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United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

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

1. Name of Property

Historic name: Cleveland Centre Historic District
Other names/site number: _____
Name of related multiple property listing:
N/A
(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: roughly bounded by James Street on the north, the Cuyahoga River on the east and south and Riverbed Street on the west.
City: Cleveland State: OH County: Cuyahoga
Not For Publication: NA Vicinity: NA

3. State/Federal Agency Certification

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

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

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

___national ___statewide _X__local

Applicable National Register Criteria:

__X_A ___B __X_C ___D

Barbara Powers **DSHPO for Inventory & Registration** November 26, 2013

Signature of certifying official/Title: **Date**

Ohio Historic Preservation Office, Ohio Historical Society

State or Federal agency/bureau or Tribal Government

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

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Patrick Andrus — 1/22/2014

Signature of the Keeper — Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	X
Public – Local	X
Public – State	
Public – Federal	

Number of Resources within Property (Do not include previously listed resources in the count)

Contributing	Noncontributing	
38	20	buildings
		sites
8	0	structures
		objects
46	20	Total

Number of contributing resources previously listed in the National Register 2

6. Function or Use

Historic Functions

(Enter categories from instructions.)

commerce/trade (warehouse, restaurant, business)
industry/processing (manufacturing facility)
transportation (rail-related, water-related, road-related)

Current Functions

(Enter categories from instructions.)

commerce/trade (warehouse, restaurant, business)
industry/processing (manufacturing facility)
transportation (rail-related, water-related, road-related)

7. Description

Architectural Classification
(Enter categories from instructions.)
no style
Late 19th early 20th Century (commercial and warehouse)

Materials: (enter categories from instructions.)
Principal exterior materials of the property:

Brick, concrete block, stucco, asphalt, poured concrete, steel

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

Summary Paragraph

The Cleveland Centre Historic District is located on land in the Flats area of Cleveland, along the right bank of the Cuyahoga River, and it is defined by Oxbow Bend in the Cuyahoga River. It is located within a mile of the mouth of the Cuyahoga River at Lake Erie. The Cuyahoga River, which means "crooked river" in the Iroquois language, begins in Geauga County, east of Cleveland and flows south to Cuyahoga Falls, where it turns northward and flows into Lake Erie. The northward flow of the river passes through a deep valley (a portion of which is the Cuyahoga Valley National Park) and winds its way past the heart of Cleveland's industrial riverfront before flowing into Lake Erie. (figure 1, continuation sheet 1) The Cleveland Centre Historic District is located along a 180 degree turn in the River, where it makes a sharp turn and flows north into the lake – hence, the oxbow name. (figure 2, continuation sheet 2)

The Cleveland Centre Historic District is located at river level, in an area that is known as the Flats. Downtown Cleveland is located on high ground east of the district and the Ohio City Historic District (originally a separate settlement) and the west side of Cleveland are located on the high ground west of the district. The Cleveland Centre Historic District has an interesting and distinctive three-dimensional physical character because it consists of resources – buildings, structures, bridges and railroad tracks at river level, but it is also defined by the major early 20th century high-level bridges that cross the valley and connect downtown with the west side of

Cleveland – the Detroit-Superior High Level Bridge and the Cuyahoga Valley Viaduct. The Cuyahoga River is still an active working river and it is not unusual to see a large ore-boat navigate the tight curves around the district on the way to or from an industrial facility farther south along the river. It is the dynamic quality of the active transportation in this area, including lake boats, railroads, and multiple bridges that lift and pivot to allow the passage of river traffic that makes this district challenging to describe, yet it retains a very strong sense of place and a clear connection to the city's transportation and industrial history.

The district consists of 58 buildings, with 38 contributing, 20 non-contributing; nine bridges, (with two National Register listed - Detroit-Superior Viaduct and Superior Viaduct) and the other seven considered contributing resources; and one freestanding silo structure that is considered contributing. It should be noted that while it appears that there is a high percentage of non-contributing buildings in the district, the contributing structures are generally much larger in scale (such as the Cereal Processors building/elevators which count as a single resource since they are all interconnected, or several buildings that have been combined over time into one facility) than a number of the non-contributing resources (such as the several small single story garages along Fall Street). In addition, a large number of the non-contributing structures are located along Fall Street, a secondary street in the middle of the district

The buildings in the district are typically masonry construction, one to three stories in height, with flat rooflines; and modest in design. Along the upriver section of the district, there are parks along both banks of the river and the one on the east bank (Heritage Park) has one commemorative building and several commemorative plaques and memorials related to the history of this area of the city. Although the latter park was developed outside the period of significance, the commemorative park has been in existence for at least 35 years (with the construction of the log building in 1976) and it includes the remains of the railroad line that crossed the river at this location and the site where the Ohio & Erie Canal entered the Cuyahoga River. The park is a part of the district, but there are no contributing structures in it.

Environmental features in the district include sections of brick-paved streets, examples of stone-paved sidewalks, railroad tracks in the streets and the pattern of streets that reflect the ambitions of the original owners who platted Cleveland Centre as a residential/business district.

The area along the west bank of the Cuyahoga River to Riverbed Road is the Irish Bend Historic District, which was listed in the National Register for its archaeological significance. It is not included within this district, but it does abut the southwestern corner of the district.

Narrative Description

The description that follows will begin at Columbus Road, which runs mainly in a north-south direction and is one of the major streets in the district; followed by properties along the east side of Center Street, the major east-west street in the district; followed by Merwin Street, which parallels the river on the west side of the district; then the other shorter interior blocks; next is the

block that abuts the Superior Viaduct on the west side of the river adjacent to the Center Street Bridge; and then Heritage Park and the northern edge of the district to the B&O Railroad Station. Finally, the individual bridges will be described. To facilitate the understanding of the physical description of the district, the individual blocks, in the order in which they are described, are identified on an accompanying map (figure 3, continuation sheet 3).

Block #1 – Columbus Road, from the Cuyahoga River to French Street
17 buildings, 1 structure (15 contributing, 3 non-contributing)

This block marks the entrance into the district from Ohio City over the Columbus Road Bridge, which is a monumental entrance feature (described later in the section on bridges). The streetscape in this block consists mainly of low-rise buildings, most of them constructed in brick in the early to mid-20th century. Common characteristics are flat rooflines with parapets, some with decorative brickwork; a mixture of double-hung and industrial metal window sash; and first floor areas with storefronts, garage door openings, and/or simple entrances. Many of the buildings share party walls and nearly all are located close to the sidewalk. There are a few non-typical resources – a Quonset hut and silos for storing cement. The contributing buildings in this block are the following:

#1 1857 Columbus Road is one of the atypical buildings in the district. It is a Quonset hut, with its distinctive corrugated metal skin and roof and rounded shape. It has a large central overhead door flanked by pairs of six-pane metal sash. This building was probably recycled from World War II surplus. It appeared in the city directory in 1969 as storage for the Pipe Line Development Co, but it might have been located here as early as the 1950s. (photo # 1)

 # 2 1841- 1843 Columbus Road was built in phases. The southernmost section (1843) is a seven-bay, brick building that is mainly one story along Columbus Road, with two story loading docks at the north and south end of the building. The principal façade features a loading dock door, a garage door, a series of six-pane metal industrial window sash, and a decorative iron screen and gate (in what was originally a loading dock opening). Vertical brickwork accentuates the lintels above the windows and the parapet. At the rear of the building there is an irregularly-shaped, two-story wing, which appears to be original. The building was built c. 1910 and used by the Foundry Equipment Co., which also occupied the buildings at 1841 and 1831 Columbus Road until 1966. (photos # 2-5) The 1841 wing is a two-story, two-bay brick building, which is connected to the building next door at 1843, but it was built at a separate time, probably earlier since the brickwork of 1843 appears to have been integrated into the building at 1841. This building is constructed of orange-tinted brick and features two garage door openings on the first floor with a pair of double hung windows with stone lintel and sill above, and a sliding glass door (later alteration) which utilized the original stone lintel. The building has a simple unadorned parapet. This building appears to have been constructed in the 1910s and it was part of the Foundry Equipment Co. (photo #6)

#3 1831 Columbus Road is a 15 bay, brick, two-story building with a flat roofline, dating from c.1920. This building appears to have been built in stages, with the northernmost seven bays constructed first. The original section features a central recessed entrance with transoms and

sidelights. Other character-defining features are the brick quoins in the corners of the building and flanking the entrance; round double-hung window sash on the first floor placed within round-arched openings with basketweave decorative brickwork within the arch; stone sills and stone banding along the parapet. The addition, which is eight bays, repeats the same window pattern and brick quoins, but has simpler stone trim on the parapet. It is also constructed in a brick that is slightly redder than the original which originally had more of a brown and orange tint. The north end of the building has a painted ghost sign that reads "The Foundry Equipment Co." The company occupied this site until 1966 when it moved to Cuyahoga Heights. (photos #7-9)

#4 1829 Columbus Road is a small single-story freestanding building with a gable roofline. The building measures two by four bays. It has an off-center entrance and large front window and smaller double-hung windows on the side elevation. The building is located close to the sidewalk. It appears to date from the mid-century, c. 1950-60s. (photo # 10)

#5, 6 1815 Columbus Road is a single-story concrete block building with a buff-colored brick façade. The façade has a large central overhead door for equipment and an off-center entrance to the office area. The building abuts a four-bay warehouse, which is set back from the street. The building dates from mid-century, c. 1960. (photo # 11) Another building is located at the rear of the lot and is not entirely visible from the right-of-way. It is a single story, rectangular building with gable roofline and corrugated metal siding. Its date is unknown, but it appear to date from after the period of significance and is considered non-contributing.

 # 7 1771 Columbus Road Two tall concrete silos for cement storage are located adjacent to the Flats Industrial Railroad building on the east side of the street. The two cylindrical structures have smooth exterior surfaces and flat rooflines and are connected by an elevator apparatus. Each silo has large rectangular openings at the base. The silos date from c. 1960s. (photos # 12-13)

 # 8, 9 The Flats Industrial Railroad has two brick buildings at **1757 Columbus Road** at the base of Bridge No. 4. The bridge will be described later in this section. The two buildings appear to date from the mid-20th century (c. 1950s when the railroad bridge replacement was taking place) with flat rooflines, overhanging eaves with rounded corners, and minimal ornamentation. The small building closest to the street may be a powerhouse, while the two-story building behind it is an office/control center for the railroad. (photos # 14-16)

 # 10 1852 Columbus Road is a three story brick building located at the southern edge of the district. The four-bay façade features slightly arched upper story window openings with paired six-over-one window sash. The first floor level and three entrances and double-hung windows, some with replacement sash. Three simple brick panels are located in the upper wall beneath the simple parapet with stone coping. The building was originally occupied by the Cleveland Waste Paper Company, which was founded in 1907. It moved into this building in 1919. The Ace Woolen Mill Co. was located here in the 1950s. (photos #17-18)

#11 1850 Columbus Road is a two-story four bay building. It originally featured an arched central entrance, which probably had a garage door but is now infilled with a later entrance. The windows on the first floor are 20-pane metal sash and appear to have been enlarged in the early-mid 20th century. The second floor windows are double-hung, six over one sash and are placed within segmental arched openings. According to the Ohio Historic Inventory, this building was once part of the Presse Lumber Co., which was established in 1897. It was taken over by the Cleveland Waste Paper Co. by 1914; and was R & W. Conveyor Service in the 1950s. (photo # 19)

#12 1844-1848 Columbus Road is a one story concrete block building with a flat roof and clay tile parapet roofing. The building has an asymmetrical façade with two doorways and three vertically-divided two pane window sash. The building shares a party wall with the building to the south (building #10). It was used as a tool and die shop. It appears to date from the mid-20th century. (photo #19)

#13 1840 Columbus Road consists of multiple industrial/warehouse type buildings that were combined over time, with the earliest section dating from c. 1910s and the latest c. 1940s. The resulting property is mainly one-story brick construction with a two story equipment bay (with corrugated walls indicating a later modification of the building) and a two story office section at the north end. There are multiple overhead garage door openings along the entire length, interspersed with a variety of windows in different shapes and sizes. The entire combined structure is located along the sidewalk close to the street. (photos # 20-21)

#14 1812-1826 Columbus Road is a one and two-story building constructed of brick with a flat roof. The building appears to have been built in several stages. The one-story wing measures six bays with a five bay section with central entrance at the southernmost end and a large garage door opening in the northern end. The two story section is at the northernmost end of the building and features an asymmetrical façade with an off-center entrance and small rectangular window openings, some with altered window sash. The entire building is painted white. 1812: The building was completed in 1941. A 20 ft. addition to the rear of the building was added in the early 1950s. 1820: The front part of the building is pre-1900. An addition was added to the rear either in the 1920s or 1930s, and a final 20 ft. addition to the rear in 1953. 1822, 1824: the front part of the building is pre-1900. A large rear section was added in 1946 and a 20 ft. rear section added in 1949. The rear part of the alley was enclosed in 1966 and the front part of the alley was enclosed in 1970. 1826: the front part of the building dates to 1915. The rear section was added in the late 1930s which includes a small second story at the rear of the building. A small addition to the back rear corner of the building was added in 1964.[1] (photo #21)

#15 1780-1800 Columbus Road actually consists of three buildings, two stories at either end and one story in the middle. The buildings feature segmental arched openings, some original double-hung two-over-two window sash; decorative brickwork in the parapets and several garage door sized openings. The northernmost section of the building retains its historic wooden

[1] Construction information for each address provided by owner, Raymond C. Haserodt, President, Automatic Stamp Products, Inc. via email dated 9/26/2013

garage door. This building appears to date from the first decade of the 20th century. The Gibson & Price Co. (sheet lead) occupied it in the 1930s and National Lead Co. in the 1950s. (photos #22-24)

#16 1776 Columbus Road is a two story buff-colored brick building with a one story wing on the north end. It features a recessed entrance in the southernmost bay, which is accentuated with three narrow horizontal bands of stone; a stone beltcourse separates the first and second floors; and some original horizontal metal sash windows remain, including one corner window which gives the entire building a slightly International style appearance. One large garage door opening is located in the center of the façade. The one story wing has a garage door opening and a simple entrance. The parapet is very simple with stone coping. The building appears to date from the 1930s or 40s. (photos # 25-27)

#17, 18 The non-contributing buildings lack the distinguishing characteristics of those described above. The one located at **1840-1844 Columbus Road** (photo #28) appears to be an older building that has been significantly altered, while the building at **1829 Columbus Road** (photo # 29) is set back from the street and appears to have been a secondary building that has been altered. The building at the **rear of 1815 Columbus** (building # 6) described above is also included as a non-contributing resource.

Block # 2 Columbus Road between French Street and Center Street,
8 buildings (6 contributing, 2 non-contributing)

This block is characterized by buildings on the west side of the street and open space with views of the river on the east side. Railroad tracks for the Flats Industrial Railroad fan out to extend along French and Leonard Streets (photo # 30). The buildings are mainly brick construction, ranging from one to three stories in height. Most have simple detailing; with the exception of one building that has highly decorative metal window ornamentation. It is not unusual for several buildings to be combined into a single address, although in some cases, they may have been separate buildings at one time. Three of the buildings are flatiron in form reflecting the street pattern of intersecting diagonal streets, which follow the original plat for Cleveland Centre. There are sections of historic stone slab sidewalks that have survived along Leonard Street. (photo #31) Following are brief descriptions of some of the contributing buildings.

#19 1740 Columbus Road is a series of three buildings, which face both Columbus Road and Leonard Street. The first building, at the corner of Leonard and Columbus is a two-story brick flatiron building with segmental-arched window openings (with replacement sash) and modest corbelled brickwork at the cornice line. Sections of stone slab sidewalk remain along the Leonard Street side of the building. (photos # 32 - 34) Attached to this building is a one-story wing with a flat roof, large segmental-arched openings (with some replacement sash and others boarded up), and pilasters between the bays. (photos # 35 - 37) Along Leonard Street, the composition ends with a two-story brick building with a flat roofline, original garage door opening with a multi-pane transom, and tall rectangular window openings. (photo # 37). Along Columbus Street, the end building is a single story building with a wood frame monitor roofline and wood infill at the street level. It appears that this was an open area that was infilled at a later

date, although still within the period of significance. (photo # 36) According to the Ohio Historic Inventory, the building was erected in 1892 for the Worden Tool Company. It was used by the Clough and Witt Machine Company in the late 1920s; and the Boom Boiler & Welding Company from the early 1930s through the 1950s.

#20 1738 Columbus Road is a three-story brick building with a three-bay façade; a center projecting bay (now covered with artificial siding); corbelled brickwork at the cornice; and a pair of wood sliding garage doors and board and batten infill at the first floor level. The form of this building suggests that rather than an industrial/manufacturing use, it may have had a storefront at one time with apartments above. According to the Ohio Historic Inventory, the building was constructed in 1895 as a store and tenement. In 1929, it was the site of the Neal Pernice Blacksmith Shop. (photos # 38-39)

#21 1736 Columbus Road is a one and two-story brick building. The one story section at the south end is completely covered in ivy and none of the openings are visible; the two-story section has been covered in artificial siding but two tall brick chimneys at the back of the lot are visible from the street. (photo # 40)

#22 1720 Columbus Road is one of the largest and most architecturally distinctive buildings in the district and dates from c. 1880. It is a three-story brick Italianate building that measures 12 bays in width. It features rectangular window openings (most of the sash have been replaced) with very decorative pressed metal window architraves. The cornice level is unfinished, but it is likely that it originally had a decorative sheet metal cornice. A ghost sign on the façade is illegible and appears to be at least two signs layered over one another. The Ohio Historic Inventory form indicates that there was a "saw works" in the building in 1881. It was used as a pattern shop for P. Gerlach & Co., which manufactured saws in the late 1890s to 1910s. It has also been used by the Ohio Burial Case Co. beginning in the 1950s. (photos # 41-44)

#23 1700 Columbus Road is two buildings that have been combined into a single address. The first building north of 1720 Columbus Road is a three-story, three-bay brick building with segmental-arched window openings (infill sash is later addition) and little ornamentation. The adjacent building is a flatiron with seven-bay elevation facing Columbus Road and a single bay entrance on the north one-bay corner. It has segmental-arched window openings (with replacement sash). According to the Ohio Historic Inventory, the buildings were constructed c. 1890s and were occupied by the P. Gerlach and Company Machine Works according to the 1896 Sanborn Map. Gerlach was in business between 1857 to 1954. In 1956, the buildings were occupied by the Cleveland Steam Gauge Co. (photos # 45-46)

#24 1678 Leonard Road is typical of the area where it appears to have been built in stages during the early 20th century (1912 – 1920s) but has been altered over the years. It has both one and two-story sections. The form of the two-story section with an angled corner entrance is still visible. (photo # 47)

 # 25, 26 The gas station located at **1690 Columbus Road** includes two buildings, both considered non-contributing. (photo #48) The main structure was built in the early 1970s and

replaced an earlier gas station. The small concrete block car wash building was added later. Both fall outside the period of significance for the district.

Block #3 Center Street, Merwin Street, West Street and Columbus Road
6 buildings (5 contributing, 1 non-contributing)

This block is located along the east-west connection through the Cleveland Centre district, connecting the Center Street Bridge on the west with the Carter Road Bridge on the east. The buildings were constructed in the late 19th to the mid-20th century; all are two to four stories, constructed in brick and located close to the street. The contributing buildings are described below.

#27 1114 Center Street is a two-story flatiron-shaped building with a corner entrance at Center Street and Merwin Street. It is located across the road from the termination of the Center Road Swing Bridge. The building features one-over-one windows, stone lintels and sills, a stone beltcourse between the first and second story (on Merwin Avenue façade) and decorative cornice brackets. A later metal parapet is located along both elevations. The first floor windows on the Merwin elevation have been changed – it may have had a storefront in this location originally. The Flat Iron Café was established in 1910 to serve the nearby Irish community that lived along the river. According to the Flat Iron Café website, the building was originally four stories in height and was used as a hotel. It suffered a fire in the late 1900s leaving the building at its current height. Following the fire, the first floor was a blacksmith shop on the first floor and lodging for sailors and longshoremen working on the river. It became a café in 1910 and has served that purpose for the last 100+ years. (Photos # 49-50)

#28 1575 Merwin Avenue is a four story, 10-bay brick building, one of the largest in the district. It features a central entrance, large rectangular window openings with replacement sash, brick panels beneath the parapet, and a raised decorative feature at the corners of the parapet on the main façade. The Ohio Historic Inventory states that this building was constructed in 1913 for J. Weiskorf and Sons Waste Paper Warehouse at a cost of $15,000. The architects were Christian, Swarzenberg & Gaede. (Photo # 51)

#29 1646 Columbus Road is another flatiron-shaped building that is located at the corner of Columbus Road and West Avenue. It is a two-story brick structure with a corner entrance, double-hung one-over one windows and simple brick banding along the cornice line. The building dates from c. 1890 and was listed as a saloon on the 1896 Sanborn map. During the 20th century, it has been known as the Mrs. Bertha Webster Restaurant in the 1930s and Skippy's Café in the 1950s. (Photos # 52-53)

#30 1664 Columbus Road is a three-story brick building with an irregular shape that conforms to the bend in the road. It has 11 bays along Center Street, with double-hung six-over-six windows, plain stone lintels, and four storefronts (with most large windows and transoms intact) and a simple stone-topped parapet. The building appears to date from c. 1900. (Photos # 54-56)

#31 1672 Columbus Road is a three story, three-bay brick building with a storefront on the first floor, and large double-hung two-over-two windows above, with the third floor windows having transom windows above. A restrained cornice detail separates the second and third floors and there is a modest cornice on the building. The building appears to date from c. 1900. The intact façade with such large and continuous windows is particularly distinctive and noteworthy to have survived. (Photos # 56-57).

#32 1101 Center Street is the only non-contributing building in this block. It was built in the 1940s as an industrial building but has been significantly altered all window openings closed, new storefronts constructed and the entire building faced in a stucco-type material. (Photos #58-59)

Block # 4 Merwin between Center Street and British Street
9 buildings (7 contributing, 2 non-contributing)

This block runs parallel to the Cuyahoga River and is one of the most densely developed in the district. It includes one, two and three story brick buildings, all located close to the street and industrial in character, as well as a large industrial complex with seven story brick and concrete buildings and grain elevators that are still in operation. All were constructed between the mid 19th and first half of the 20th centuries. The contributing buildings are described below.

