Drive and worked as an office manager.²¹

Jacob C Koch, a family relation and possibly the same Jacob Koch who established the adjacent Louisville Beef Company,²² took over E.H. Koch and Sons and changed the name to Koch Beef Company circa 1949.²³ The address was altered as well to 248 Adams Street, possibly reflecting the physical separation between the house at 1415 Quincy and the abattoir structure to the rear.²⁴

Following the mid-twentieth century trend to live separate from work, Jacob resided in east Louisville on Castlevale Drive with his wife Linda. By the middle 1960s, city directories indicate that there were no residents on Quincy Street with the

¹⁹ *Caron's Louisville City Directory*, Volume LXXIV (Cincinnati: Caron Publishers, 1949), 530.

²⁰ "Edwin H. Koch," Obituary notice, *The Courier-Journal*, 16 August, 1960. The obituary noted that Edwin Koch had lived in the same house his entire life.

²¹ *Caron's Louisville City Directory*, Volume LXXVII (Cincinnati: Caron Publishers, 1955), 611. According to city directories consulted (1935, 1940, and 1946-47), Edwin occasionally worked with his father in the family business. He held many careers throughout the mid-twentieth century, including salesman and clerk. It might be surmised that meat packing was not his first choice for a career.

²² Jacob Koch was not proprietor of the Louisville Beef Company by the late 1930s.

²³ *Caron's Louisville City Directory*, Volume LXXIV (Cincinnati: Caron Publishers, 1949), 530.

²⁴ *Caron's Louisville City Directory*, Volume LXXVII (Cincinnati: Caron Publishers, 1955), 611.

surname Koch.²⁵ Additionally, there were many vacant residences on the block as of this time period.

At some point in the early 1980s, Jacob Koch died and his business partner Jack Wheatley operated Koch Beef Company until it closed in the mid-1990s.²⁶ The structure has been vacant since that time.

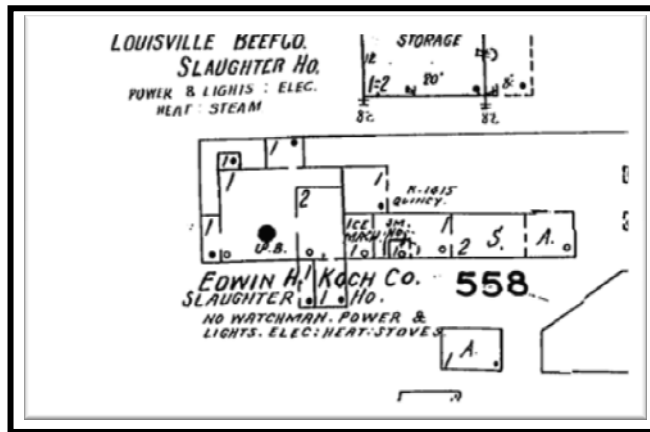


Figure A. 4 1951 Sanborn Map showing Edwin Koch and Co Slaughterhouse.

²⁵ Caron's *Louisville (Jefferson County) City Directory Street and Avenue Guide* (Cincinnati: Caron Publishers, 1965), 482.

²⁶ *Louisville Kentucky (Jefferson County) Polk City Directory City Street Index* (Livonia, MI: Polk Company Publishers, 1998), 20. This is the first year that 248 Adams Street is noted as "not verified."

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