#33 1605 Merwin Avenue is a very simple flatiron-shaped building located at the corner of Center, Merwin, and Leonard streets. The entrance faces the corner and is two stories in height with rectangular window and door openings. A large two-story wing, is located along the Leonard Street elevation and features an entrance with projecting canopy, two garage door openings, and rectangular window openings (with replacement sash). A brick wall, which is the same orange brick as the building encloses the lot located along Leonard Street. The building appears to date from 1900-1910s. (photos # 60-61)

#34 1615 Merwin Avenue is a brick industrial building that was constructed in two phases. The oldest, appears to be the three-story, 9-bay portion. The most distinctive feature of this structure is the round-arched central opening with historic wood doors. Each of the two doors has four panels with heavy cross-members, vertical insets and one six-over-six window. All of the windows on the façade are segmental-arched openings with double-hung, one-over-one sash. The parapet has stone coping. The two-story wing measures six by 10 bays. This portion of the building features segmental arched openings with either one-over-one sash or shutters fixed in place. On the façade there is an overhead garage door on the first floor and one bay above with a historic double-wood door and a gantry arm for lifting heavy loads into the building. The upper few courses of brick are a different color and may indicate the rebuilding of the parapet. According to the Ohio Historic Inventory, the building was constructed c. 1895. It was used by the Pioneer Machine & Engineering Company in the 1930s to 1950s. (photos # 62-65)

#35 1635 Merwin Avenue is the office building for the Cereal Food Processors complex. This is a two-story brick building with central entrance and segmental-arched one-over-one windows. The building was constructed by the Cleveland Milling Company and has been in use by the

Fairchild Milling Company (1930s), Montana Flour Mills Co. in the 1940s -50s and is currently operated by Cereal Food Processors. Other buildings as part of the Cereal Food Processors are described below. (photo # 66)

#36 The largest building in the district is part of the Cereal Food Processors complex. It is actually an interconnected complex of two buildings and two banks of grain elevators, which is located at **1646-1656 Merwin.** Despite its size and scale, it is counted as a single resource because of how the complex is interconnected functionally. The combined buildings consist of a six-story brick building with segmental window openings (boarded up but historic sash may remain) that is located close to the street and is attached to the earliest building in the complex, which is a six-story brick building located along the riverbank dating from c. 1882. The earlier building features gable roofline and simple window openings. This large structure is connected to two banks of grain elevators -- one consisting of eight elevators and the other measuring nine by five elevators. According to the Ohio Historic Inventory, the elevators were built by Fairchild Milling at a cost of $105,000 in 1936-37. This is the last grain mill still operating in Cleveland. At one time, there were at least 13 active mills along the Cuyahoga River. (photos # 67-71)

#37 1645 Merwin is a functional concrete frame grain warehouse building with brick infill. It has service bays on the first floor to ship flour by rail and truck. According to the Ohio Historic Inventory, it was built by Montana Flour Mills in 1946 and was designed by Christian, Swarzenberg & Gaede architects. (photo # 66 in background on left)

This complex creates a significant visual presence along the streetscape and along the river. It is served by rail, trucks and lake boats. A millstone commemorating an earlier mill along the river is located next to one of the buildings in this complex. (photo #72)

#38 1669 Merwin is a one and two-story buff-colored brick and concrete block industrial building occupied by North Coast Steel and Manufacturing Company. It appears to date from the mid-20th century and has steel casement windows, a monitor roofline and large overhead garage doors. (photos #73)

 # 39 1681 Merwin Avenue is one of the oldest surviving building in the district. It is a one-story painted brick building with a gable roofline. The recessed entrance is located in one corner of the façade with an angled window in the other corner .The side elevation has a large door opening and it appears that a second opening has been infilled. A sign carved into the stone lintel that extends across the gable end of the façade reads "Chas. W. Stearns Stone Yard 1851." The Ohio Historic Inventory lists the date as c. 1885 when a stone dealer appeared in the directory for the first time. (photos # 74-75)

#40, 41 The non-contributing buildings in this block include the small one-story building at **1691 Merwin Avenue,** which may be an older building that has been covered with siding and a changed roofline; and **1600 Merwin**, which is a one and two-story brick building that has an altered roofline and façade. It was built in 1901 as a fish warehouse but was extensively altered c. 1970. (photos # 76 – 78)

Block #5 Merwin Avenue continued to Columbus Road
2 buildings (2 non-contributing)

This tract of land is important historically, because it was the site of the Big Four Railroad yard, roundhouse and freight house. The transportation interface of river, railroad and lake was in place by the late 19th century (figure 9, continuation sheet 9). All are gone and the area is now mainly open space with two buildings of recent construction that house facilities for Cleveland's parks department. The open space and absence of public streets in the area reflect its previous use as a single parcel of land.

 # 42, 43 The other two buildings are of more recent construction. A view of the site from one of the overhead bridges shows foundations of several other buildings and the remains of several railroad tracks on the site. (photos # 79-81)

Other elements of the physical environment in this block contribute to its historic character, including the brick paving on Merwin Street to Columbus Road; and the riverbank public park, which provides public access so that one can experience the Columbus Road Bridge at river level, the Cuyahoga Valley Viaduct above and the significant amount of river traffic at close range. (photos # 82-84)

Block # 6 Riverbed, between Center Street and the Big Four Railroad Bridge
6 buildings (3 contributing, 3 non-contributing)

This short block runs parallel and between the river and the remains of the Superior Viaduct. The buildings face a riverfront park located along the river's edge. The three contributing buildings are described briefly below.

#44 1284 Riverbed is a one story brick building measuring 8 bays wide. It features pilasters between the bays, corbelled brickwork and a flat roofline. The brick is painted and several of the openings have been altered in size. It backs up to the arches of the Superior Viaduct. It was built c. 1910s and was used by the Tallmadge Manufacturing Co. and the Roby Bronze and Aluminum Foundry. (photo # 85)

#45 1250 - 1252 Riverbed is a large four and seven story formerly industrial building. It features round-arched and rectangular openings, most with historic metal sash with hopper windows and pilasters separating the bays. The building has 31 balconies on the upper floors – each with a different design. Although not historic features, they maintain the industrial character of the building and the area which had a several iron foundries at one time. The rear of the building is next to the Superior Viaduct and on one side is the former B&O railroad bridge in its permanent upright position. The Koplan-Shannon Company constructed the four-story building in 1913. At that time the Superior Viaduct was functioning and was the only high-level bridge connecting downtown and the west side. The seven-story section was added in 1919 and was used as a stove and refrigerator warehouse. According to the Ohio Historic Inventory, the architect for the later building was Fulton & Taylor. (photos # 86- 88)

#46 1283 Riverbed is a former river firehouse, built in a Craftsman style. It is buff-colored brick with a red tile covered hip roof. Distinctive features include the decorative brickwork and exposed rafter ends under the eaves and the square tower with pyramidal roof facing the river side of the building. A sketch of the building was included in a publication about activities of the City of Cleveland during 1920, indicating that its construction was underway or planned at that time. (photos # 89-90)

#47, 48, 49 The three non-contributing buildings include, a new seven-story apartment building at **2018 Center Street,** a new three-story townhouse located at **1268-1272 Riverbed**, and a small yellow brick electrical station (no address) which appears to date after the end of the period of significance. (photos # 91-93)

The park along the river has a walkway at the river's edge, landscaping and green space and excellent views up, down and across the river. (photos # 94-95)

Block # 7 Fall Street between and including Leonard Street and French Street
8 buildings (2 contributing, 6 non-contributing)

This is one of the secondary interior blocks in the district and is populated with garages and warehouses. Only one building is considered contributing.

#50 1636 Fall Street is a two story brick building with a one story wing. The two-story section measures one bay with a large industrial window on the second floor and an altered entrance on the first floor. The wing measures nine bays with large industrial window sash, simple entrance and corbelled brickwork beneath the parapet. (photo # 96)

#53 1639 Fall Street is a utilitarian single story, concrete block garage, which was built in 1952. It has garage door openings, an entrance door and clay tile parapet coping. (photo #99)

#51-52, 54-57 Among the non-contributing buildings are the following: an altered commercial building at **1628 Fall** (photo # 97) ; garages at **1611, 1640 Fall** (photos # 98-100); a concrete block industrial warehouse at **1659 Fall** (photo #101); and two industrial buildings at **1720 Fall** and **1045 French**, both at the intersection of French Street (photo #102-103)

Block # 8

Heritage Park, Canal Street to Carter Road
2 buildings (1 contributing, 1 non-contributing), memorials and historic markers

This block consists of a riverfront park with a memorial log cabin, several historic markers, the remains of the Big Four railroad, the starting point of the Ohio & Erie Canal, and the former B&O Railroad station. This area crosses the oxbow peninsula at its narrowest point. The Carter Road bridges and B&O station form the eastern boundary of the district.

The buildings, memorials and physical remains of earlier transportation routes are described below. **Heritage Park** includes several memorials and one building.

#58 A replica of Lorenzo Carter's **log cabin** was constructed in 1976 as a memorial to the first permanent white settler in the area. Carter arrived in 1797 and became a tavern keeper and community leader in the early days of Cleveland's settlement. The one-story building is constructed of round logs and has a gable roofline covered with wood shingles. The nearby Carter Road Bridge was named after this individual. It was built outside the period of significance and is considered non-contributing. (photo # 104)

There are several memorials, including a carved stone memorial commemorating Ireland's potato famine (Irishtown Bend Archaeological District, NR, is located across the river) dating from 2000; and a time capsule from 1988 commemorating the 100th anniversary of Labor. (photos # 105-107) There is also a plaque commemorating the location of Lock #44 which was the origination point of the Ohio & Erie Canal. (photo #108). The memorials and plaques are not included in the resource count, however, they do illustrate the importance of this area to the history of Cleveland. There is a short section of railroad tracks, which is historic and relates to the railroad history of the district. It is aligned with the B &O Bridge on the left bank of the river that is in a permanently raised position. It creates a strong visual connection between the two banks of the river. The park makes it possible to have an excellent view of the Center Street Bridge in operation, as well views of the B&O Bridge across the river and the bend in the river that leads to Lake Erie. (photo # 109)

#59 The **B&O** Station at **829 Canal Road** is located adjacent to Carter Road at the edge of the district. Built in 1897-1898, it has characteristics of Richardsonian Romanesque and Late Gothic Revival architecture. The heavy stone ashlar first floor with contrasting brick wall construction on upper floors; the use of the same stone as window surrounds; the fenestration pattern; and the corner rounded turrets are typical of Richardsonian Romanesque architecture. But the building has pointed arched openings on the top floor instead of the round arches common of the Romanesque style. The building measures nine by three bays with an enlarged round-arched entrance at the base of the square off-center tower. The roofline in now flat but the crenellated cornice line is still a distinctive feature on the building. This building is the most architecturally significant property in the district. According to the Ohio Historic Inventory form, the design is attributed to Dutton and Heide architects. (photos # 110-112)

Bridges (9 bridges, 2 listed in the National Register, 7 contributing)

The bridges are monumental structures which connect the district by road and railroad at river level and cross overhead to connect the downtown and west side of Cleveland. As a group, they provide an ever-constant reminder of the importance of transportation in the development of a city and the impact on this district. All date from the late 19th to the mid 20th centuries. Each is described below and identified by number on the accompanying map (figure 4, continuation sheet 4)

High Level Bridges

#60 Old Superior Viaduct (National Register, HAER), completed in 1878, was the first high level bridge to span the Cuyahoga Valley and the Flats to connect downtown Cleveland with Ohio City on the west side. It is no longer a bridge, but it is included in this section, because the remaining arches are a significant visual presence in the area, form the edge of the district on the left bank of the Cuyahoga, and it is listed in the National Register and recorded in the Historic American Engineering Record (HAER). Seven (of the original ten) Berea sandstone arches of the viaduct remain at the Ohio City end of the viaduct. The original design incorporated a 332-foot center span that pivoted to allow river boats to pass; the eastern end of the viaduct was a girder design. The bridge was designed to carry both wheeled vehicles and trolley lines. It connected downtown Cleveland with Detroit Avenue and West 25th Street (Pearl Street) on the west side. This bridge was replaced by the Detroit-Superior High Level Bridge in 1917. The Superior Viaduct was closed in 1920 and the center span demolished in 1922. Three arches were demolished in 1939 to allow for widening of the river channel. (photos # 85, 89)

#61 Detroit-Superior High Level Bridge (National Register, HAER) was completed in 1917 as a replacement for the Superior Viaduct. This bridge, which is 93' above the Cuyahoga, was tall enough to allow lake boats to pass under it without interrupting traffic on the bridge. It is a double-deck bridge, designed to carry automobile traffic on the upper deck and trolley cars on the lower deck. Although the trolley system was discontinued in 1955, the transit tracks still exist on the lower level of the bridge. According to a Historic American Engineering Record report, *Cleveland, An Inventory of Historic Engineering and Industrial Sites*, the bridge was designed by Cuyahoga County engineers Frank R. Lander and S. M. Felgate and county bridge engineers W. A. Stinchomb and A. W. Zesiger. The Cleveland based King Bridge Company constructed the three-hinged central steel arch and O'Rourke Engineering Company (New York) built the two main river piers. The structure was designed to be both beautiful and functional. It consists of 12 concrete arches, a center span overhead steel arch (591') for a total length of 3,112 feet. The bridge was expanded with two additional lanes of traffic in 1969. Architectural details include the arcaded openings along the lower level of the bridge and the open structure of the concrete arches, which give this massive structure a light and visually open appearance. The ODOT Historic Bridge Inventory Report (SFN 1800930) further describes the bridge as a three-hinge, trussed, steel thru arch main span with reinforced-concrete open-spandrel arch approach spans ranging in length from 58' to 181.' Bridge was rehabilitated in 1997. (photos # 113)

#62 Cleveland Union Terminal Viaduct (Cuyahoga Valley Viaduct) was constructed in 1929, to serve the Terminal Group complex, which was built on Cleveland's Public Square. It connects the city's rapid transit system on the west side with Terminal Tower in downtown Cleveland. The structure spans the valley on a series of concrete piers, each with round arches and square column legs. The bridge spans are steel trusses and girders, and the original catenary towers are still in use to carry the over head wires that feed electric power to the rapid transit trains. It crosses the district from north to south before taking a sweeping turn to the east to enter the Terminal Group on its lowest level. (photos # 114-115)

River Level Road Bridges

#63 Center Street Swing Bridge (recorded by HAER), completed in 1901, it is the oldest operating bridge in the district. It is a metal truss bridge, which pivots 90 degrees to become parallel to the riverbank and to allow clearance for river traffic as it moves around the tight radius of the oxbow bend. The bridge is designed with uneven spans, with the longer (249.9 feet) of the two spanning the river channel, affording a clearance of 122 feet. The bridge was constructed by the King Bridge company of Cleveland and L.B. and J.A. Smith Company built the substructure. Originally, the pivot was located in the middle of the channel, which was later moved to the left bank.[2] The ODOT Historic Bridge Inventory Report (SFN 1869345) describes the bridge design as Rim Bearing and indicates that the bridge was rehabilitated in 1989. (photo # 116) (Determined NR Eligible, 1985)

#64 Columbus Road Lift Bridge (recorded by HAER) was completed in 1940 to connect Columbus Road in the Flats with the west side. It is a truss bridge where the entire road bed lifts on two massive towers to allow river traffic to pass under it. It was designed by Cleveland engineer Wilber J. Watson and was funded by the WPA. It is the fifth bridge on this site, where Cleveland's first permanent bridge crossed the Cuyahoga River. The ODOT Historic Bridge Inventory Report (SFN 1833758) describes the bridge as vertical lift bridge, a Waddell-design with the battered built-up steel towers, concrete counterweights, and operator's house perched in the center of the span. (photos # 117-119) (Determined NR Eligible, 2009 ODOT Historic Bridge Inventory)

#65 Carter Road Lift Bridge (recorded by HAER), also completed in 1940, is a Vertical Lift Pratt through Truss that is 559' in length. It rests on concrete piers at the river's edges. It was designed by Cleveland engineer Wilbur J. Watson and was funded by the WPA. The Mt. Vernon Bridge Company, of Mt. Vernon, Ohio constructed the steelwork. The ODOT Historic Bridge Inventory Report (SFN 1869264) describes the vertical lift bridge as a Waddell-design with battered built-up steel towers, concrete counterweights, and operator's house perched in the center of the span. The bridge was rehabilitated in 1992. (photos # 120) (Determined NR Eligible, 2009 ODOT Historic Bridge Inventory)

River Level Railroad Bridges

#66 Baltimore & Ohio (B&O) Railroad Bridge dates from 1906. It is a steel bascule lift bridge, mounted on the left bank of the river. It crossed the river and extended to serve the lakefront industries, warehouses and bulk materials handlers. The bridge is now placed in a permanently raised position. (photos # 121)

#67 New York Central Railroad Main Line Lift Bridge is a steel vertical lift bridge dating from 1955. It carried the railroad's main line into the city from Columbus. It carried both passenger and freight lines to lakefront terminals. The line has been abandoned and the bridge is

[2] www.urbanohio.com

fixed in a permanently lifted position. It is also known as the Big Four Bridge, named for a New York Central predecessor. (photos # 120)

#68 Flats Industrial Railroad (New York Central Spur Line) Lift Bridge is a steel vertical lift bridge dating from 1953. It served a spur off the main line that led to the railroad's engine terminal and maintenance facility, which was located within the district at one time and has been replaced by buildings serving the city's parks department. The spur track, today operated by the Flats Industrial Railroad, still serves the Cereal Processors mill located on Merwin Avenue in the district. The bridge won an award from the American Institute of Steel Construction when it was completed. (photo # 122)

Summary

The proposed district retains a strong sense of place, with its gritty industrial character, modest buildings, railroad tracks in the street, many significant and historic bridges, and the constant presence of the working Cuyahoga River. (photos #123-124)

Contributing and Non-Contributing Resources

Property # on Map	Address	Contributing	Non-Contributing	National Register
1	1857 Columbus Road	X		
2	1841-1843 Columbus Road	X		
3	1831 Columbus Road	X		
4	1829 Columbus Road	X		
5	1815 Columbus Road	X		
6	1815 Columbus Road (rear)		X	
7	1771 Columbus Road	X		
8	Flats Industrial RR 1757 Columbus Road	X		
9	Flats Industrial Railroad 1757 Columbus Road	X		
10	1852 Columbus Road	X		
11	1850 Columbus Road	X		
12	1844-1848 Columbus Road	X		
13	1840 Columbus Road	X		
14	1822-1826 Columbus Road	X		
15	1780-1800 Columbus Road	X		
16	1776 Columbus Road	X		
17	1840-1844 Columbus Road		X	
18	1829 Columbus Road		X	
19	1740 Columbus Road	X		
20	1738 Columbus Road	X		

21	1736 Columbus Road	X		
22	1720 Columbus Road	X		
23	1700 Columbus Road	X		
24	1678 Leonard	X		
25	1690 Columbus Road		X	
26	1690 Columbus Road (rear)		X	
27	1114 Center Street	X		
28	1575 Merwin Street	X		
29	1646 Columbus Road	X		
30	1664 Columbus Road	X		
31	1672 Columbus Road	X		
32	1101 Center Street		X	
33	1605 Merwin Street	X		
34	1615 Merwin Street	X		
35	1635 Merwin Street	X		
Property # on Map	**Address**	**Contributing**	**Non-Contributing**	**National Register**
36	1646-1656 Merwin Street	X		
37	1645 Merwin Street	X		
38	1669 Merwin Street	X		
39	1681 Merwin Street	X		
40	1691 Merwin Street		X	
41	1600 Merwin		X	
42	Building A (Parks Dept.)		X	
43	Building B (Parks Dept.)		X	
44	1284 Riverbed	X		
45	1250-1252 Riverbed	X		
46	1283 Riverbed	X		
47	2018 Center Street		X	
48	1268-1272 Riverbed		X	
49	Electric substation, Riverbed		X	
50	1636 Fall Street	X		
51	1628 Fall Street		X	
52	1611 Fall Street		X	
53	1639 Fall Street	X		
54	1640 Fall Street		X	
55	1659 Fall Street		X	
56	1720 Fall Street		X	
57	1045 French Street		X	
58	Lorenzo Carter log building (Heritage Park)		X	

59	B&O Railroad Station 829 Canal Street	X		
60	Superior Viaduct			X
61	Detroit-Superior High Level Bridge			X
62	Cleveland Union Terminal Viaduct	X		
63	Center Street Bridge	X		
64	Columbus Road Bridge	X		
65	Carter Road Bridge	X		
66	B&O Bridge	X		
67	New York Central (CCC&SL/Big Four) Bridge	X		
68	Flats Industrial RR Bridge #4	X		
Total		**46**	**20**	**2**

8. Statement of Significance

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

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

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

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

Areas of Significance
(Enter categories from instructions.)
commerce
industry
transportation

engineering and architecture

Period of Significance
1851 - 1963

Significant Dates

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder
Strong, Charles H., City Engineer; Lander, Frank, Cuyahoga County Engineer; Plegate, A.M., Cuyahoga County Bridge Engineer; Watson, Wilbur, Engineer; Ritchie, James, Chief Engineer City of Cleveland; Christian, Swarzenberg, Gaede Architects; Fulton & Taylor Architects; Frank Osbourne Engineering; Needles, Tammen & Bergendoff Engineering; Dutton & Heide Architects; Pardee, James T., City Engineer City of Cleveland; King Bridge Company

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

The Cleveland Centre Historic District is significant under National Register Criterion A for its association with the transportation, commercial, and light industrial history of the city of Cleveland, Ohio; and Criterion C for the design and engineering significance of the nine bridges in and over the proposed district. This peninsula of land on the east (or right) bank of the Cuyahoga River is remarkably rich in transportation-related history. It includes the site of the origination point of the Ohio & Erie Canal; railroad lines dating back to the 1850s; numerous river-level bridges that connect the east and west banks of the river; and high-level bridges that span the valley and facilitated the growth of Cleveland's west side. The proposed district is also significant for the commerce and industry that located here, much of which was dependent on the

intersection of various forms of transportation. One of the most prominent and long-lived is Cereal Food Processors. Its predecessor firm, the Cleveland Milling Company, was founded in the late 19th century. The business today is thriving and utilizes rail, lake/river, and truck transportation. It is the last remaining grain processor on the Cuyahoga River in Cleveland. The area has a mix of late-19th to mid-20th century buildings, most of modest scale and design reflecting the utilitarian character of the area. In contrast, the nine bridges represent a very high level of engineering and design and are the most distinctive character-defining features of the district.

The period of significance extends from 1851, when the city's first railroad connected Cleveland with the capital city of Columbus, to 1963, to include the free-standing silo structure that represents the mid-century industrial expansion still occurring in the district. Although the Ohio & Erie Canal predated the railroad, there are no components of the canal that have survived above ground, and no archaeological investigation of this resource has yet been made.

The historic district includes 58 buildings, one free-standing silo structure and nine bridges. Two of the bridges, the Superior Viaduct and the Detroit-Superior High Level Bridge, were previously listed in the National Register. The Center Street Swing Bridge has been determined eligible for the National Register.

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

The period of significance for the district covers just over a century and represents several eras of growth and development in Cleveland, a city that ranked in the top ten U.S. cities in population between 1890 and 1970. Transportation improvements and industrial development fueled the city's growth between the second half of the 19th and the first half of the 20th century. The proposed Cleveland Centre Historic District was originally conceived in the early 19th century as an area for residential and commercial development. However, its location in the Flats, the construction of the Ohio & Erie Canal in the area, and the coming of the railroad by mid-century made the area more suitable for light and small-scale industrial uses, railroad maintenance shops, grain elevators, and other commercial and warehouse uses. The district today retains its mix of industrial and commercial uses, and its modest scale at the streetscape level provides a contrast to the dramatic presence of the many bridges that both surround the district and pass above it.

Early History -- 1796 to 1851

This period covers the first few decades of Cleveland's history, from the time General Moses Cleaveland arrived in 1796 to conduct a survey for the Connecticut Land Company; through the early settlement period, which included the construction of the Ohio & Erie Canal and the first permanent bridge across the Cuyahoga River at Columbus Road to connect Cleveland to Ohio City; and ends with the completion of the first railroad line in the city in 1851.

The land on which Cleveland was developed was originally part of Connecticut's Western Reserve. In the 18th century, the new state of Connecticut retained ownership of nearly 3 million acres of land in what would become Ohio; the Reserve was a huge area along Lake Erie from the Pennsylvania state line west to what is now Huron and Erie counties. (figure 5, continuation sheet 5)) In 1796, the state of Connecticut transferred the land to the Connecticut Land Company. That same year, General Moses Cleaveland was sent to map and survey the land holdings. He and his surveyors arrived at the mouth of the Cuyahoga River in July of that year and decided that it was an ideal location for a new city. Cleveland was platted on the high ground on the east bank of the river with a 9.5-acre public square, which followed New England town planning principles of the time. (figure 6, continuation sheet 6) Cuyahoga County was established in 1810 with Cleveland designated as the county seat. At the time it had a population of fewer than 100. Cleveland was officially incorporated on December 23, 1814.

Alfred Kelley, born in Connecticut, arrived in Cleveland in 1810 and became the community's first attorney. He was elected the first mayor of the village in 1815 and served for several decades in the Ohio General Assembly, first in the House and then in the Senate, until he retired. Kelley recorded a number of accomplishments for his years in public service, but he is best remembered as the "father" of the Ohio Canal system. He was a strong supporter of the movement to improve transportation in the state, and as a legislator he was able to persuade the state to finance the undertaking. He personally supervised construction in Akron and later in Columbus. By the late 1840s and early 1850s, Kelley recognized that railroads would be the transportation innovation of the future. He was an advocate of connecting Cleveland and Cincinnati by rail, a goal achieved in 1851 by the Cleveland, Columbus & Cincinnati Railroad (later part of the New York Central Railroad system). Kelley died in 1859 but lived long enough to see railroads trigger the decline of the canal system he championed.

Cleveland grew from just a handful of people in the early 1800s to over 600 inhabitants in 1820, while Cuyahoga County had a population of over 6,000. Transportation improvements, beginning in the 1820s, facilitated the growth of Cleveland. The first bridge (a floating bridge) was erected across the Cuyahoga River in 1822 in the area near the current Center Street Bridge, which made it possible to travel from Cleveland on the east bank to Ohio City (a separate community at this time) on the west bank. The construction on the Ohio & Erie Canal began in 1825. The origination point of this canal, which ultimately linked Lake Erie and the Ohio River, was located along Merwin Street, between West and James on the peninsula that formed the oxbow, in the area that is now Heritage Park. The first section of the canal, between Cleveland and Akron, opened on July 4, 1827. The construction of the canal brought an influx of immigrants to perform the backbreaking labor of digging the canal by hand. Irish Bend, which is the hillside on the west bank of the river at Oxbow Bend, is one of the areas where transient workers lived. It is now a National Register- listed archaeological site. The Ohio & Erie Canal between Lake Erie and the Ohio River at Portsmouth was completed in 1832. (figure 7, continuation sheet 7) This transportation route opened up the interior of the state to more rapid settlement and made commerce beyond the state's borders possible. At the Lake Erie end of the canal, passengers and goods could be transported on Lake Erie to the Erie Canal and across New York State to the Hudson River and then to eastern ports; or at the southern end of the canal at the Ohio River to the Mississippi River and on to New Orleans. "In 1832, the Ohio and Erie

Canal was completed. The entire canal system was 308 miles (496 km) long with 146 lift locks and a rise of 1,206 feet (368 m). In addition, there were five feeder canals that added 24.8 miles (39.9 km) and 6 additional locks to the system consisting of the following: Tuscarawas Feeder (3.2 miles); Walhonding Feeder (1.3 miles); Granville Feeder (6.1 miles); Muskingum Side Cut (2.6 miles); and the Columbus Feeder (11.6 miles)."[3] By 1830, two years before completion of the canal, the population of Cleveland had grown to over 1,000, and the county reached a population of 10,000.

The Ohio canal system enjoyed a golden period of prosperity from the 1830s to the early 1860s, with a peak in revenue between 1852 and 1855. During the 1840s, Ohio was the third most prosperous state, owing much of that growth to the canals. By the time the Civil War began, it was apparent that the canal had lost its edge to railroads and would never regain its place as a major transportation route. The state of Ohio leased the canal to private owners who used it for some boat traffic but mainly for the sale of water power to towns and industries along the route. Ohio's canal system was abandoned by the state after the devastating damage suffered in the 1913 flood.

In 1822, a young man named John W. Willey arrived in Cleveland and was destined to become one of the city's mayors. He recognized the potential for development along the banks of the Cuyahoga River, in an area known as the Flats. He was one of a group of real estate speculators led by James Clark, who purchased land in the Flats, near Public Square, with the intention of developing a residential and commercial area. They gave the name Cleveland Centre to this area, a bulbous peninsula at the Oxbow Bend of the Cuyahoga River. They platted the area and envisioned that it would develop as a prosperous business and residential district. The plat was surveyed in 1833 and recorded on August 24th 1835. (figure 8, continuation sheet 8) It was an ambitious plan with Columbus Street as the main road in the district; it intersected with Gravity Place, a major intersection from which seven other streets radiated. Across Columbus Street from Gravity Place was the East Landing along the River. Another public landing was located at the oxbow in the river. The Plat showed a floating bridge at Center Street (named Division Street at the time) and a drawbridge at Columbus Street – the site of the "Bridge War" a few years later.

The real estate partners also purchased some land on the west bank of the river and constructed the first Columbus Street Bridge in 1836. At that time, Ohio City was developing a commercial area along Pearl Road (now West 25th Street), and this bridge siphoned off commercial traffic from the south and brought it into Cleveland rather than letting it continue into Ohio City, up on the high bank on the west side of the river. In retaliation, a small group of Ohio City residents bombed the western end of the bridge in October of 1836. Although this act inflicted little damage, Cleveland Mayor Willey appeared with armed militiamen, and the "Bridge War" began. Several people were wounded before a court injunction was issued to stop the hostilities. The Columbus Street Bridge had been erected at a cost of $15,000; it was a covered bridge 200 feet long and 33 feet wide, with a center draw that allowed ships up to 49 feet wide to pass. Although

[3] Hagerty, J.E., McClelland C.P. and Huntington, C.C., *History of the Ohio Canals, Their construction, cost, use and partial abandonment*, Ohio State Archaeological and Historical Society, Columbus, OH 1905

Ohio City did continue to grow, the bridge meant that the west side city could never hope to rival Cleveland.[4]

It should be noted that 1836 was the year that Willey was elected mayor and Cleveland officially became a city. By 1840, the city's population reached 6,000 residents, and it more than doubled to 17,000 by 1850. Cleveland still trailed Cincinnati, Ohio's largest city during this period. Cincinnati's location on the Ohio River led to its early prominence as an inland port and spurred its growth. The city had over 24,000 people in 1830 and was the first Midwestern city to make it onto the list of the ten largest cities in the United States.

The Columbus Road Bridge established an important link between Cleveland and Ohio City and was the first of five bridges to be erected in this location (the last in 1953). (figure 9, continuation sheet 9) In 1854, Cleveland annexed Ohio City. The bridge became the gateway to what was then the west side of the city, and later to the western suburbs.

Although Clark, Willey and their partners envisioned a commercial and residential district on the peninsula, there is no evidence that residential development ever occurred. In fact, according to a local history, the real estate venture collapsed and the land was sold at a sheriff's sale in 1837. A recession in the mid-19th century also slowed the proposed development and there were other areas in the city that were on higher ground and were better suited for residential development.

The proposed historic district, however, does retain elements of the original plat that are still quite evident today. Columbus Road (and the Columbus Road Bridge) constitute the major connection to West 25th Street and the Ohio City neighborhood. In addition, some of the original radial streets, including British, French, and Leonard Streets, still extend from Columbus Road and Merwin Street. Division Street has been renamed Center Street and it still has a bridge connecting it to the left bank of the river.

While its residential development failed, the land in Columbus Centre did have potential for commercial and light industrial development because of its location along the river and at the head of navigation on the Ohio & Erie Canal. Even so, despite its bridge connection to the western part of the city along Columbus Road, the area remained sparsely developed into the mid-19th century. This began to change, though, with the completion of the city's first railroad in 1851.

1851 to 1901--Railroads and Swing Bridges

Railroads

As was noted above, during the first half of the 19th century the peninsula at the Oxbow Bend in the Cuyahoga River was the site of important transportation links between the east and west sides of Cleveland and between Lake Erie and a large hinterland via the Ohio & Erie Canal. The second half of the century saw marked changes in development along the river, in the city of

[4] Encyclopedia of Cleveland History, p. 290-291.

Cleveland, and on the peninsula. Cleveland's population continued to grow at a rapid pace for the second half of the 19th century. It entered the list of the 10 largest U.S. cities in 1890 and stayed on the list until 1970.

The Ohio & Erie Canal was barely two decades old when the first Cleveland railroad opened for service. The coming of the railroad here and across the state spelled the beginning of the end for the canal system as a primary inland transportation route.

The Cleveland Columbus & Cincinnati Railroad (later part of the New York Central Railroad) connected Cleveland to Ohio's capital city at Columbus in 1851. This line terminated at the lakefront just east of the Cuyahoga River but also had a significant presence in the proposed district. The main line crossed the peninsula at its base along an alignment parallel to and just west of the Carter Road Bridge. South of the river, a branch or spur swung westward and crossed the river at British Street to reach the line's engine terminal and maintenance facility. This presumably was necessary because limited land at the lakefront terminal could not accommodate the needed facilities. The engine terminal and maintenance facility were located adjacent to Oxbow Bend, which was well-developed by 1874, as illustrated on a map from the period. (figure 10, continuation sheet 10). The complex included a turntable, engine roundhouse, maintenance shop, car shop, freight house, a grain elevator, and a depot, along with multiple rail lines.

All of these facilities today are long gone, although grain car storage tracks on the site are still in use. The former main line to the lakefront has been abandoned, with a portion of its right-of-way now occupied by the Greater Cleveland Regional Transit Authority's Lakefront light-rail line. The spur to the peninsula is in place and provides rail service to Cereal Food Processors; it uses the former main line track to connect to other rail routes on the city's west side. The two original railroad bridges were replaced at least once by later bridges, both of which remain in place and are considered contributing resources. The spur bridge stands in an open position but is lowered to let trains of the Flats Industrial Railroad cross the river; the former main line bridge parallel to the Carter Road Bridge remains permanently open. Both are vertical lift bridges. (# 64-65)

The Baltimore & Ohio Railroad also had a significant presence in the district during this period. Like the New York Central, this eastern trunk line had numerous routes in Ohio. One of them, begun in the early 1870s as the Valley Railway, entered the downtown area of Cleveland along the alignment of the Ohio & Erie Canal and opened for service in 1883. This line came under Baltimore & Ohio control in 1890, and in 1895 the road was reorganized as the Cleveland Terminal and Valley Railroad. The company built an ornate brick passenger depot in 1898, in the Richardsonian Romanesque style, at the southeast corner of Canal and Carter roads, just a bit inland from the right bank of the river. Though vacant, the building stands today, shorn of its trainshed and some decorative elements but still largely intact. It is the only 19th century railroad station remaining in downtown Cleveland. The passenger tracks and trainshed were at street level; down at river level, the line split. One branch turned south to serve a freight house along the right bank, while the other turned northwest to cross the river a little below Center Street on its way to the lakefront, where there was a terminal handling bulk commodities such as coal. The B&O's various bridges at this location all were movable.

Today the B&O's lakefront line is gone, although its bascule jacknife lift bridge survives on the left bank in a permanently raised position as a major contributing element in the proposed district. (#63) As noted, the passenger depot (#56) survives, but the freight house, possibly dating from the 1940s or early 1950s and likely one of several built on the site over the years, was demolished several years ago. To the east, outside the district boundaries, a riverside power station still receives coal by rail along the former Baltimore & Ohio line, but the track terminates there.

Bridges

Several other transportation improvements were made in the proposed district during this period. Travel between Cleveland on the east and Ohio City on the west steadily increased as both communities continued to grow, and soon the Columbus Road Bridge proved inadequate for the greatly increased traffic. The bridge was replaced in 1870 by an iron truss bridge with a swing span over the river, and it was again replaced in 1895. (figure 11, continuation sheet 11).

The city's internal transportation system was also improved during this period. The earliest horse-drawn street railways began in the 1850s, with routes rapidly expanding in the 1860s under multiple privately-owned companies. By 1893 the Cleveland streetcar system had been electrified and consolidated under single ownership.[5]

The introduction and expansion of the streetcar system – particularly after electrification but even before then -- spurred physical expansion of the city and continued development of the west side. Early in the streetcar era a horsecar line to the west side passed through the proposed district, crossed the river on the Center Street bridge, and then climbed the hill to Pearl (later West 25th) Street and Detroit Avenue in Ohio City – the point at which in 1917 the west approach of the new Detroit-Superior High Level Bridge would begin.

Superior Viaduct (NR, HAER)

City Civil Engineer Charles H. Strong and his principal assistant, S.H. Miller, designed the Superior Viaduct. This structure was significant in two ways: it greatly aided movement of people and goods across the valley between the east and west sides of Cleveland; and it embodied both old and new bridge technology.

The river-level bridges were discussed above. Pedestrians and vehicles had to descend all the way to the valley floor in order to cross the river and then had to journey back up to the bluffs on which the two sides of the city sat. This in itself was time-consuming and inconvenient. In addition, the need to open the bridges for almost every river and lake vessel caused long delays. Construction of the Superior Viaduct provided at least partial relief. Its roadway was high enough that a full descent to river level was no longer necessary; and its swing span sat high

[5] Encyclopedia of Cleveland History, p.1003

enough that smaller vessels could pass under it. The roadway was wide enough to accommodate – at least for a while – the busy traffic of a growing city. (figure 12, continuation sheet 12)

The stone-arch portion of the viaduct can only be described as an example of ancient engineering dating back at least to the time of the Roman Empire. In contrast, the swing span and eastern approach spans were an example of the metal truss bridge technology that was beginning to reach full flower in the period after the Civil War. Both of these very distinct approaches to bridge engineering were embodied in this single structure. The iron truss portions of the bridge, of course, are gone today, but the seven remaining stone arches, the streetcar tracks, and remnants of the original metal railing all remind us of what an important bridge this once was.

Although there were two-river level bridges in the proposed district by the 1870s (at Columbus Road and Center Street), congestion occurred due to frequent opening of the bridges for river traffic. This led to calls for a new high-level bridge. "Growing population and enlarged commerce across the Cuyahoga River put increasing pressure on the 'drawbridges . . . (reached from the West side) by a perilous walk or drive down a slippery hill over a group of railroad tracks.' Demanded by citizens' groups as early as 1870, the magnificent stone-and-iron Superior Viaduct was opened with great fanfare in December, 1878."[6]

The Superior Viaduct was the first high-level Cleveland bridge constructed over the Cuyahoga River. (# 57) It was designed to carry pedestrian, vehicular and streetcar traffic. Construction was approved by voters in 1872, with the new bridge to extend from Superior Avenue and West 10th Street on the east to Detroit Avenue and Pearl Street (West 25th) on the west. The western portion of the bridge consisted of ten arches constructed in Berea sandstone, 1,382 feet in length and with a height of 72 feet above river level. The portion over the river was a 332-foot pivoting iron truss span, and the eastern approach was of iron girder design and was 936 feet long. With the approaches, the bridge was over 3,000 feet long, with a 64-foot-wide roadway. Total cost, including land purchases, was 2.17 million dollars.

Although the Superior Viaduct diverted much of the through traffic that had relied on the Columbus and Center street bridges, improvements continued to be made on those bridges so they could continue to accommodate street traffic in the Flats and on the peninsula. Center Street received a new steel truss swing bridge in 1901, a product of Cleveland's King Iron Bridge & Manufacturing Company. It pivots at its west end to allow river traffic to pass, was recently restored, and today operates daily under the control of an on-site bridge tender.

Center Street Bridge (HAER)

"Cleveland's lone surviving swing bridge is the much-loved, well-maintained product of the famous King Bridge Company of Cleveland. At night, when its dark red color is illuminated, the Center Street Bridge together with the white and blue Detroit-Superior Bridge and the nearby open bascule (B&O) railroad bridge form an iconic image of the City of Cleveland."[7] Built in

[6] ibid. p. 930
[7] Cleveland's Historic Bridges: Architectural & Engineering Masterpieces, p.19

1901, this is one of only two known surviving swing bridges built by King Bridge Company; the other is the Hojak Swing Bridge in Rochester, New York.

The bridge's designer was James T. Pardee, a graduate of Cleveland's Case School of Applied Science. Pardee's career as bridge designer was short-lived: his future was to be in Midland, Michigan, where he and some of his former teachers at Case founded Dow Chemical Company.

The Center Street Bridge, a Pratt truss, is known as a "bobtail" design because the portions of the span to either side of the pivot are of unequal length. The river portion is 145 feet long, while the shoreward portion is 100 feet long. This is one of only two pre-1940 movable Cuyahoga River bridges in Cleveland still in operation. (figure 13, continuation sheet 13, # 60)

Development

The 1874 map also shows a well-established street pattern, with much of the peninsula divided into small land parcels intended as building lots. It is likely that the recorded plat with the small individual lots may have discouraged large scale industrial development despite its location along the Cuyahoga with close access to Lake Erie. Large heavy industries were located upriver where there was a large amount a land available for growth and expansion. There was scattered development in Cleveland Centre at this time. An image from c. 1873 shows the proposed district from Columbus Hill. An earlier Columbus Road Bridge is visible, as are railroad shops and a mill located where the Cereal Food Processors is today. (figure 14, continuation sheet 14)

The 1881 map (figure 15, continuation sheet 15) shows development well underway on the peninsula. At a site near Cereal Food Processors was a facility called the "Union RR Elevator." Since there were several flour mills and grain elevators in the area, this elevator may have served several of the mills. The original plat set aside areas along the riverfront for businesses and industries that needed access to the river, so it is no surprise that so many grain elevators and flour mills were built here; and the availability of rail transportation for raw and finished products further enhanced the area's desirability. Nearby there developed numerous small-scale light industries such as planing mills, a marble works, a linseed oil works, a tannery, and several foundries. Though growing in number, at this point enterprises such as these still were dispersed throughout the district rather than concentrating in a single area.

Another historic image, undated but apparently from the late 19th century, had the following caption, "When the kinky Cuyahoga sprouted masts and spars like a small forest, the first symbol of a booming trade center."[8] (figure 16, continuation sheet 16) The photo shows the industrial character of the district and many of the small-scale buildings that populated it.

There are a few buildings remaining from this time period, including Cereal Food Processors' original facilities dating from the 1880s (building #30). The Cleveland Milling Company (the predecessor business) was documented in two publications. *Cleveland Illustrated,* published in 1893, featured a photo of the facilities – which consisted of two buildings, both six stories in

[8] *Cleveland,* Education Service Department, Cleveland Plain Dealer, n.d.

height, and one of which appears to be the gable-roofed section of the building still visible from the river today. (fig. 17, continuation sheet 17) In describing the importance of flour mills, the publication stated, "There is not, as will readily be acknowledged, among the great staple food products entering into general consumption, any one that approaches flour in point of interest and importance. . . . A flourishing and noteworthy concern in this line in Cleveland is known as the Cleveland Milling Company. . . . The popular and reliable establishment was founded about forty years ago . . . . (U)pon the company's reorganization in 1891 it has proved to be a highly prosperous and successful venture. . . ." [9] The company produced flour for both domestic and foreign markets. The article noted that brands sold in London and other foreign markets were "Ideal, Old Reliable, Great Success, First Prize and Harvest Pride."[10] Cereal Food Processors is the last surviving grain processor along the Cuyahoga River in Cleveland, where historically there were at least a dozen such facilities. It still received raw grain and ships out various flour products.

A later publication, *Cleveland – An Inventory of Historic Engineering and Industrial Sites,* prepared for the Historic American Engineering Record (HAER) in 1978, provided the following commentary: "The 1830 opening of the Ohio Canal helped make Cleveland a major milling and transshipment center for Ohio wheat and flour shipped to eastern markets. In 1871, when milling first started on the Merwin Street site of the Cleveland Milling Company thirteen flour mills operated in Cleveland. Today, only the mill on Merwin Street remains."[11]

A review of the 1882 Cleveland City Directory showed that there were seven flour mills in the city, with five located along the Cuyahoga River and three located in the proposed district. In addition to Cleveland Milling Company, were the National Flour Mill at 265 Merwin, south of the Cleveland Milling Company, and Riverside Flour Mill, located at Merwin and Columbus (near where the park is located today). In addition to the mills, the Star Elevator was located at French and Water streets and the Union Elevator was located on Merwin between the two flour mills.

Other late 19th century buildings include 1720 Columbus Road (building #14), one of the largest and most architecturally distinctive buildings in the district; 1740 Columbus Road, which was built in 1892 for the Worden Tool Company (building # 15); 1700 Columbus Road (building #17), which was built by the P. Gerlach and Company Machine Works in the 1890s; and the small building at 1681 Merwin Street (building #33), used by Chas. W. Stearns Stone Yard. The building at 1114 Center Street was originally used as a blacksmith shop with lodging above before it suffered a fire in the late 19th century. It is one of the buildings that had commercial rather than industrial uses.

1902 – 1956 High Level, River Level and Railroad Bridges – Light Industrial development

[9] Cleveland Milling Company, *Cleveland Illustrated,* 1893, p.62.
[10] Ibid.
[11] *Cleveland – An Inventory of Historic Engineering and Industrial Sites. HAER, p. 73.*

As the 20th century dawned, the proposed district continued to develop as the site of light industrial and small-scale manufacturing concerns, grain processing, lumberyards, fish processing, and warehousing. It retained its strong link to the Cuyahoga River, both as a barrier or boundary, but also as an economic lifeline. This character would persist all through the century and remains strongly evident today. However, further transportation developments in the first half of the century would make the peninsula a truly unique place.

"Cleveland, split firmly though unequally by the Cuyahoga River, is deeply dependent upon bridges. The city's east and west sides are joined today by both high level fixed spans and lower-level opening bridges. Trains cannot climb the steep grades, and their frequency of crossing is low enough to permit the use of opening spans of various sorts. Auto and truck traffic, however, is of such a high density that delays occasioned by spans' opening for river traffic would be found intolerable."[12]

The first half of the 20th century in Cleveland was marked by construction of buildings and structures that shaped the current physical form of the proposed district. It was in this period that two more high-level bridges were built, spurring the extensive growth of the west side of Cleveland and its western suburbs; that earlier bridges were replaced by new ones, some using Works Progress Administration funding; and that most of the extant buildings in the proposed district were built.

Although Ohio suffered several major floods during this period – in 1913, in the 1930s and 1950s, none were mentioned in any detail in connection with this section of the Cuyahoga River. The district is at river and lake level and may have suffered from some flooding, however, it is possible that the industrial nature of the area and the low density of the development may not have merited mention when other areas suffered worse damage and property loss.

Road bridges

Detroit-Superior Bridge (NR, HAER)

By the early 20th century, the Superior Viaduct was carrying electric streetcars, horse-drawn vehicles, automobiles, trucks, and pedestrians. The city's growth increased the demand on the structure to the point where the need to replace it became obvious. The viaduct eliminated the need to cross the river at grade but had the disadvantage of a center swing span that had to open for most river traffic. It was noted by historians that some 300 openings of the river span each month had become typical by the first decade of the new century.[13] This caused long delays and increased congestion. The answer was a new structure placed high enough to clear any vessel then using the river.

"The Detroit-Superior Bridge, which opened to traffic on Thanksgiving Day, 1917, was the city's first true high-level bridge over the Cuyahoga River. Connecting Detroit and Superior avenues, it was engineered to relieve the significant traffic congestion that had clogged the old

[12] Encyclopedia of Cleveland History, p. 124.
[13] Ibid., p. 945

Superior Viaduct, located just north of the new span. Built at a cost of $5.284 million, the bridge took five years to complete. It rises 93 feet above the Cuyahoga River . . . . The upper deck was designed for vehicular and pedestrian traffic, while the lower deck was to carry streetcars. . . . By 1930, traffic over the bridge had reached a volume of 70,400 automobiles a day, a total that led to the bridge being called the 'nation's busiest.'"[14] "When inaugurated in 1918, it was the world's largest double-deck reinforced concrete bridge structure."[15] (figures 18 - 19, continuation sheets 18-19, # 58)

Bridge contractors included Hunkin-Conkey for the concrete approach spans and the King Bridge Company for the steel truss river span. With approaches, the entire structure was 3,112 feet long. It had 12 approach spans of reinforced concrete arches; the main river span was 591 feet long. "The steel arch represents the King Bridge Company's crowning achievement during its rich history. It is incomprehensible when noted that the King Bridge Company erected the steel arch truss in about three months with the entire superstructure completed in approximately six months time."[16]

The Detroit-Superior Bridge has undergone two rehabilitations. In the late 1960s the roadway was expanded from four to six lanes by placing two new lanes outside the river span; in the mid-1990s the upper and lower decks were replaced and much deteriorated concrete and steel were replaced. The lower deck carried streetcar traffic until 1955, when the city's entire system was abandoned.

Cleveland reached its near-peak population of 900,000 in this period. Once the new bridge was completed in 1917, about half of the old Superior Viaduct was demolished. Seven of its stone arches remain today, forming the edge of the district on the river's left bank. The western approach to the viaduct is still in use as a city street, and the roadway above the arches is a pedestrian walkway providing parking and access for new condominiums along the viaduct's east side.

Cleveland's road congestion between downtown and the west side continued to increase, so in 1932 the Lorain-Carnegie Bridge opened about a half-mile south of the Detroit-Superior Bridge. Construction of these high-level bridges significantly reduced traffic on the Center Street and Columbus Street (later Columbus Road) bridges down at river level. They continued in operation but carried more local than trans-valley traffic.

Columbus Road Bridge (HAER)

In May 1939, a public hearing was held regarding plans to construct a new bridge for Columbus Road over the Cuyahoga River as part of the $5.5 million "Streamlining Project" that sought to eliminate several dangerous river curves and to widen the navigation channel. Prominent

[14] Ibid. p. 342
[15] Ibid. p. 124
[16] Cleveland's Historic Bridges: Architectural and Engineering Masterpieces. P.16

Cleveland engineering firm Wilbur Watson & Associates designed the new bridge. (figures 20 – 21, continuation sheet 20, # 61)

The northern pier was completed on December 6, 1939, although work was slow to progress on the southern pier due to bad weather, and a $50-per-day penalty was charged against the Western Foundation Company. While its portion of the project was to have been completed by December 31, 1939, it was not finished until January 18 of the next year. The City Council introduced legislation on March 4 to waive the penalties, citing weather and elements that were out of the company's control. The Columbus Road span opened two weeks ahead of schedule in 1940, although without paint. Other bridges included in the project were the upper West 3rd Street Bridge (outside the proposed district) and the Carter Road Bridge (discussed below), opened on schedule and two weeks behind schedule, respectively. The bridges were painted soon after the spans were open to traffic, though the work was delayed due to a wet spring. The new crossing provided a 220-foot wide channel and gentler curves, whereas the 1895 swing span provided just 108 feet, greatly facilitating, if not actually "streamlining," traffic on the Cuyahoga River.

Carter Road Bridge (HAER)

The Carter Road Bridge was funded by the Works Progress Administration and was completed in 1940. It was named for Lorenzo Carter, the city's first permanent settler. (A log building located on the river in Heritage Park in the proposed district is said to be a replica of his home.)

The bridge was designed by Wilbur Watson & Associates of Cleveland, a well-known firm that also designed the Columbus Road Lift Bridge. The firm also designed the Lorain-Carnegie Bridge and the Main Avenue Viaduct, two of the nearby high-level vehicular bridges that also cross the valley of the Cuyahoga; and the massive Goodyear Airdock (NHL) in Akron.

The Carter Road Bridge, including approaches, is 1,100 feet long, with a Pratt truss lift span of 284 feet between the two towers. Vertical clearance above the river is 97 feet. The bridge's cost was $974,000.00. The Mount Vernon Bridge Company of Mount Vernon, Ohio, fabricated the bridge's steel components. (figure 22, continuation sheet 21, #62)

Railroad Bridges

Cuyahoga Valley Viaduct

The Cuyahoga Valley Viaduct was constructed as part of the Cleveland Union Terminal Project, itself part of the Terminal Group (NR), the city's largest single development project. Built between 1918 and 1934 at a cost of $179 million, this huge undertaking involved numerous buildings housing a hotel, a post office, business office space, a department store, and the railroad terminal. Its focal point was Terminal Tower, still the most recognizable skyline element and an iconic symbol of Cleveland. The Terminal Group was conceived and built over nearly 20 years by the eccentric Van Sweringen brothers, Cleveland real estate tycoons and developers of the suburb of Shaker Heights.

Cleveland Union Terminal consolidated most of the city's rail passenger traffic at a single location on Public Square. Rail transit services were part of the project, extending first out to the city's east side and then much later to the west, ultimately reaching the Cleveland airport in the late 1960s. More recently, a new line to the lakefront was added to the system.

Several miles of new trackage were required to connect the city's existing rail lines with Union Terminal. One of the greatest challenges was crossing the valley of the Cuyahoga River, where the tracks had to be placed well above the river and above the elevation of existing rail lines in order to reach the terminal's passenger platforms. Thus was born the Cuyahoga Valley Viaduct, a 3,450-foot-long structure that carried four tracks – two for mainline railroad traffic and two for the transit line that was built some quarter-century after the viaduct entered service. A steep grade carried the track from a level of about 53 feet above river level at Union Terminal to 100 feet at the river, ensuring plenty of clearance for lake and river vessels. The viaduct totaled 31 spans, including one deck truss 140 feet in length, a triple through truss river span of 270 feet, and 29 deck plate girder spans of up to 125 feet in length. The tall poured concrete piers supporting these spans were in the form of square bents in the shape of three and sometimes four square columns, linked by arches at their tops. Because electrically-powered locomotives were used to take trains through the station (to avoid the nuisance of smoke from steam locomotives), latticed steel towers with connecting trusses to carry the overhead wires lined both sides of the viaduct.[17] (figures 23-24, continuation sheet 22, #59)

The electric locomotives were eliminated in favor of diesel power in 1953, and through passenger trains were moved to a new lakefront station in May of 1971. Since that time, trackage on the viaduct has been re-configured for use by the Greater Cleveland Regional Transit Authority's Red Line to the city's airport, but otherwise the viaduct has changed very little since its construction. Transit cars even draw their electric power from overhead wires supported by the original 1929 steel supports, which weave a distinctive pattern against the sky when viewed from ground level.

New York Central Railroad Main Line Lift Bridge

The original bridge at the site of the currently abandoned vertical lift span, adjacent to the Carter Road Bridge, was built for the Cleveland, Columbus & Cincinnati Railroad, one of Ohio's pioneer lines. Service between Cleveland and Cincinnati began in 1851. This railroad later became part of the Cleveland, Cincinnati, Chicago and St. Louis Railway, (known as the "Big Four"). In 1906, the Big Four was acquired by the New York Central, which operated it as a separate entity until 1930. The NYC became a part of Penn Central in 1968 and then Conrail in 1976; that railroad ultimately abandoned this line.

It is uncertain how many bridges may have been at this site between 1851 and 1902. In the latter year, the Big Four built the Cuyahoga River Bridge No. 5; it was a Scherzer rolling lift bridge. At 10 AM on September 28, 1955, the existing bridge, built by the New York Central, opened. Built at a cost of $3 million, the new vertical lift span contained 1,410 tons of structural steel and

[17] "Dedicate New Cleveland Station Today" *Railway Age,* p.p.1-28

increased the vertical clearance for passing river traffic. The electrical contractors were Dingle-Clark and the steel fabricators were McDowell Wellman. Under the Rivers and Harbors Act of 1946, the federal government financed most of the cost of the new bridge as part of a $50 million river and harbor improvement project. The new crossing had a vertical clearance of 260 feet and a clear channel of 200 feet, and the lifting mechanism was worked by two 135 horsepower motors at the tops of the two girders. (figure 25, continuation sheet 23, #64)

New York Central Lift Bridge (Flats Industrial RR spur)

This bridge crosses the Cuyahoga River between Columbus Road and Carter Road. The first crossing at that site was for a spur off the main line of the Cleveland, Columbus and Cincinnati Railroad. After crossing the river onto the peninsula, it entered an engine terminal and maintenance facility but also provided local freight delivery and pick-up. In 1902 a Scherzer rolling lift bridge was built at the site of an earlier span and provided a clear channel opening of 107 feet.

A contract for the construction of a vertical lift span was awarded on November 3, 1950 and announced by Col. Herman W. Schull Jr., Buffalo District Engineer of the Army Corps of Engineers. The new span was designed by Howard, Needles, Tammen and Bergendoff. The $1.5 million contract included foundation work by the Bates & Rogers Construction Corporation of Chicago for $432,034; and superstructure by the Mount Vernon (Ohio) Bridge Company for $1,106,395, which included the machinery. The erection was handled by the McDowell Company of Cleveland. Electrical work was performed by Dingle-Clark. The cost of the entire span, including the planning and the removal of the old bridge, was projected to be near $2 million. (figure 26, continuation sheet 24, #65)

Under the River and Harbor Act of 1946, the federal government financed most of the cost of the new bridge as part of a $50 million river and harbor improvement project begun in 1937. The new vertical lift was set to replace the old bridge, known as No. 8. The new bridge had a span of 260 feet and a vertical lift of 90 feet and was designed to provide a horizontal opening of 200 feet. With such improvements, vessel sizes could increase from 540 feet to 700 feet.

The new bridge was built upon 60 steel H piles. The lower ends of the piles were driven more than 100 feet below the surface of the river. The towers extended 160 feet into the air. Construction was delayed when the two 135 hp motors for the bridge were diverted to the Navy for defense needs. The bridge, delayed for six months, did not open until March 3, 1953.

The bridge received the American Institute of Steel Construction Annual Award for the most beautiful steel bridge, class IV in the year it was completed.

Baltimore & Ohio Railroad Bascule Bridge

This single-track bascule lift bridge was built by the Baltimore & Ohio Railroad to replace an earlier movable bridge on the B&O's freight line to the lakefront. It was completed in 1956, thus

making it the most recent of the bridges in the proposed district. When opened, it provided completely unobstructed passage for lake and river vessels.

The lift span is 255 feet long and is pivoted on the left (west) bank of the river. The track to the lakefront has been removed, and the lift span has been placed in a permanently open position. On the right (east) bank, a short stretch of rusty track, built with very heavy rail, remains in place as a reminder of the heavy loads of coal and other bulk commodities that once crossed the river here. (figure 27, continuation sheet 25, #63)

Early 20th Century Commercial and Industrial Development

The commercial and industrial development during this time period is significant for the variety of businesses and industries that located here; for the continued importance of river-level bridges in the functioning of the Cuyahoga River for shipping; and for the relationship of many of the industries to the varied transportation facilities concentrated in the district.

One of the most important industries during this time period was the railroad, particularly the local operations of the lines serving Cleveland. Both the New York Central (NYC) and Baltimore & Ohio (B&O) railroads were active in the area. The NYC had shop and maintenance facilities here, although the roundhouse and some of the 19th century buildings had disappeared by this time, and tracks serving the riverfront industries. Some years later, the B&O built a freight house (now demolished) along Columbus Road not far from its passenger depot, which is still standing. Although the only railroad buildings extant today are the B&O depot and two bridge tenders' towers, the historical importance of rail service in the district is symbolized by the very active rail trackage, which crosses many streets as it serves Cereal Food Processors, and the four railroad bridges that survive, two of which are in service.

The 1912-1913 Sanborn map shows a large area still devoted to railroad yards, with the remainder of the district fairly well-developed for other uses. (figure 28, continuation sheet 26) Examples of development during this period included 1843, 1841 and 1831 Columbus Road (buildings #2-4), built in the first two decades of the 20th century, and all or part of the complex occupied by the Foundry Equipment Co.; 1852 Columbus Road (building #10) where the Cleveland Waste Paper Company located in 1919; 1780-1800 Columbus Road (building #13) which was built in the first decade of the 20th century and occupied by the Gibson & Price Co. (sheet lead) in the 1930s and the National Lead Co. in the 1950s; 1114 Center Street (building #24), which has been the home of the Flat Iron Café since 1910; 1575 Merwin Street, which was constructed in 1913 for J. Weiskorf and Sons Waste Paper Warehouse (building #25); expansion of the grain elevator operation at 1646-1656 Merwin (building #33) with the new silos constructed by Fairchild Milling at a cost of $105,000 in 1936 -1937; 1284 Riverbed (building #43) used by the Tallmadge Manufacturing Co., and later Roby Bronze and Aluminum Foundry; 1250-1252 Riverbed (building #43) with one section constructed in 1913 by the Koplan Shannon Company and the addition in 1919 by architects Fulton & Taylor; the Pioneer Machine and Engineering Company at 1615 Merwin Street (building #31); Booth Fisheries built in 1901 at 1600 Merwin (building #38); and the St. Mary's Cement Company developed mid-century at 1771 Columbus Road (building # 7). The building at 1114 Center Street (building #24) is an

example of a commercial building that served the workers in the area. It was built as a hotel in the late 19th century that catered to longshoreman working on the river. It became the Flat Iron Café in 1910 and served area workers, sailors, and the Irish community of Irishtown Bend. The cafe was frequented by lake and river boat crews well into the 1980s, as well as by other workers in the area. It remains a popular bar/restaurant today.

Although no single type of business or industry was dominant in the district, there were multiples of certain types of businesses. The several flour mills were discussed earlier; other enterprises included the waste paper business, with both the Cleveland Waste Paper Company and J. Weiskorf and Sons Waste Paper Warehouse locating here in the 1910s. There were also several foundries, including the Foundry Equipment Company and the Roby Bronze and Aluminum Foundry. Although none has survived, there were several lumberyards and a stoneyard in the early to mid-20th century. A large number of these businesses shipped bulk materials such as grain, flour, cement, waste paper, and fish, so access to lake/river, railroad and truck transportation was important. These also were the types of businesses that typically were incompatible with residential land uses. These factors all made Cleveland Centre, with its central location in the city, its intermodal transportation options, and its separation from residential areas, an attractive place for small-scale industrial development. (figure 29, continuation sheet 27)

Proposal to Straighten the River

The course of the river that defines the boundaries of the proposed district and gives it its distinctive character was the very thing that some in Cleveland hoped to eliminate. In 1917 a group calling itself the "Committee on River and Harbor Improvement" and the Cleveland Chamber of Commerce published a report entitled, *The New Cuyahoga: A Proposal to Straighten the Crooked River.* Not surprisingly, the proposal was to remove the oxbow bend and to create a river channel through the Cleveland Centre area. (fig. 30, continuation sheet 28) The reasons given for the proposed project were safety (preventing future floods after the floods of 1904 and 1913) and commerce (increasing industrial development by making navigation easier for the ever-larger large lake boats that needed access to the large upriver steel mills and bulk materials facilities). The report said that shipping to and from Cleveland was more expensive due to the difficulty of navigating the river. While this may have been true, it appears that there was little serious consideration given to the topic. It was resurrected again in 1919 by the same two groups in a letter entitled "Conservancy and the Cuyahoga" where more emphasis was placed on the prevention of flooding. Due to the cost of such an undertaking, the letter suggested that money for river improvements had been allocated to the construction of bridges, rather than straightening the river. The project may not have gone forward because it would have required a vote to issue bonds for such work. It is also possible that by the early 20th century, Cleveland Centre and the Flats were developing with small-scale industries that opposed the displacement the river straightening would have caused. Whatever the reason, no written record was found to explain why the river never was straightened. Instead, the focus was on widening the existing channel and building new movable bridges to facilitate river navigation.

Engineering/Architectural Significance of Bridges in the District

"The navigable section of the Cuyahoga River Valley, from Lake Erie to about seven miles downstream (sic), contains Cleveland's highest concentration of bridges. . . . Cleveland's industrial growth on both sides of the Cuyahoga Valley resulted in the development of an intricate transportation network. The network consisted of several conflicting modes of transportation, all of which placed a high priority on speed and efficiency. Ships required a clear navigation channel; railroads serving the valley industries needed to cross the river on low-level bridges as did workers and motor vehicles with business in the valley. Pedestrians, and later streetcars and motor vehicles, sought an expedient route between east and west Cleveland without the delays created by passing railroads, open bridges, and the long route up and down the sides of the valley."[18]

The nine bridges in the proposed district, both at river level and high above the district, illustrate how Cleveland developed its "intricate transportation network." The Superior Viaduct was the first major attempt to create a high-level crossing to move a large portion of through traffic out of the valley, yet it still required a moveable span to allow river traffic to pass. The construction of both the Detroit-Superior High Level Bridge and the Cuyahoga Valley Viaduct in the first three decades of the 20th century made it possible to cross the valley without interfering with river traffic. Adding to the complexity of spanning the river at a high elevation, by the time the Detroit-Superior Viaduct was built, "by federal law the new bridge had to be erected without interfering with navigation on the river."[19] It is assumed that this was the case for all of the bridges that followed. Another aspect of these two bridges worth mentioning is that they also reflect the rapid expansion of the city's mass transit system, with the Detroit-Superior High Level Bridge having a separate level for streetcars and the Cuyahoga Valley Viaduct designed specifically for intercity rail and rapid transit tracks.

The bridges at river level also reflect the evolution of bridge design in Cleveland. During the 19th century, the winding course of the river was not necessarily a disadvantage, since it provided extensive riverfront land for business and industrial development. However, by the early 20th century the increasing size of lake boats (the term "ship" is not applied to Great Lakes vessels) serving large upstream industrial plants began to have problems navigating the river. "By 1913 only 55% of the ships (sic) operating on the Great Lakes could travel up the river, and by 1924 the percentage had declined to 32%."[20] This situation begged a solution.

At the turn of the 20th century there were 20 swing bridges crossing the river along the seven-mile portion used by lake boats. The Center Street Bridge, built in 1901, is the only one of those bridges surviving today. There was a concerted effort in the early 20th century to replace these bridges because their center piers took up too much of the navigable channel. Further, the onshore piers of some of them (the Center Street Bridge is an example) took up valuable riverfront dock space, as did all of the bridges when in the open position. "Several of Cleveland's nine Scherzer rolling lift bridges built in the early 1900s replaced older swing bridges."[21] Even

[18] *Cleveland – An Inventory of Historic Engineering and Industrial Sites,* p. 79.
[19] Miller, Carol Poh. Detroit-Superior High Level Bridge, HAER, 1978.
[20] *Cleveland – An Inventory of Historic Engineering and Industrial Sites.* P.79
[21] Ibid. p. 80

though the Scherzer bridges were an improvement over the earlier swing bridges, several of them were later replaced.

The U.S. Army Corps of Engineers deepened and widened the Cuyahoga River in the 1930s and adopted an $11 million plan in 1939 to widen the river channel to increase the size of boats navigating the river from a maximum of 525 feet to 600 feet. Funding in the amount of $50 million was also made available in the 1946 Rivers and Harbors Act to make river improvements. These activities necessitated the replacement of several of the bridges in the district. The Columbus Road and Carter Road Bridges were the first to be replaced and were both completed in 1940. The Columbus Road Bridge replaced a swing span, which expanded the channel from 108 feet to 220 feet. The Carter Road Bridge replaced a 1903 Scherzer rolling lift bridge and created a 201-foot channel. The New York Central (now Flats Industrial Railroad) bridge was built because river channel widening called for removal of the foundations of the Scherzer rolling lift bridge in this location. That bridge's replacement, along with channel dredging, increased the clear channel from 110 feet to 200 feet when it was completed in 1953. The New York Central Main Line Lift Bridge replaced one of the Scherzer lift bridges when it was built in 1955. It provided a clear channel of 200 feet. And last but not least, the B&O Bascule Jackknife Lift Bridge, completed in 1956, replaced another Scherzer rolling lift bridge and provided an unobstructed passage for river traffic.

The bridges included within the proposed district provide an excellent overview of the evolution of transportation improvements in the Cuyahoga Valley, counting among them the early moveable and high-level bridges (Center Street Swing Bridge and Superior Viaduct); massive early 20th century high-level bridges with piers located in the district (Detroit-Superior High Level Bridge and Cuyahoga Valley Viaduct); the mid-20th century vertical lift bridges that spanned a widened river channel (Carter Road and Columbus Road bridges and New York Central Main Line and Flats bridges); and the newest bridge in the area, the B&O bascule jackknife lift bridge.

In addition to reflecting the functional aspects of accommodating a variety of modes of transportation, as a group these bridges illustrate exceptionally high levels of design and engineering excellence, as described in the previous sections. Two of the bridges have been listed in the National Register (Superior Viaduct and Detroit-Superior High Level Bridge); three have been determined eligible for the National Register through consensus between the Ohio Department of Transportation and the Ohio Historic Preservation Office (Center Street Swing Bridge, Columbus Road Lift Bridge, Carter Road Lift Bridge); and five have been recorded in the Historic American Engineering Record (Center Street Swing Bridge, Carter Road Lift Bridge, Columbus Road Lift Bridge, Detroit-Superior High Level Bridge and Superior Viaduct). Indeed the bridges are the most visible and significant character-defining features in the district. It is impossible to stand anywhere on the peninsula and not be surrounded by bridges.

Bridges help to define the edges of the district, beginning on the northeast with the Carter Road Bridge and the adjacent former New York Central Railroad main line bridge; and then moving downriver. Next is the bridge of the Flats Industrial Railroad (formerly the New York Central spur) at the beginning of the Oxbow Bend; then the Columbus Road Bridge at the bend; then the

Center Street Bridge; and finally the Baltimore & Ohio Railroad's bascule bridge near the last turn in the river before it flows out to Lake Erie. Above the district, the Detroit-Superior Bridge and the Cuyahoga Valley Viaduct dominate the skyline and tower over the modest late 19th and early 20th century industrial, warehouse and commercial structures below. On the northwest side of the district, the great stone arches of the old Superior Viaduct form a strong edge for the district.

The bridges have had a significant impact on the development of the district but they also introduce unusual "third dimension" to the character of the district, meaning that a visitor cannot get a true feel for it simply by walking the streets and taking in the river, the buildings, and other elements. One must also look up, high up, along the towers of the vertical lift bridges, to the tops of the piers and along the spans of the Detroit-Superior Bridge and the Cuyahoga Valley Viaduct, to truly appreciate fully the character of the district: a gritty, working, noisy, functional, industrial urban place that tells the story of more than two centuries of human activity on this peninsula.

Bridge Designers

Several of the engineers/designers of bridges in the district made important contributions in the fields of engineering and technology, as described below.

Charles H. Strong was born in Cuyahoga County (near Cleveland) in 1831. He studied civil engineering and "at twenty-one years of age he engaged at railroad work in Indiana, Ohio and Pennsylvania. In 1861 he was connected with the building of the Atlantic & Great Western Railroad, having the position of engineer in charge of construction."[22] By 1867 he was appointed the Civil Engineer for the City of Cleveland, a position that he held for nine years. "He designed and prepared plans for the **Superior street viaduct**."[23] In 1877 he started a contracting company and built the first section of the Cleveland breakwater.

James T. Pardee, a graduate of Case School of Applied Science (Cleveland) went to work for the City Engineer's office in Cleveland after graduation, where he "rapidly rose to the rank of engineer of bridges and viaducts. This was a key position in an industrial community located on a major lake and bisected by a river crowded with a wide range of boats used for freight, passengers and pleasure."[24] Pardee designed an earlier Columbus Street bridge (replaced by the current bridge) and the **Center Street Bridge**, which is the oldest surviving bridge in the district. He later described the dedication of the bridge, also attended by a former classmate Hebert Henry Dow. "As it swung into place and the gates opened, there stood Herbert Dow, who had come . . . to request me to join him in forming a new company for developing the manufacture of chlorine by an electrolytic process he had invented." [25] He accepted the offer and became one of the founding partners of Dow Chemical Company. He was a generous contributor to his alma

[22] *Memorial Record of the County of Cuyahoga and City of Cleveland, Ohio.*1894, p.99.
[23] Ibid.
[24] *Institute for the Study of the University in Society.* Case Western Reserve University, Cleveland, OH. 2010.
[25] Ibid.

mater and Pardee Hall (now demolished) was the second residence hall on the campus of Case Institute of Technology when the building opened in 1953.

Wilbur J. Watson, principal in Wilbur Watson & Associates in Cleveland, was responsible for the design of both the **Carter Road** and **Columbus Road** lift bridges in the district. A graduate of Case School of Engineering in Cleveland, he began his career with Osborn Engineering Co. in Cleveland before founding his own firm in 1908. Other significant bridges designed by Watson include the Lorain-Carnegie Bridge (1932), Main Avenue Bridge (1939), as well as the Goodyear Airdock (NHL) in Akron, Ohio. Watson served on a five-member committee that formulated a construction code for the American Institute of Steel Construction, and was a member of the Amercian Society of Civil Engineers, American Railway Engineering Association, Cleveland Engineering Society, American Concrete Institute, and served on a bridge sub-committee for the Cleveland Planning Commission. [26] His publications included *Bridge Architecture* (1927), *A Decade of Bridges: 1926-1936* (1937) and *Bridges in History and Legend* 1937).[27]

Howard Needles Tammen & Bergendoff is a civil engineering firm founded in Kansas City, Missouri in 1914. The firm is credited with the design of the Flats Industrial Railroad Bridge in the district. Today the firm has offices in 62 locations in the U.S., including one in Cleveland and its design work includes a wide variety of infrastructure and architectural projects, with bridges still a major specialty area.

King Bridge Company of Cleveland was founded by Zenas King in 1858 as the King Iron Bridge Manufacturing Company and within the next year King had designed and built his first all iron bridge. His 1861 patent for the tubular arch was a major milestone in metal bridge designs; in 1864 he received one of the earliest known patents for a swing bridge. The company incorporated in 1871 and by the 1880s -1890s the company, now known as the King Bridge Company, was one of the largest bridge and structural work fabricating companies in the nation. The King Bridge Company designed and built the **Center Street Bridge**, the last remaining movable bridge spanning the Cuyahoga River and constructed the center arch for the **Detroit-Superior High Level Bridge.**[28]

District Integrity

The Cleveland Centre Historic District retains a high degree of integrity of location, design, materials, workmanship, feeling and association. Some of the buildings have changed over time, a fact typical of an area that has a period of significance of over 100 years and continues to have a character defined by light industrial, warehouse and commercial uses. In such a setting the functions of the various properties historically is more important than whether they exhibit specific architectural style elements or attempt to make a firm design statements. The exception,

[26] Gooden, Randal S. Carter Road Lift Bridge, HAER OH-56, 1986.
[27] Van Tassel, David (ed). *The Encyclopedia of Cleveland History.* 1987.
[28] Ibid, Historic American Engineering Record, *Cleveland, An Inventory of Historic Engineering and Industrial Sites*, 1978, p.p.85, 90.

of course, is the outstanding collection of bridges, which exhibit the highest degree of engineering, architectural design and quality of materials and construction.

The buildings and bridges have integrity of **location** because they are all located on original sites and retain their historic relationships to the street patterns that were laid out in the mid-19th century. The buildings and bridges have integrity of **design** because they reflect a period of 100 years of development in the Flats industrial area of Cleveland, Ohio – a major late 19th-to-late-20th century industrial city. In the area of design, the B&O Railroad depot is the most architecturally significant and intact historic building in the district. The original **materials** used in the construction of the district are still evident – brick buildings, some brick streets, some stone sidewalks, railroad tracks in the streets, as well as the iron, steel, stone and concrete used in the construction of the district's historic bridges. **Workmanship** is evident in the details on some of the buildings, such as the hoodmolds on 1720 Columbus Road, the historic wood doorway on 1615 Merwin Street, and the elegant concrete arches of the Superior Viaduct, Detroit-Superior High Level Bridge, and the Cleveland Union Terminal Viaduct. The district maintains a **feeling** of an industrial/warehouse district that developed over a period extending from the mid-19th to the mid-20th centuries. It is a somewhat gritty, working district where the river and its traffic are ever-present. The district maintains its strong **association** with Cleveland's history and the importance of Lake Erie and the Cuyahoga River in shaping the city's industrial development, as well as its physical environment. The Cleveland Centre Historic District is surrounded on three sides by the Cuyahoga River, which strongly shaped its past and is clearly evident in its present physical character.

Because the land area included within the district boundaries still accommodates the activities it always has—process-focused industry, water and rail transportation, commercial operations, restaurants and bars—it very much is symbolic of "old" Cleveland, a vital, busy, work-focused community of great energy and enterprise. A visitor will quickly note the salient characteristics of this historic district: the hum of traffic on the Detroit-Superior Bridge; the swinging and lifting of bridges as working lake boats traverse the river; the clank of grain cars on the Flats Industrial Railroad as they block streets while being switched in and out of Cereal Food Processors; the aroma of fish on offer at Booth Fisheries; the rumble of transit cars on the Cuyahoga Valley Viaduct; music and food at the Flatiron Café. If that visitor is fortunate, a huge lake boat—likely laden with iron ore--will carefully and slowly work its way up the river, aided by a Great Lakes Towing Company tugboat, just as such vessels have been handled for more than a century. If that visitor is very lucky, the gravel barge whimsically named *Cleveland Rocks* will pass by. And then the visitor will know that this district truly is something special, a real survivor from the past—despite all the changes that have occurred—and that it is quite worthy of recognition.

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www.clevelandmemory.org

www.ohiohistorycentral.org

Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
_X_ previously listed in the National Register
_X_ previously determined eligible by the National Register
____ designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
_X_ recorded by Historic American Engineering Record # OH-6, OH-7, OH-10, OH-55 OH-56

____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

_X_ State Historic Preservation Office

____ Other State agency
____ Federal agency
____ Local government
____ University
__X__ Other
Name of repository: _Historic American Engineering Record (HAER)_____

Historic Resources Survey Number (if assigned): Ohio Department of Transportation Historic Bridge Inventory: SFN 1800930, SFN 1869345, SFN 1869264, SFN 1833758

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10. Geographical Data

Acreage of Property ____approximately 120 acres_____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. Latitude: Longitude:
2. Latitude: Longitude:
3. Latitude: Longitude:
4. Latitude: Longitude:

Or
UTM References
Datum (indicated on USGS map):

[X] NAD 1927 or [ ] NAD 1983

1. Zone: 17	Easting: 440934	Northing: 4593891
2. Zone: 17	Easting: 441845	Northing: 4593891
3. Zone: 17	Easting: 441845	Northing: 4592836
4. Zone: 17	Easting : 440934	Northing: 4592836

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

The boundaries are described in two sections. The first is the district boundary at the ground level, the second includes the bridges and abutments that are above the ground.

Beginning at a point where the southwest abutment of the Center Street Bridge meets the left bank of the Cuyahoga River; go west on Center Street to the intersection with the east face of the Superior Viaduct; go south along the edge of the Superior Viaduct to the point where the Viaduct ends and the city street begins; go west along a line to the west face of the Superior Viaduct; turn right and go north along the west face of the Superior Viaduct until it ends; go east along the north boundary line of the property located at 1250-1252 Riverbed to the intersection with the alignment of Riverbed; go north to the intersection with the river to include the B&O Bridge; go east across the river to the point of alignment with the former railroad right-of-way; follow the railroad right-of-way alignment to the intersection with Center Street at the former B&O Railroad Station; follow a line 10' from the B&O Railroad Station on the north side and then the east side to the intersection with the river; follow the east edge of the Carter Road Bridge to the riverbank on the other side of the river; follow the riverbank on the far side of the river around Oxbow Bend to the point of beginning.

Bridges – the historic district boundaries include the bridges and the abutments for the following: Detroit-Superior High Level Bridge, the Cuyahoga Valley Viaduct, the Carter Road Bridge, the NYC Main Line Bridge next to Carter Road Bridge, the Flats Industrial Railroad Bridge, and the Columbus Road Bridge. The Center Street Bridge, Superior Viaduct and the B&O Bridge are included within the boundary description above.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries selected for the Cleveland Center Historic District were based on its history and development. It was an area that was featured on the earliest map of Cleveland – close to Public Square, but at river level. It was not platted until the 1830s, when Cleveland Centre was envisioned as a residential and business district. The Ohio & Erie Canal, which was critical to the early development of the center of the state of Ohio, had its origination point at the land edge of the district. Two boundaries are defined by the Cuyahoga River turns at Oxbow Bend and the final edge of the district is defined by the Superior Viaduct, which forms the backdrop to the properties located along Riverbed Street on the left bank of the river. The left bank was not included in the area near Columbus Road, because that area is already listed in the National Register as an archaeological district.

11. Form Prepared By

name/title: Nancy Recchie & Jeffrey Darbee/ Historic Preservation Consultants
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city or town: Columbus state: OH zip code: 43215
e-mail nrecchie@columbus.rr.com

telephone: 614-221-0358
date: 1/15/13

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

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

Photo Log

Name of Property: Cleveland Centre Historic District

City or Vicinity: Cleveland

County: Cuyahoga State: Ohio

Photographer: Nancy Recchie and Jeffrey Darbee

Date Photographed: 9/2012

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 124 Quonset hut at 1851 Columbus Rd., looking north from the Columbus Rd. Bridge
2 of 124 View of 1843 Columbus Rd., looking north.
3 of 124 View of center section of 1843 Columbus Rd., looking south.

4 of 124 Detail of decorative iron grillwork and gate in former driveway at north end of 1843 Columbus Rd.
5 of 124 View of rear wing of 1843 Columbus Rd.
6 of 124 View of 1841 Columbus Rd., which is connected to 1843 Columbus Rd. to the south.
7 of 124 View of 1831 Columbus Rd., looking north. The building was constructed in two phases.
8 of 124 Detail of the recessed entrance to the office building of 1831 Columbus Rd.
9 of 124 View of north elevation of 1831 Columbus Rd. with ghost sign "The Foundry Equipment Co."
10 of 124 View of 1829 Columbus Rd., looking north.
11 of 124 View of 1815 Columbus Rd., looking north.
12 of 124 View of cement storage silos at 1771 Columbus Rd., looking south.
13 of 124 Cement storage silos, looking north.
14 of 124 Flats Industrial RR powerhouse at 1757 Columbus Rd., looking east.
15 of 124 Flats Industrial RR engine next to powerhouse and lift bridge in background.
16 of 124 Flats Industrial RR bridge and office building at 1757 Columbus Rd.
17 of 124 View of the Cuyahoga Valley Viaduct, looking west from Columbus Rd., with 1852 Columbus Rd. in the foreground.
18 of 124 View of 1852 Columbus Rd., looking north.
19 of 124 View of 1850 Columbus Rd., looking north. The Cuyahoga Valley Viaduct is in the background.
20 of 124 View of south half of 1810-1840 Columbus Rd., looking north.
21 of 124 View of north half of 1810-1840 Columbus Rd., looking north
22 of 124 View of 1780-1800 Columbus Rd., looking north.
23 of 124 View of center section of 1780-1800 Columbus Rd.
24 of 124 View of north section of 1780-1800 Columbus Rd.
25 of 124 View of 1770 Columbus Rd., looking south along Columbus Rd. streetscape.
26 of 124 View of 1770 Columbus Rd..
27 of 124 View of garage wing of 1770 Columbus Rd.
28 of 124 Non-contributing building at 1844 Columbus Rd.
29 of 124 Non-contributing building at 1829 Columbus Rd., looking east.
30 of 124 Railroad tracks extending from the Flats Industrial Railroad, toward the west side of the district and the Cereal Processors facility along the Cuyahoga River. The Cuyahoga Valley Viaduct is in the background. The original plan of streets radiating from Columbus Road is still visible.
31 of 124 View of remaining stone pavers on Leonard near the intersection with Columbus Rd.
32 of 124 View of flatiron section of 1740 Columbus Road at the intersection of Columbus Rd. (right) and Leonard (left).
33 of 124 Leonard elevation of the flatiron section of 1740 Columbus Rd.
34 of 124 Columbus Rd. elevation of the flatiron section of 1740 Columbus Rd.
35 of 124 Columbus Rd. elevation of one story wing of 1740 Columbus Rd.
36 of 124 Columbus Rd. elevation of the northernmost section of 1740 Columbus Rd.

37 of 124 Leonard elevation of the additional wings that are part of the 1740 Columbus Rd. complex.
38 of 124 View of 1738 Columbus Rd.
39 of 124 Detail of historic wood doors in 1738 Columbus Rd.
40 of 124 View of 1736 Columbus Rd.
41 of 124 View of 1720 Columbus Rd., one of the largest and most architecturally distinctive buildings in the district, looking northwest.
42 of 124 Portion of the ghost sign at 1720 Columbus Rd.
43 of 124 Detail of the pressed metal window detail on 1720 Columbus Rd.
44 of 124 Detail of pressed metal door details on 1720 Columbus Rd.
45 of 124 View of Columbus Rd. elevation of 1700 Columbus Rd.
46 of 124 View of flatiron end of 1700 Columbus Rd. looking south with Columbus Rd. on the left and Winter Street on the right. This is one of several flatiron-shaped buildings in the district.
47of 124 View of 1678 Leonard, historic flatiron section of the building is partially visible
48 of 124 Non-contributing building at 1690 Columbus Rd.
49 of 124 View of streetscape at the intersection of Merwin Street and Center Avenue. A cafe (1114 Center Street) has been in this location since 1910.
50 of 124 View of the Center Street elevation of 1114 Center Street, looking west.
51 of 124 View of 1575 Merwin Street, which is one of the few architect-designed buildings in the district. Architects were Christian, Swarzenberg, Gaede.
52 of 124 View of 1646 Center Street, another flatiron building in the district. The Cuyahoga Valley Viaduct is visible in the background, which illustrates the visual impact of the high-level bridges on the streetscape below.
53 of 124 Center St. elevation of 1646 Center St. and streetscape view looking west.
54 of 124 View of 1664 Center Street.
55 of 124 Detail of windows at 1664 Center Street.
56 of 124 View of 1672 Center Street.
57 of 124 Detail of history windows at 1672 Center Street.
58 of 124 Non-contributing building at 1101 Center Street, looking west with the Detroit-Superior High Level Bridge in the background.
59 of 124 View of Detroit-Superior High Level Bridge and its visual impact on the streetscape.
60 of 124 View of 1605 Merwin Street, another flatiron building in the district. Leonard Street is on the left and Merwin Street on the right, illustrating another example of the original diagonal street pattern in the district.
61 of 124 Leonard St. elevation of 1605 Merwin St.
62 of 124 View of 1615 Merwin Street, built in two sections.
63 of 124 Detail of historic wooden doors and round-arched opening at 1615 Merwin Street.
64 of 124 Detail of wooden door hardware at 1615 Merwin Street.
65 of 124 View of south elevation of 1615 Merwin Street.
66 of 124 Streetscape view of the east side of Merwin Street, looking south. The building at 1635 Merwin Street is in the foreground and is the office building for the large Cereal Food Processors complex. Railroad tracks in the intersecting street are still serving the facility.

67 of 124 View of the main portion of the Cereal Food Processors complex, looking south. The Detroit-Superior High Level Bridge and the Cuyahoga River (not visible in the photo) are to the right. The RR crossing sign indicates that the complex is still served by railroad (Flats Industrial RR).

68 of 124 View of the large complex of Cereal Food Processors, looking north. The grain elevators are among the largest structures in the district. This is the only remaining grain processing facility remaining along the Cuyahoga River in Cleveland.

69 of 124 Riverside view of Cereal Food Processors, looking south from the Center Street Bridge. The original building is visible with its ghost sign. Several companies have operated a grain processing facility on this site since c. 1850s.

70 of 124 View of the railroad sidings for Cereal Food Processors. The Detroit-Superior High Level Bridge is in the background.

71 of 124 View of railroad tracks serving Cereal Food Processors, looking west toward the river.

72 of 124 Millstone from Pioneer Mill, located on the site of Cereal Food Processors.

73 of 124 View of French St. (south) elevation of industrial building at 1645 Merwin St.

74 of 124 View of 1681 Merwin Street, which may be one of the oldest surviving buildings in the district. Carved stone sign across the front reads, "Chas. W. Stearns Stone Yard 1857."

75 of 124 South and west elevations of 1681 Merwin Street.

76 of 124 Non-contributing building at 1691 Merwin Street.

77 of 124 Non-contributing building at 1600 Mewin Street.

78 of 124 Streetscape view of river side of Merwin Street, looking south from Center Street.

79 of 124 Overhead view of property of railroad tracks and storage for railroad cars. (note: Quonset hut in foreground was demolished recently.)

80 of 124 Non-contributing building as part of city's parks department complex. (no address) This complex is located in the area where the B&O railroad facility was located originally.

81 of 124 Non-contributing building as part of city's parks department complex. (no address)

82 of 124 Brick paving and stone curbing on Merwin Street looking toward Columbus Rd. The area on the right is a city park.

83 of 124 View looking south toward the river underneath the Cuyahoga Valley Viaduct on Merwin Street. This area along the river has been turned into a public park.

84 of 124 View looking east from under the Cuyahoga Valley Viaduct toward the Columbus Rd. Lift Bridge. The area between the two is a public park, which provides an ideal viewing spot for watching lake boats navigate the 180 degree turn at Oxbow Bend.

85 of 124 View of 1284 Riverbed on the left (west) bank of the Cuyahoga River. The stone arches of the Superior Viaduct are visible behind the building. The Viaduct forms the western boundary of the district.

86 of 124 View of 1250-152 Riverbed from the right (east) bank of the Cuyahoga River. The Superior Viaduct is located behind the building and the B&O Bridge is located to the right.

87 of 124 View of 1250-1252 Riverbed Street.

88 of 124 Detail of the iron balconies at 1250-1252 Riverbed. Each of the balconies is of a distinctive and unique design.
89 of 124 River view of the former River Firehouse at 1283 Riverbed.
90 of 124 Street elevation of the former River Firehouse at 1283 Riverbed.
91 of 124 View of non-contributing apartment building at 2018 Center Street, looking north.
92 of 124 View of noncontributing townhouse at 1268-1272 Riverbed Street.
93 of 124 Non-contributing electric substation on Riverbed. (no address)
94 of 124 View looking north along the public park on the left (west) bank of the Cuyahoga River. The permanently raised B&O RR Bridge is in the background.
95 of 124 View looking south along public park on the left (west) bank of the Cuyahoga River, looking south toward the Center Street Swing Bridge.
96 of 124 View of 1636 Fall Street looking southwest.
97 of 124 View of 1628 Fall Street, looking southwest.
98 of 124 Non-contributing garage at 1611 Fall Street
99 0f 124 Non-contributing garage at 1639 Fall Street
100 of 124 Non-contributing garage at 1640 Fall Street
101 of 124 Non-contributing building at 1645 Fall Street
102 of 124 Non-contributing building at 1720 Fall Street
103 of 124 Non-contributing building at 1725 Fall Street
104 of 124 Replica of Lorenzo Carter's log cabin. He was the first permanent white settler in Cleveland. The Carter Road Bridge is named in his memory. The Detroit-Superior High Level Bridge towers in the background.
105 of 124 Heritage Park looking west toward river from Merwin Street. The monument is a memorial to the Irish Potato Famine that drove many immigrants to Cleveland (and this area of the city) in the mid-19th century.
106 of 124Detail of the Irish Potato Famine memorial.
107 of 124 Time capsule in Heritage Park. It commemorates "Labor."
108 of 124 Plaque commemorating the origination of the Ohio and Erie Canal in Heritage Park.
109 of 124 View of section of B&O RR tracks that line up with the permanently raised B&O bascule lift bridge on the west side of the river.
110 of 124 View of the Canal Street (main) and Carter Road (side) elevations of the B&O RR Station. This is the only remaining late 19th century railroad station in downtown Cleveland.
111 of 124 Window detail on B&O RR station.
112 of 124 View of trackside elevation of B&O RR station with a portion of the Carter Road NYC RR bride in the foreground.
113 of 124 View of the Detroit-Superior High Level Bridge, looking northeast from the left (west) bank of the Cuyahoga River. Heritage Park is located in the foreground along the river's edge.
114 of 124 View of the river span of the Cuyahoga Valley Viaduct (left) and the Columbus Road Lift Span (right), looking north from the left bank of the Cuyahoga River.
115 of 125 View of the Cuyahoga Valley Viaduct, looking west from Columbus Rd. at French and British streets.

116 of 124 Center Street Swing Bridge in process of opening to allow lake boat traffic to pass.

117 of 124 Columbus Road Lift Bridge, looking south from Columbus Rd.in the district

118 of 124 Columbus Road Lift Bridge, creating the entrance into the district from Ohio City. looking north toward district and downtown Cleveland in the distance.

119 of 124 View of Columbus Road Lift Bridge (left) and Cuyahoga Valley Viaduct (right) from the public park on the right bank of the river at the southern edge of the Cleveland Centre Historic District.

120 of 124 View of Carter Road Lift Bridge (left) and NYC Main Line RR Bridge (right), looking south from Canal Street. The B&O RR Station is on the left.

121 of 124 B&O Lift Bridge in permanently raised position on the west bank of the river. This view is from Heritage Park on the right (east) bank.

122 of 124 NYC spur Lift Bridge now used by the Flats Industrial RR, looking south on Columbus Rd.

123 of 124 View of Cleveland Center Historic District from the Detroit-Superior High Level Bridge. The corner of Center and Leonard streets is in the foreground. The Cuyahoga Valley Viaduct crosses the district in the distance.

124 of 124 View of the Cleveland Centre Historic District with the Center Street Bridge in the foreground, the Detroit-Superior High Level Bridge above and the Cereal Food Processors facility in the background.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Figure 1. Cuyahoga river watershed. (source: wikipedia)

Figure 2. Current Google Earth image, with placemarker over proposed Cleveland Centre Historic District.

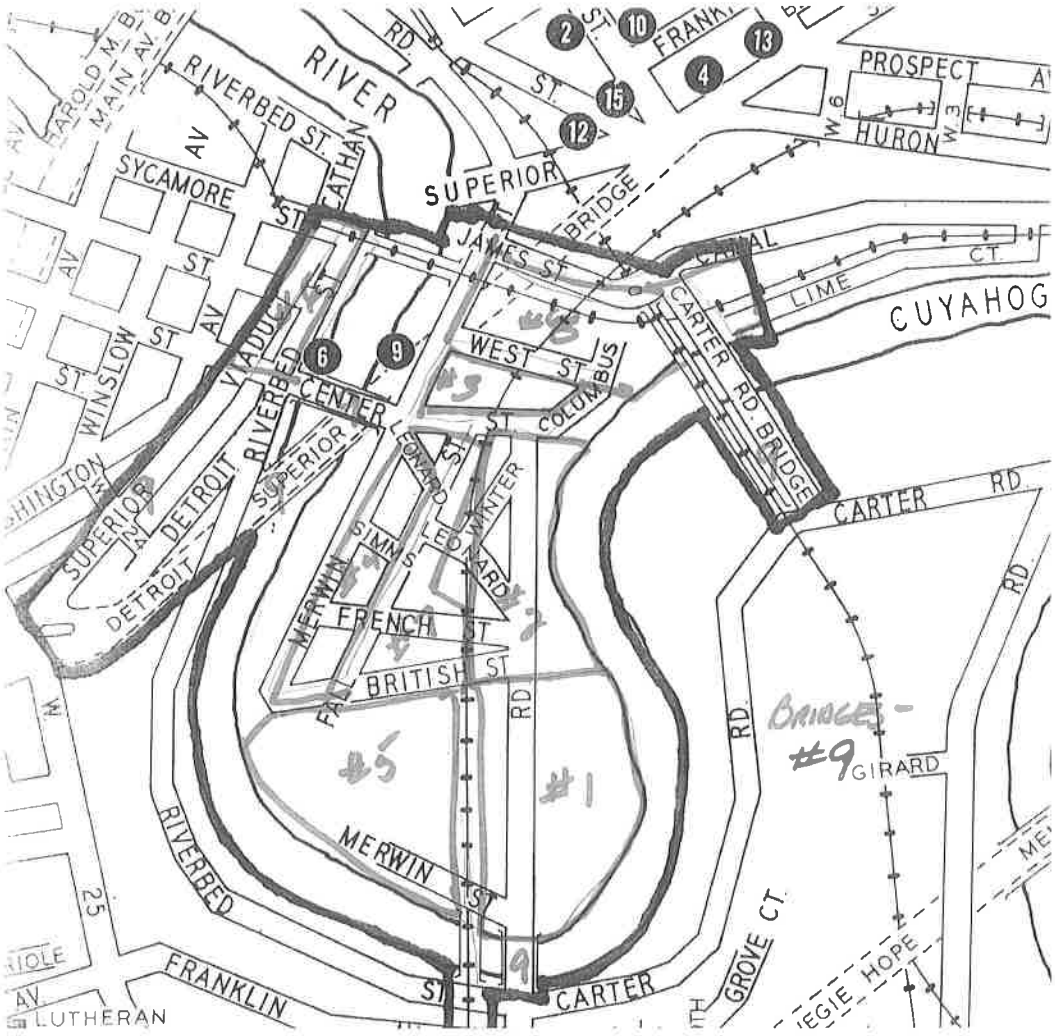


Figure 3. Map showing blocks in order of description in Part 7 of narrative.

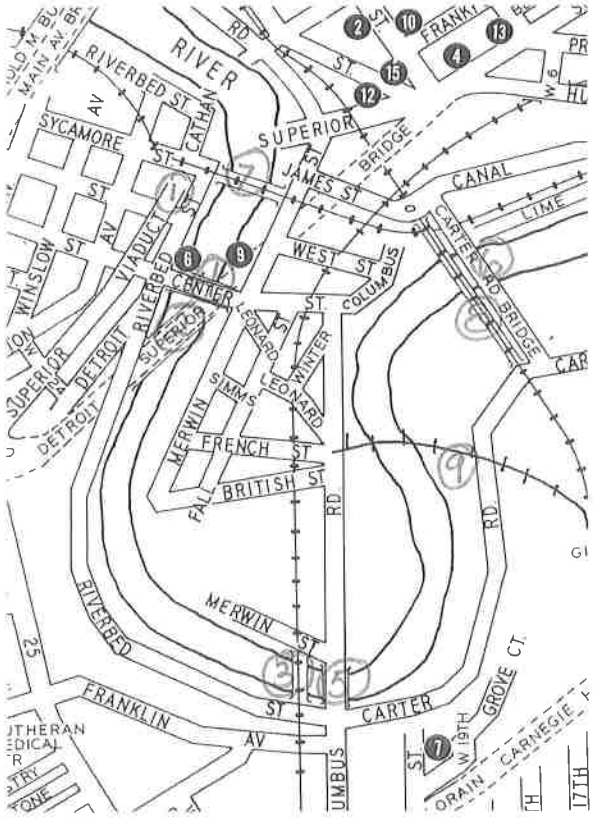


Figure 4. Map showing the bridges in order of description in Part 7 of the narrative.

1. Superior Viaduct
2. Detroit-Superior High Level Bridge
3. Cleveland Union Terminal Viaduct
4. Center Street Swing Bridge
5. Columbus Road Lift Bridge
6. Carter Road Lift Bridge
7. B&O Railroad Bridge
8. NYC RR Main Line Lift Bridge
9. NYC RR Lift Bridge (Flats Industrial Railroad Lift Bridge)

Figure 5. Map of Connecticut Western Reserve in state of Ohio.
(source: www.ohiohistorycentral.org)

Figure 6. 1801 Map of Cleveland, with note about future location of Cleveland Centre.

(Source: csudigitalhumanities.org, Association of Engineering Societies, Vol. III., August, 1884., Special Collections, Michael Schwartz Library, Cleveland State University)

Figure 7. Map showing the Ohio Canal system. Cleveland, in upper right corner, is the origination point at Lake Erie for the Ohio & Erie Canal. (source: National Park Service)

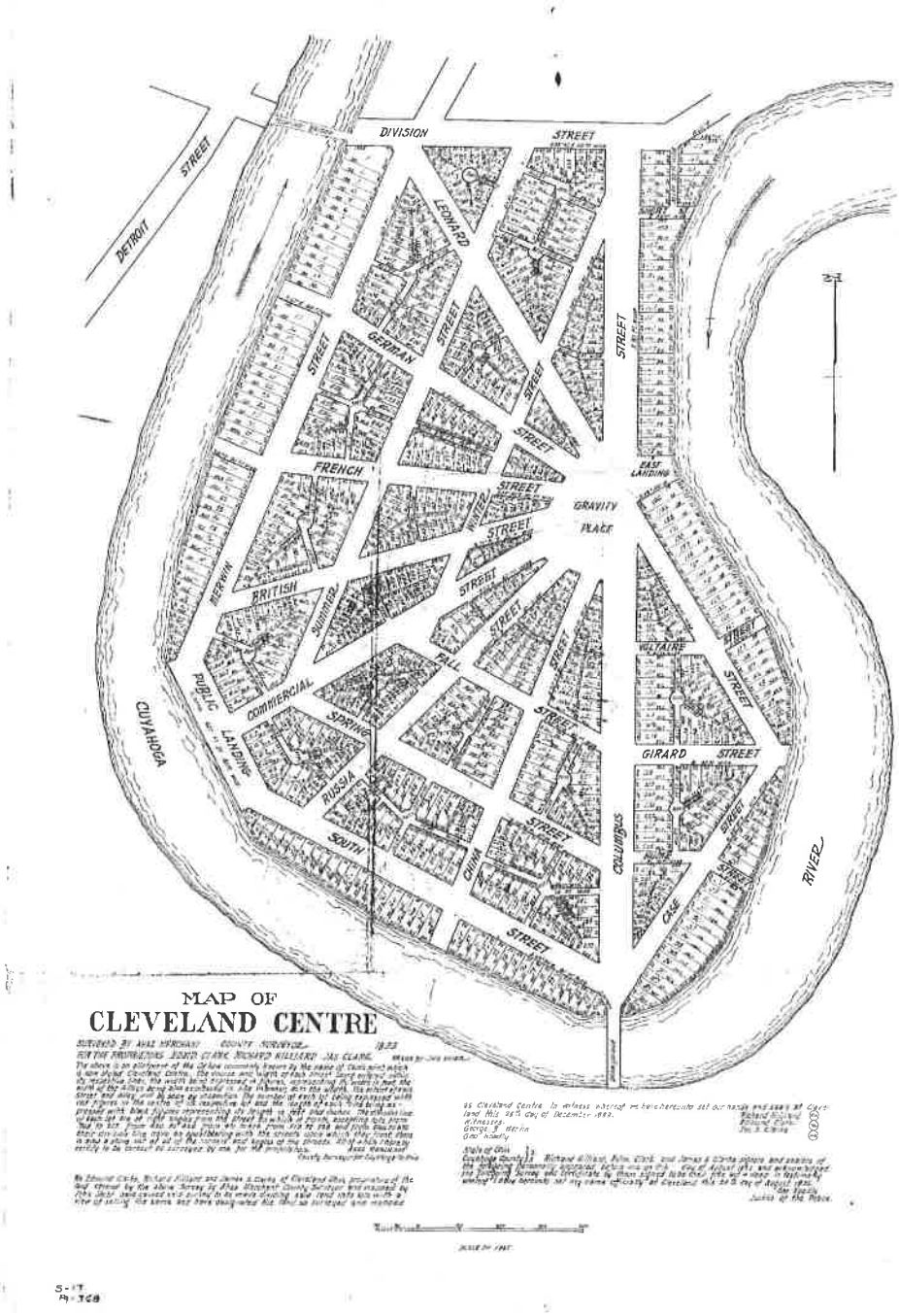


Figure 8. Cleveland Centre plat, recorded on August 24, 1835.
(source: Cuyahoga County online records)

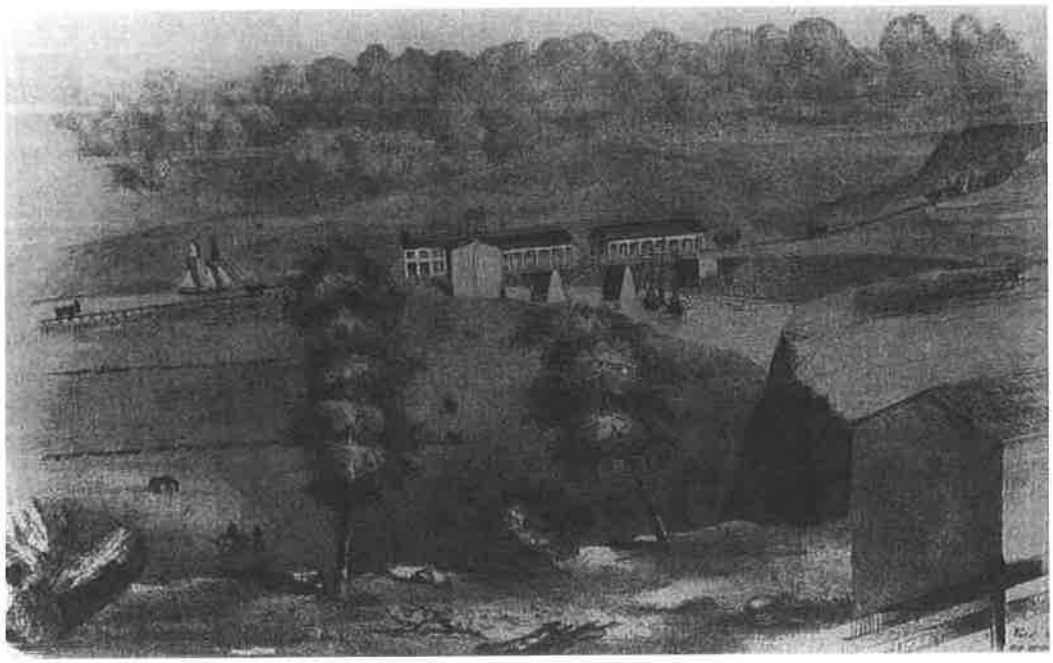


Figure 9. Image of the covered bridge at Columbus Street that caused the "Bridge War." The area in the foreground is where Columbus Centre developed. (source: www.clevelandmemory.org)

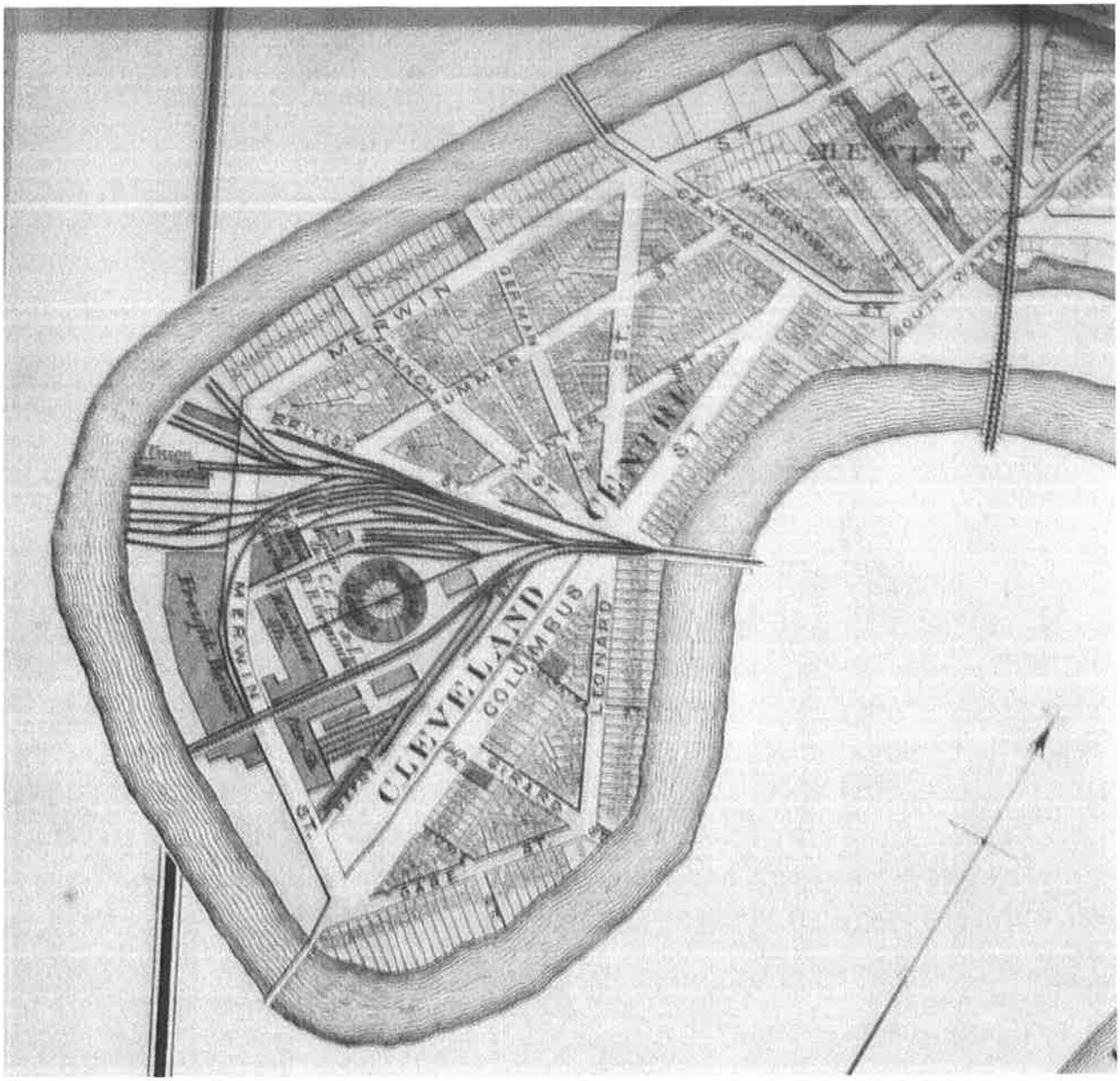


Figure 10. 1874 atlas map of Cleveland Centre. The railroad presence is evident by this period. The Ohio & Erie Canal had declined in significance as a transportation route, but it is still visible on the right side of this map between West and James streets.

(Source: Atlas of Cleveland and Cuyahoga County, Ohio. Titus, Simmons, Titus, 1874)

Figure 11. 20th century photo of the 1895 twin swingspan Columbus Road Bridge before its replacement by a lift bridge in 1940. (source: www.clevelandmemory.org)

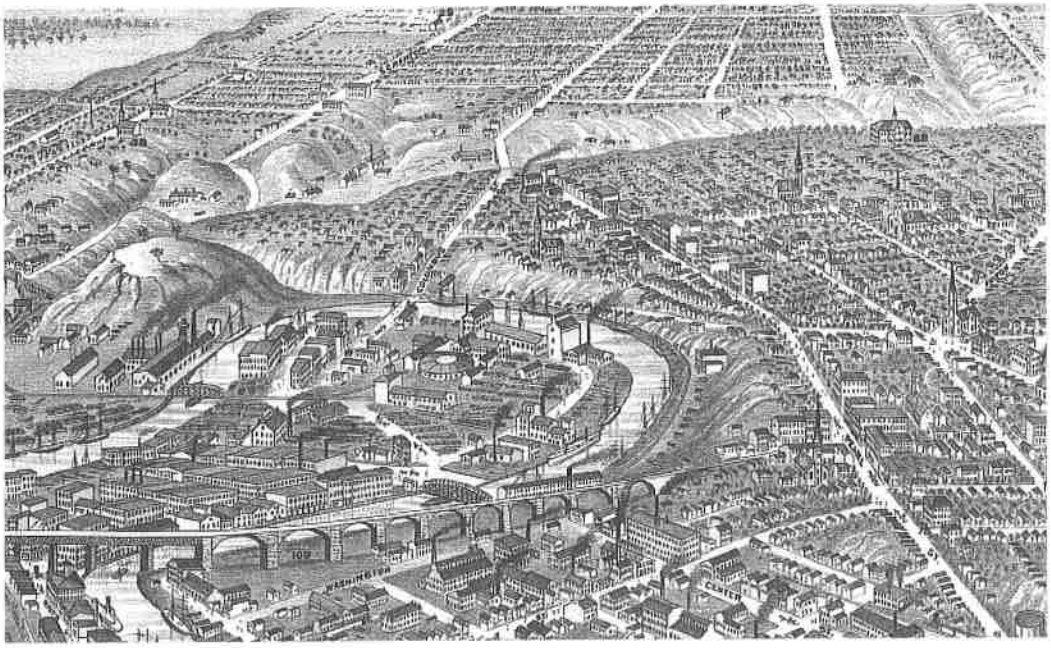


Figure 12. Image of the Superior Viaduct in the foreground with Columbus Centre on the left bank of the bend in the Cuyahoga River. The viaduct connected downtown Cleveland with the high bank on the west side at West 25th Street (Pearl St.) and Detroit Avenue. Railroad facilities and mills along the river are visible in the photo, as are the Center Street Bridge and the Columbus Street Bridge.
(source: www.clevelandmemory.org)

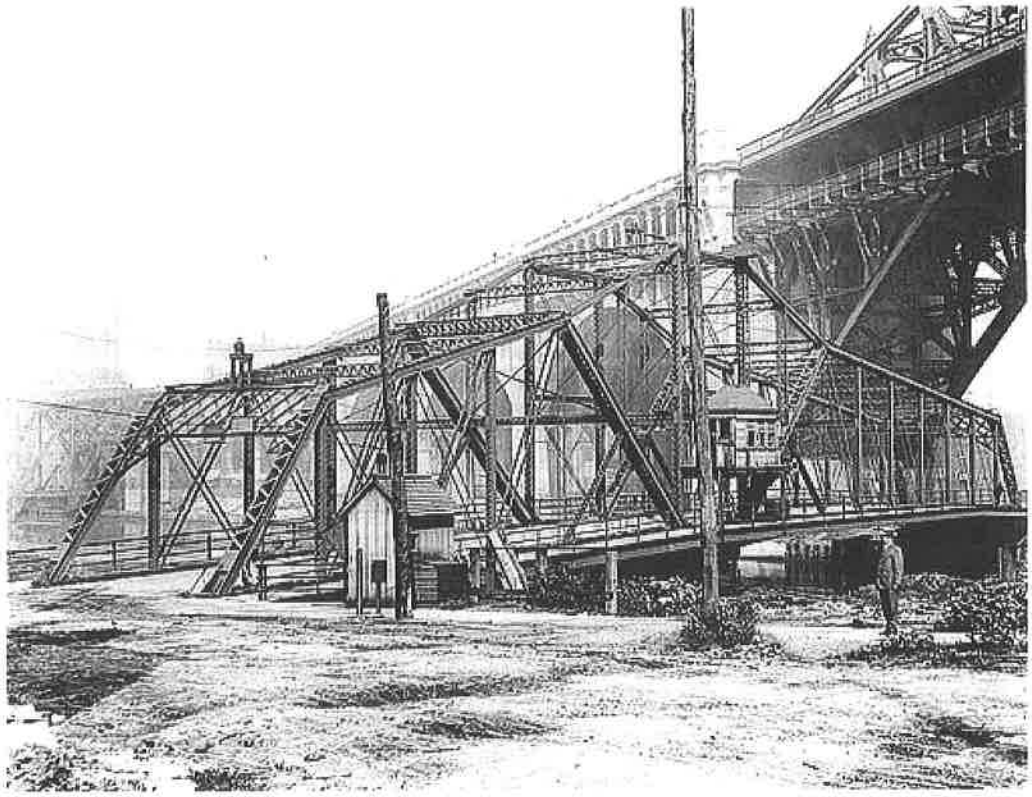


Figure 13. Photo (1918) of the Center Street Bridge, foreground with the new Detroit-Superior Bridge towering over it in the background.
(source: www.clevelandmemory.org)

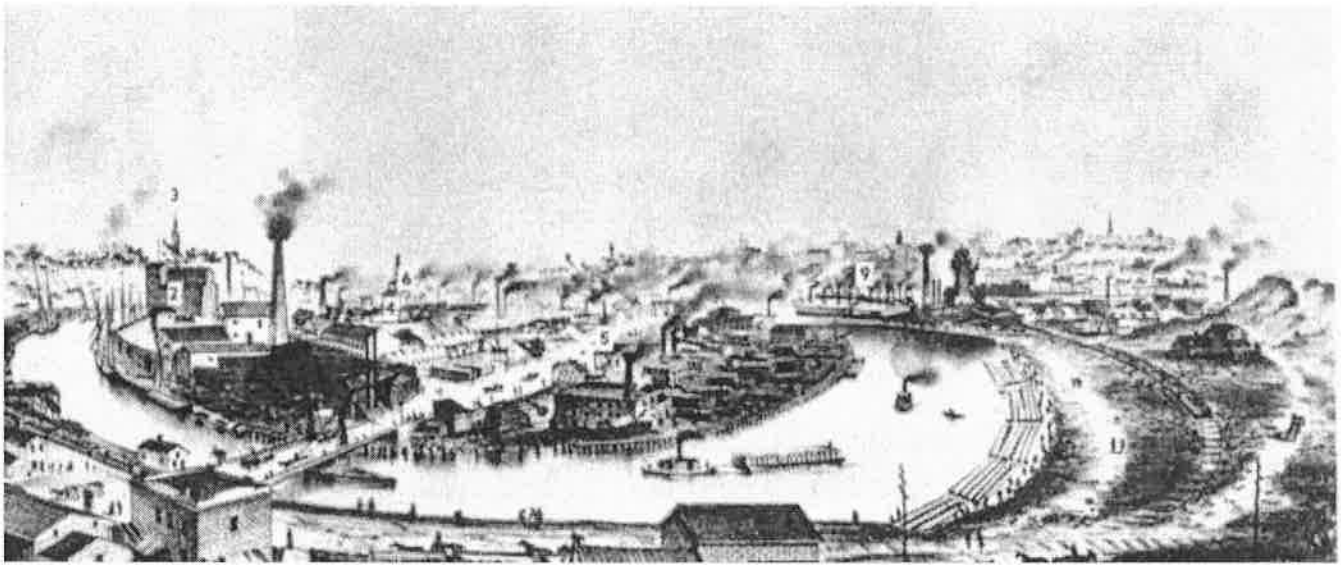


Figure 14. A c. 1873 image of the Flats from Columbus Hill looking at Oxbow Bend. The Columbus Road Bridge is visible in the lower left. A grain mill appears in (or very near) the site of the current Cereal Food Processors complex.

(source: *Cleveland,* published by the Cleveland Plain Dealer)

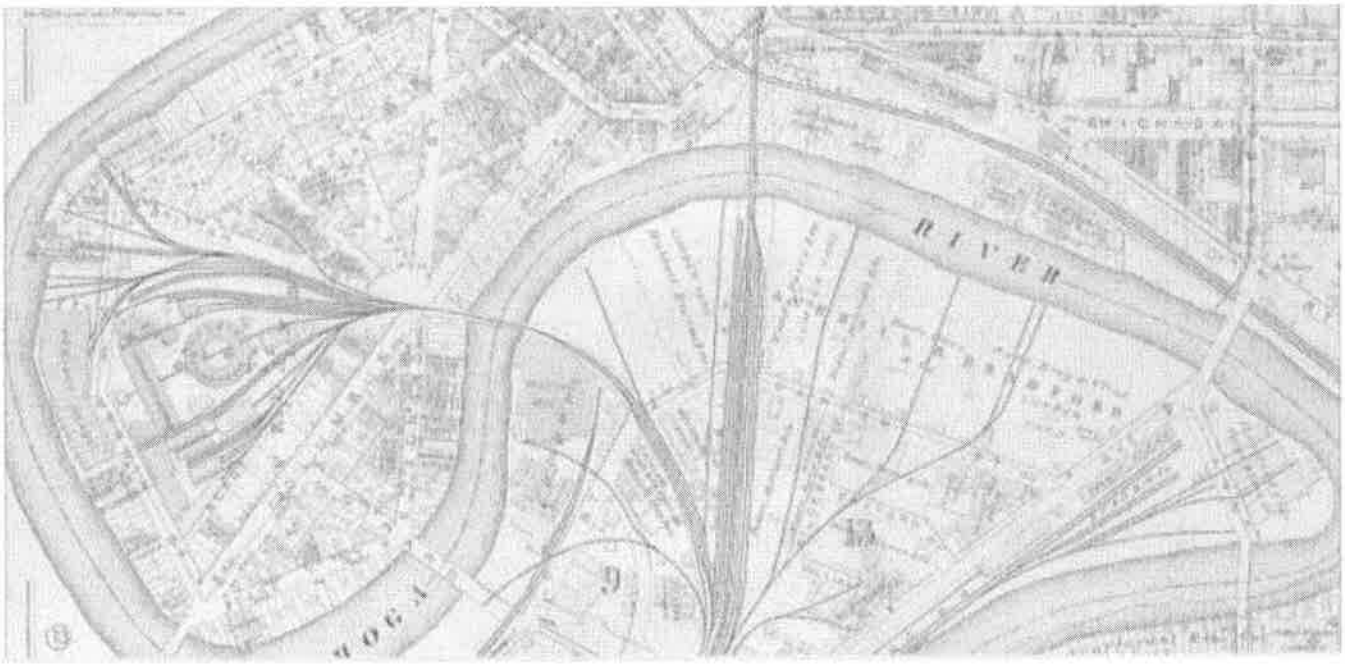


Figure 15. 1881 Sanborn map of Cleveland Centre illustrates continued presence of railroad yards and roundhouse but more light industrial development, as well.

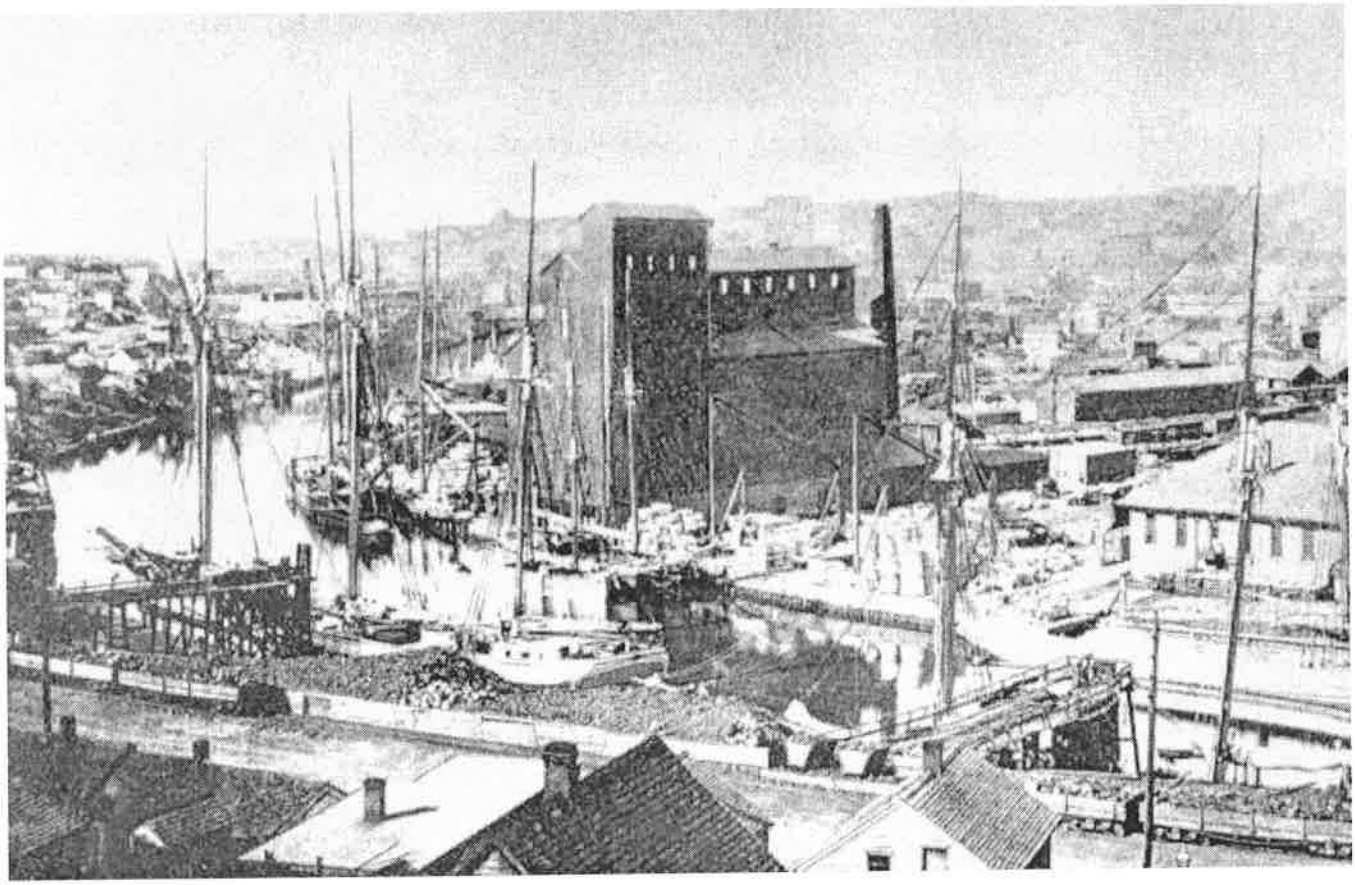


Figure 16. This view of the flats shows a very busy working river. The tall masts of the ships illustrate the need for moveable and high level bridges. No date was given, but this appears to be before the construction of the Superior Viaduct, which would place it in the early-mid 1870s.

(source: *Cleveland,* published by the Cleveland Plain Dealer)

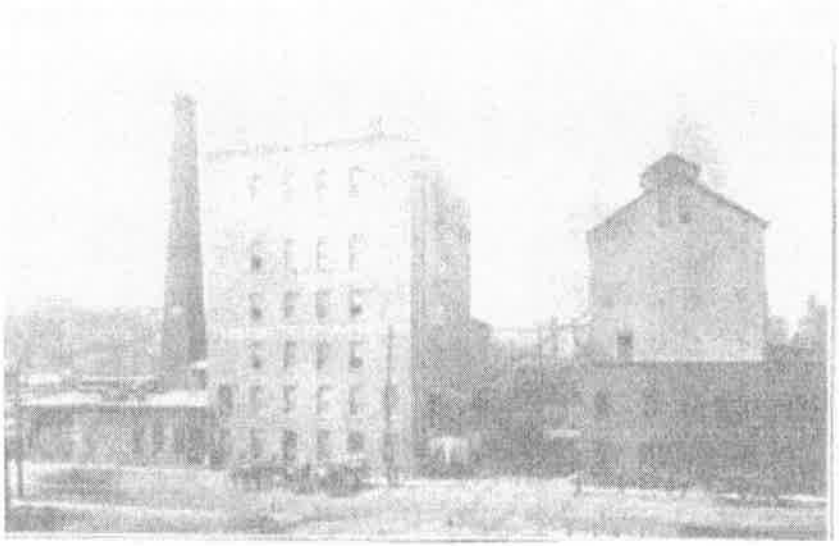


Figure 17. Historic photo of the Cleveland Milling Company in the 1893 publication *Cleveland Illustrated.* The building on the right appears to be the one still in use today. It is visible from the river side of the complex.

(source: www.clevelandmemory.org)

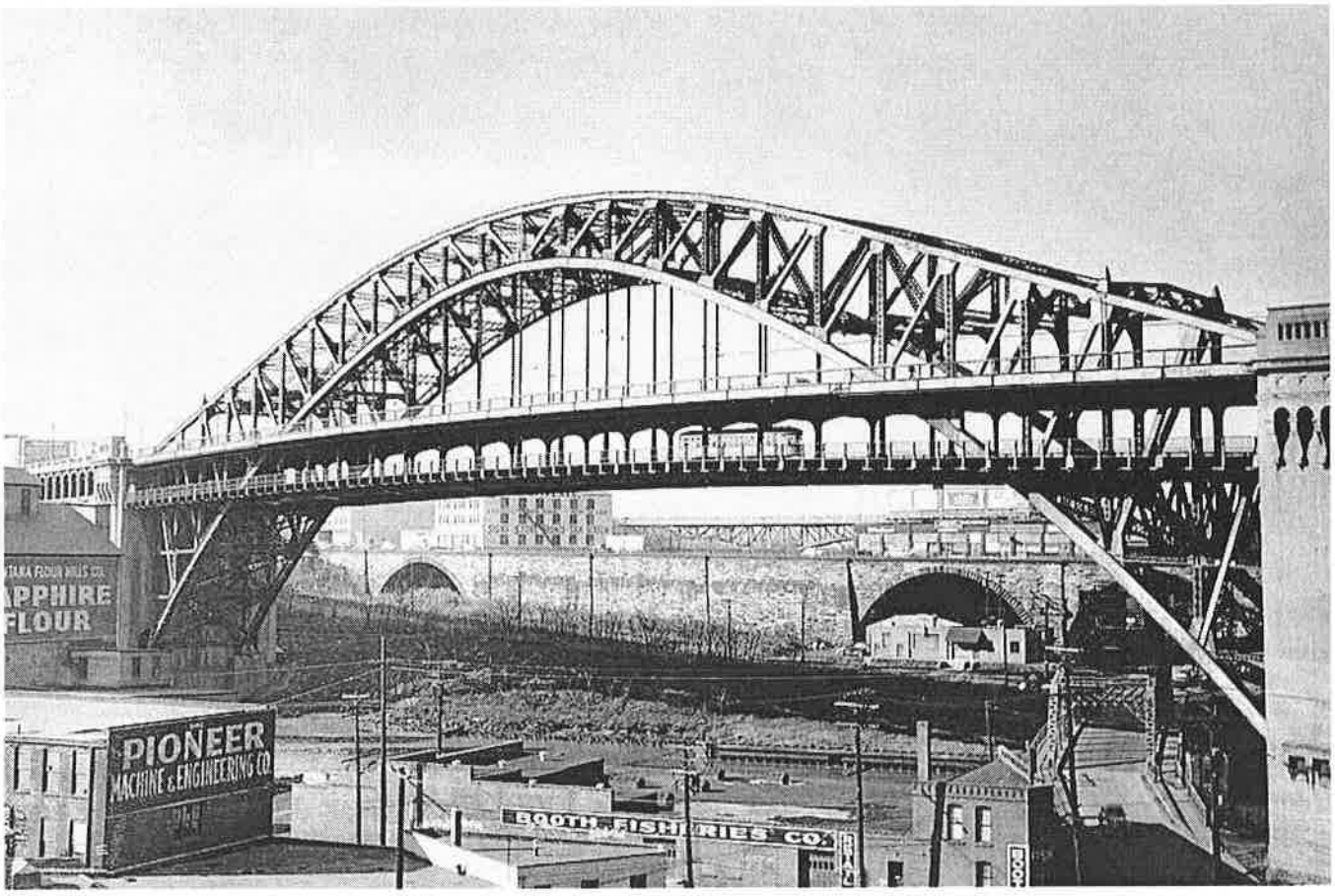
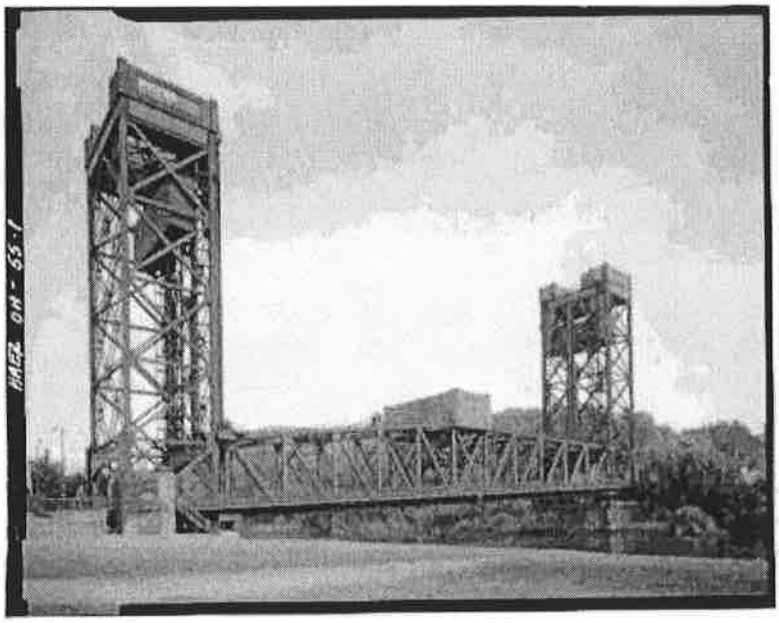
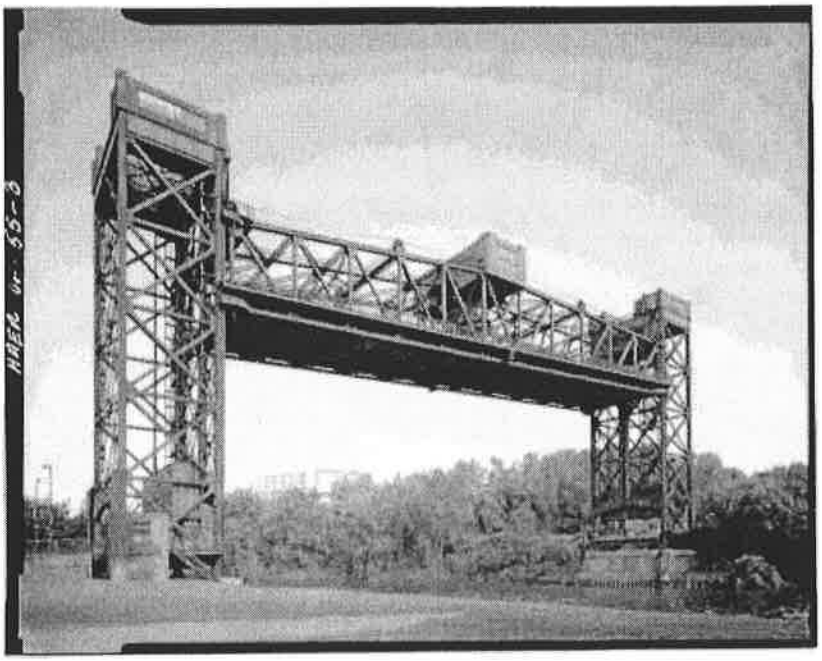


Figure 18. View of the Detroit-Superior Bridge, with Cleveland Centre in the foreground and the arches of Superior Viaduct in the background. The Center Street Bridge is visible in the lower right corner. (source: HAER)

Figure 19. View of the Detroit-Superior Bridge taken from the deck of the Superior Viaduct, looking toward Cleveland Centre in the Flats and downtown Cleveland.
(source: HAER)





Figures 20 and 21. Columbus Road Lift Bridge in lowered and raised position.
(source: HAER, photos by Randal Gooden)

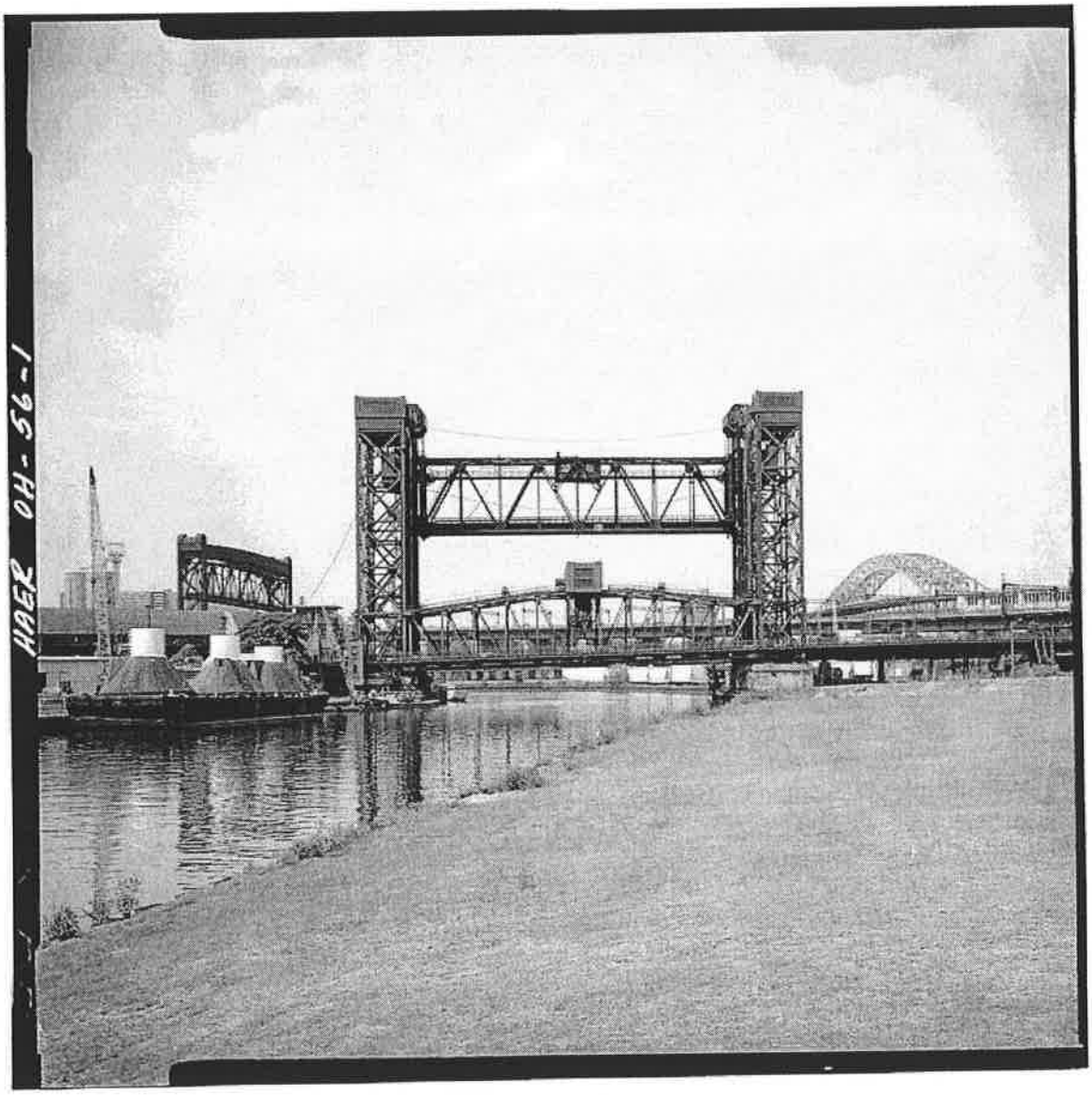
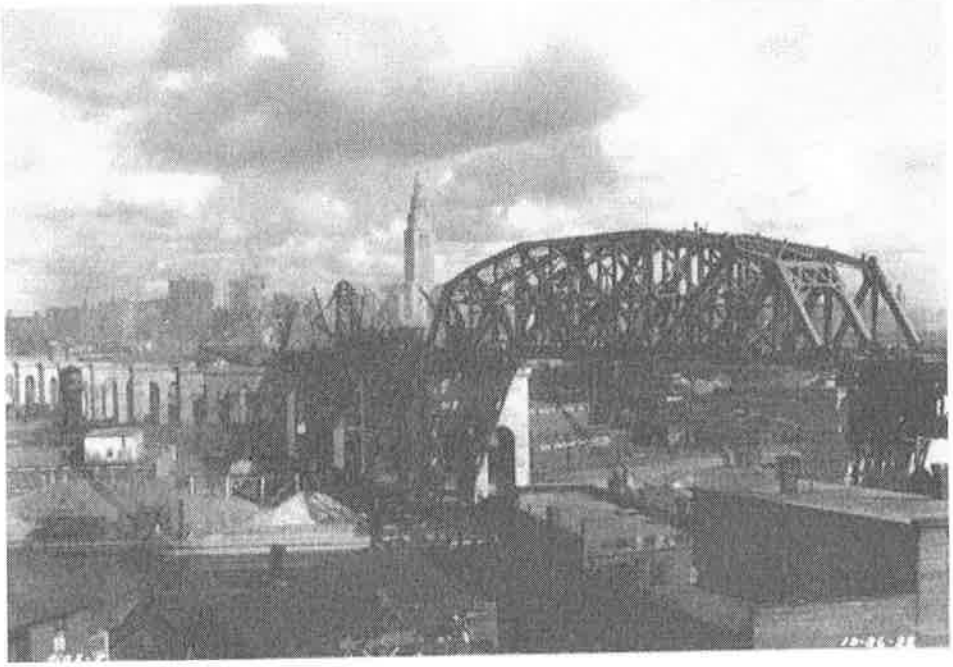


Figure 22. Carter Road Bridge in lowered position. Behind it is the New York Central RR Bridge in the raised position. In the background are the New York Central spur (now Flats Industrial RR Bridge) at left and the river span of the Detroit-Superior High Level Bridge at right. (source: HAER photo by Randal Gooden)



Figures 23 and 24. Construction photos of the Cleveland Terminal Viaduct (Cuyahoga Valley Viaduct). The river span is above and the lower photo is an image of it crossing through the proposed district. The district has always had a lot of empty land, as evidenced in this photo from the 1920s. The piers for this bridge, as well as the Detroit-Superior High Level Bridge, extend across the district with undeveloped land beneath them. (source: www.clevelandmemory.org)

Figure 25. New York Central Main Line Bridge (adjacent to Carter Road Lift Bridge).
(source: Nathan Holth photographer)

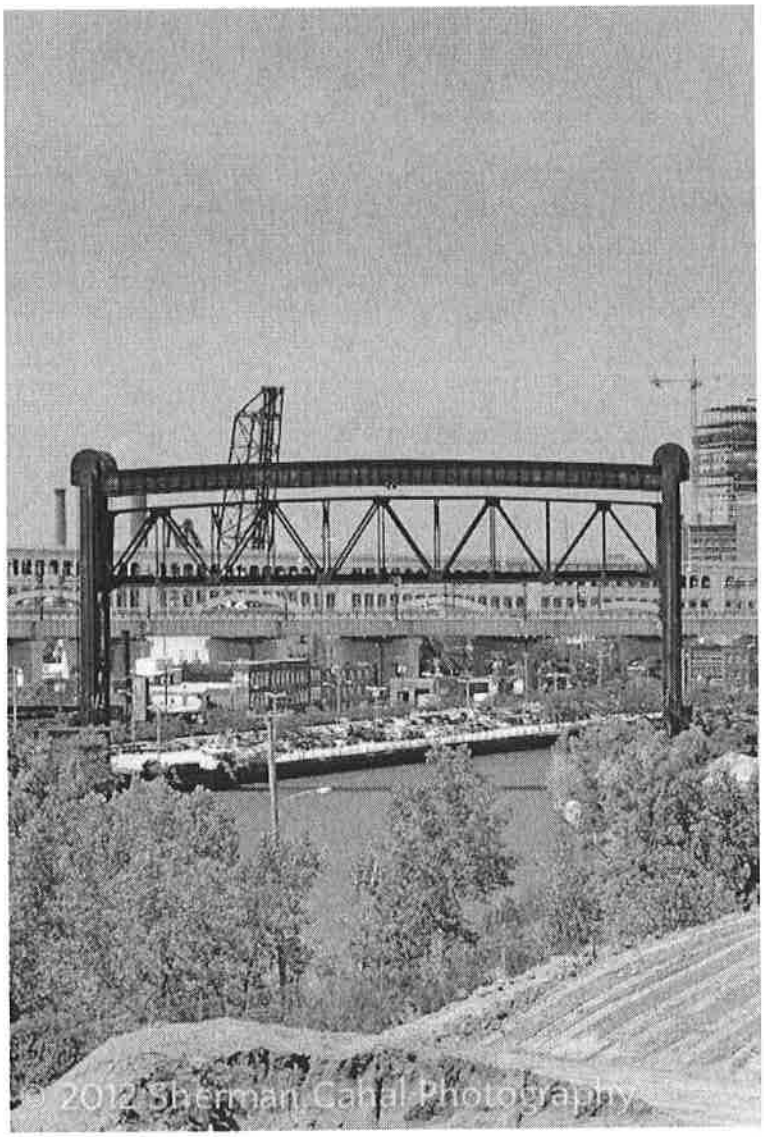


Figure 26. New York Central Lift Bridge (Flats Industrial Railroad spur).
(source: Sherman Cahal Photography)

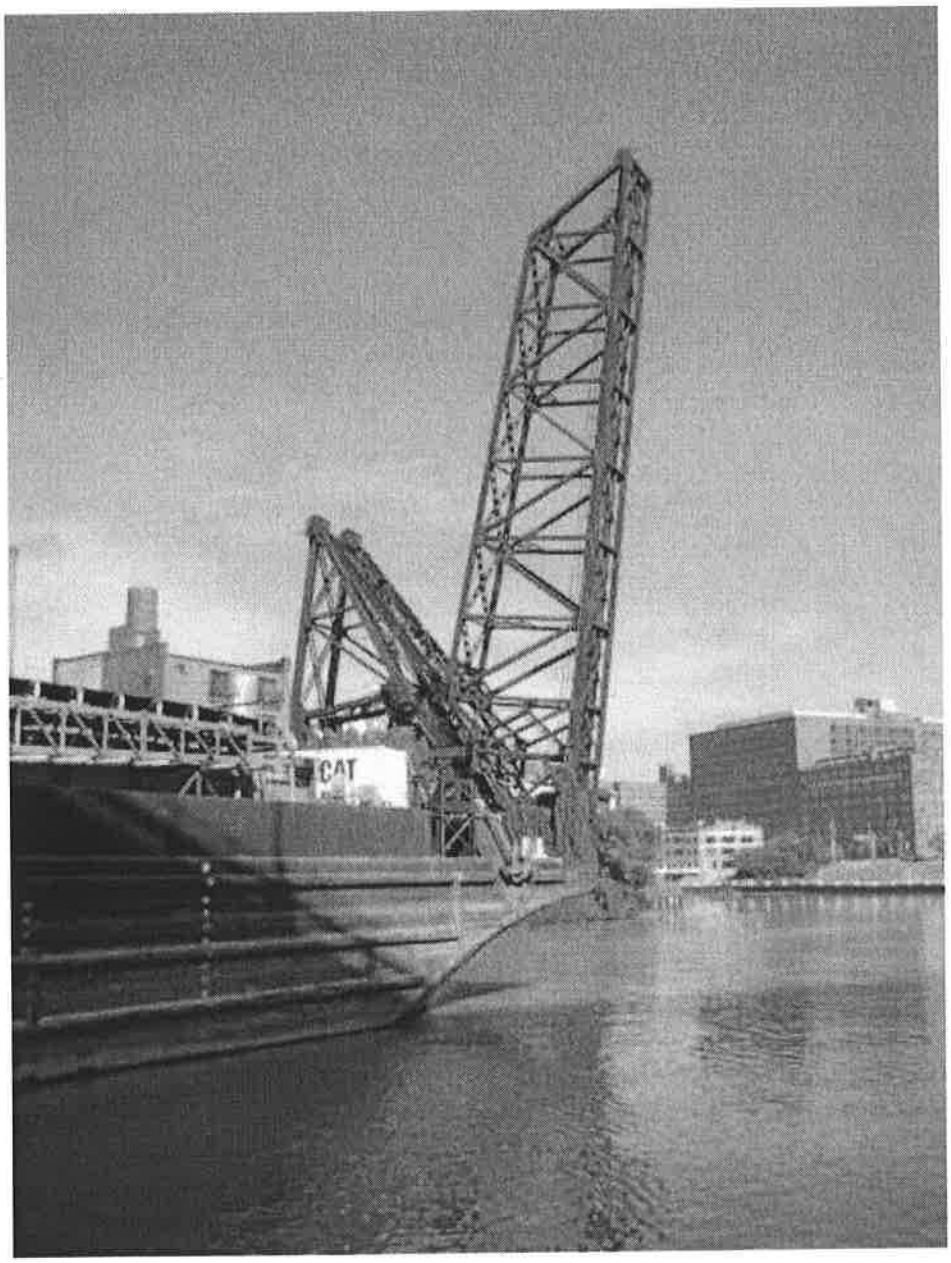


Figure 27. B&O RR Bascule Lift Bridge in permanent upright position.
(source: Jeffrey Darbee, photographer)

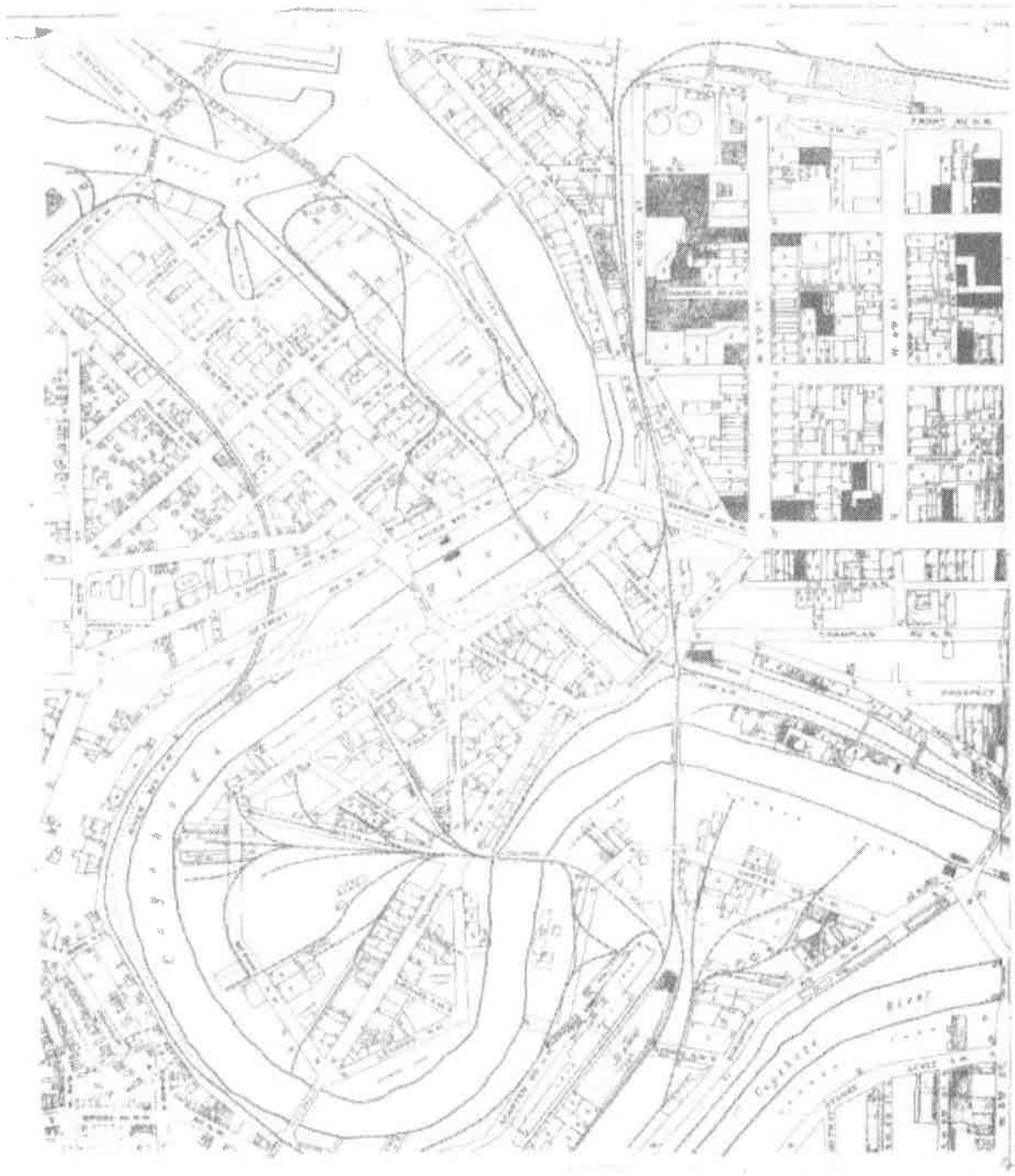


Figure 28. This 1912-13 map of the district shows changes to the New York Central facility where the roundhouse and depot are gone. It also shows that development was concentrated along Columbus RD, Center Street and Merwin Street. (source: www.clevelandmemory.org)

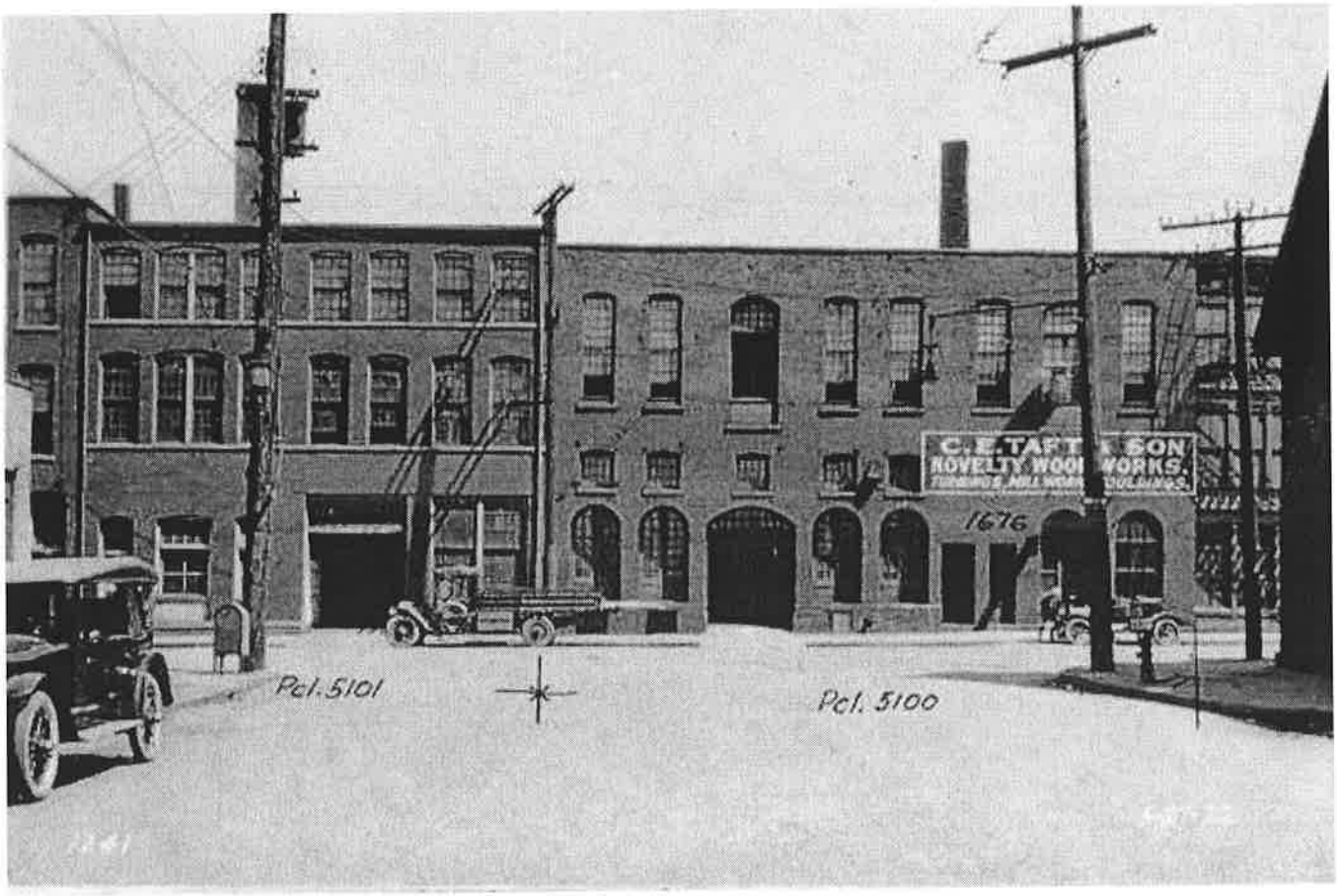


Figure 29. Photo (1922) of Columbus Road and Center Street in Cleveland Center. Although the two main buildings in the photo are gone, the district's surviving buildings are similar in design and scale. The building on the far right in the photo survives.
(source: www.clevelandmemory.org)

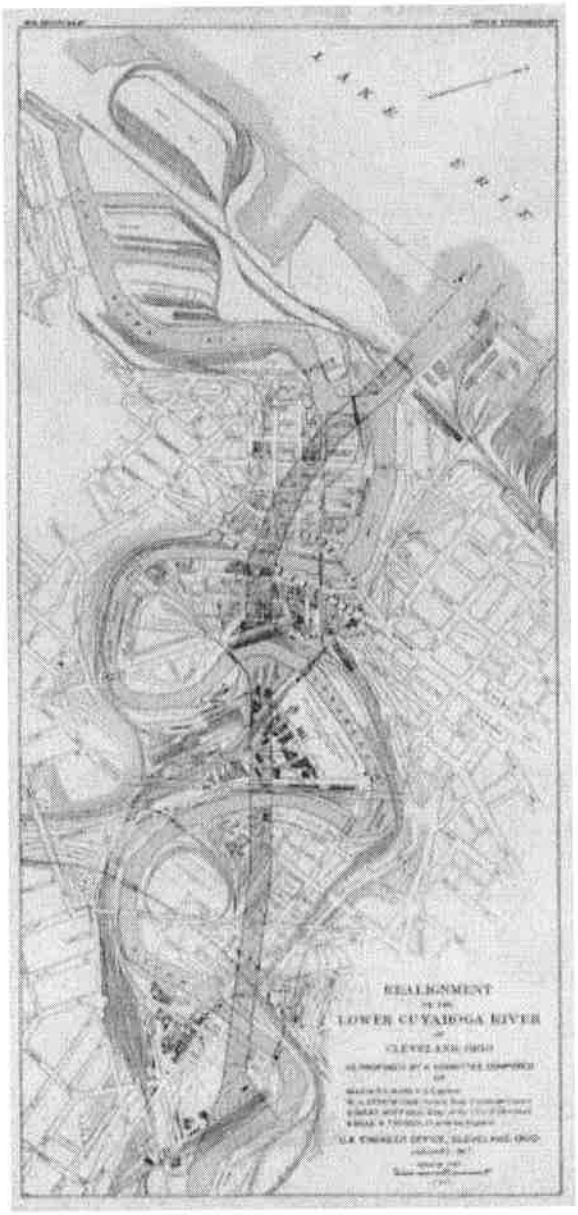
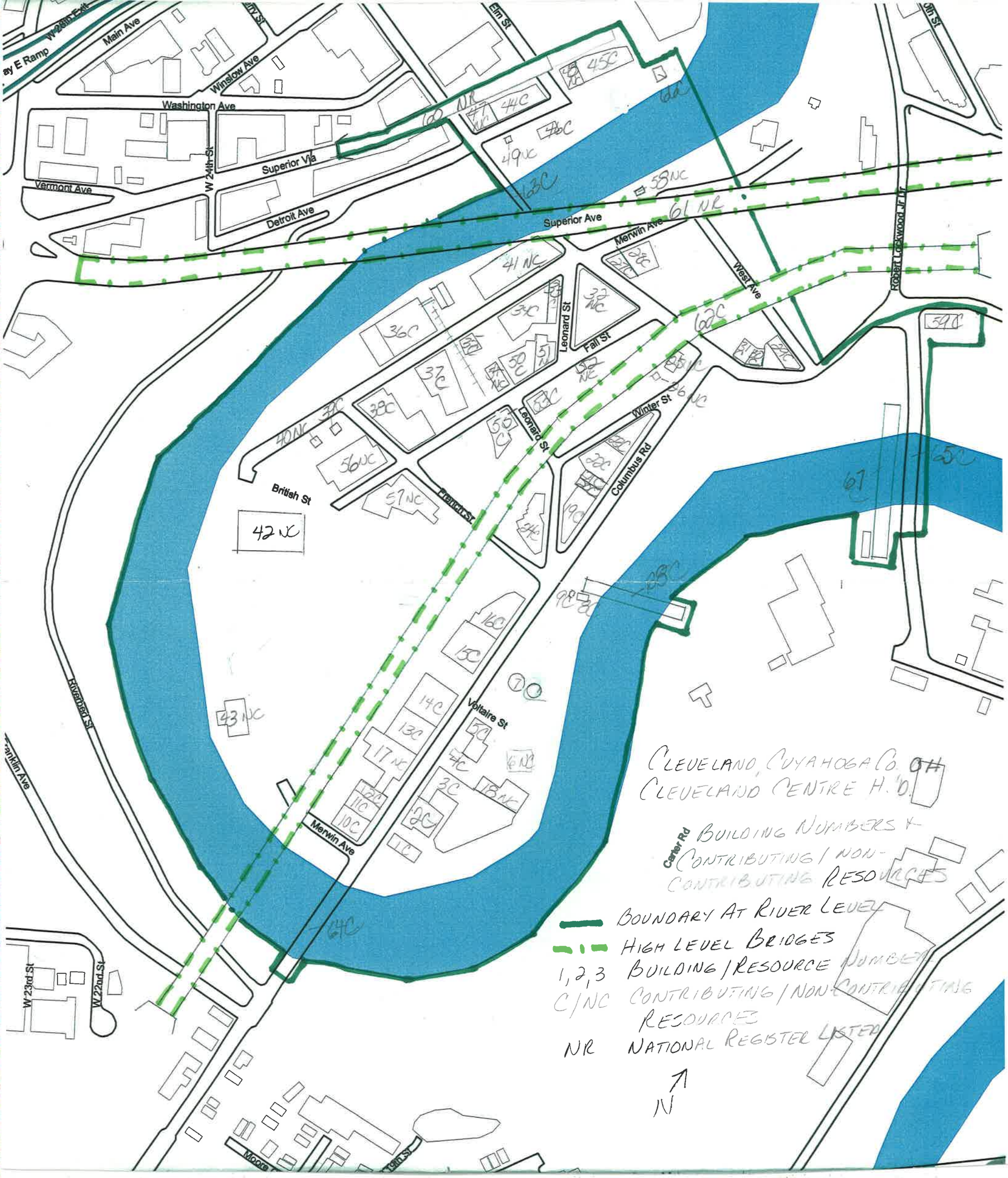
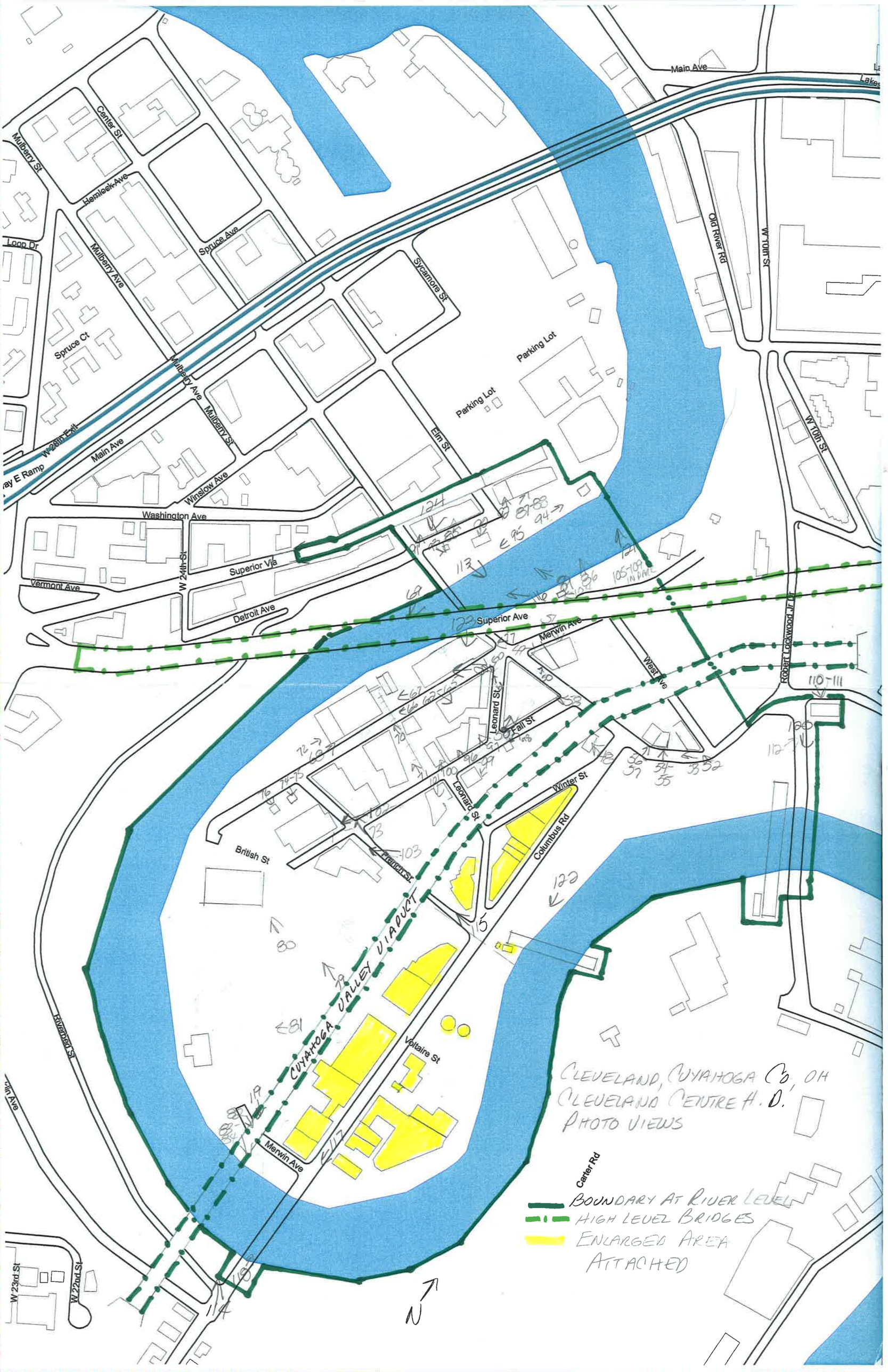


Figure 30. From 1917 publication *The New Cuyahoga: A Proposal the Crooked River.* Map showing proposal to straighten the Cuyahoga River through the Flats of Cleveland. The area in the center is the location of the proposed district, which is bounded by Oxbow Bend on the left.

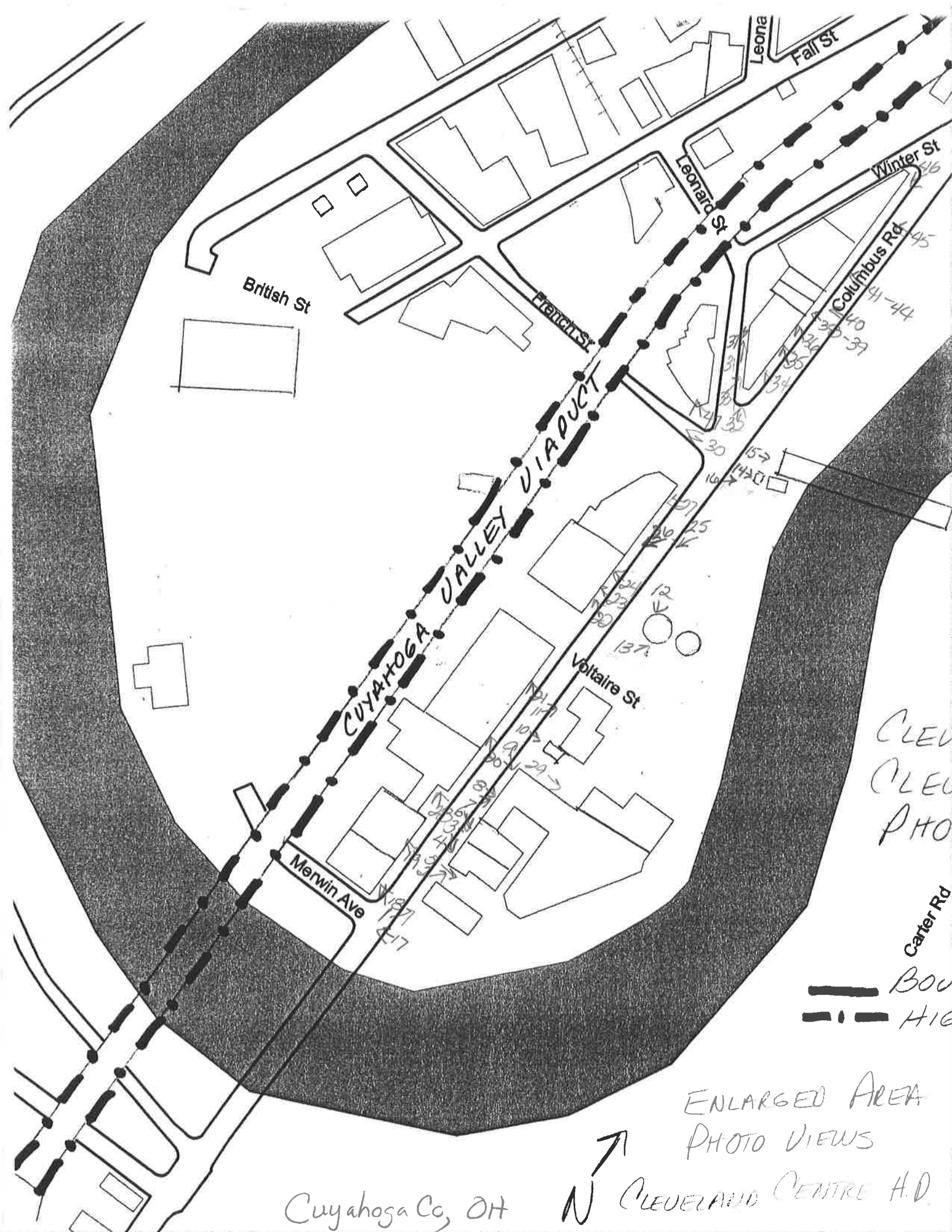
(source: www.clevelandmemory.org)



Main Ave
Winslow Ave
Washington Ave
Superior Via
Vermont Ave
W 24th St
Detroit Ave
Superior Ave
Merwin Ave
Elm St
West Ave
Robert Lockwood Jr Ln
Leonard St
Fall St
Winter St
Columbus Rd
British St
French St
Voltaire St
Riverbed St
Franklin Ave
W 23rd St
W 22nd St
Carter Rd
Moore St
Tyler St
CLEVELAND, CUYAHOGA CO. OH
CLEVELAND CENTRE H.D.
BUILDING NUMBERS & CONTRIBUTING / NON-CONTRIBUTING RESOURCES
BOUNDARY AT RIVER LEVEL
HIGH LEVEL BRIDGES
1,2,3 BUILDING / RESOURCE NUMBER
C/NC CONTRIBUTING / NON-CONTRIBUTING RESOURCES
NR NATIONAL REGISTER LISTED
N



Main Ave
Lakes
Center St
Mulberry St
Hemlock Ave
Loop Dr
Mulberry Ave
Spruce Ave
Spruce Ct
Sycamore St
Parking Lot
Parking Lot
Old River Rd
W 10th St
W 10th St
Mulberry Ave
Mulberry St
W 28th Exit
Main Ave
Elm St
Winslow Ave
Washington Ave
Superior Via
W 24th St
Vermont Ave
Detroit Ave
Superior Ave
Merwin Ave
West Ave
Robert Lockwood Jr Dr
Leonard St
Fall St
Leonard St
Winter St
Columbus Rd
British St
French St
CUYAHOGA VALLEY VIADUCT
Voltaire St
Riverbed St
Merwin Ave
Carter Rd
W 23rd St
W 22nd St
N
CLEVELAND, CUYAHOGA CO, OH
CLEVELAND CENTRE H.D.
PHOTO VIEWS
BOUNDARY AT RIVER LEVEL
HIGH LEVEL BRIDGES
ENLARGED AREA
ATTACHED


Leona
Fall St
Winter St
Leonard St
Columbus Rd
British St
French St
CUYAHOGA VALLEY VIADUCT
Voltaire St
Merwin Ave
Carter Rd
ENLARGED AREA
PHOTO VIEWS
CLEVELAND CENTRE H.D
Cuyahoga Co, OH
N

Cleveland Centre H. O.
Cleveland, Cuyahoga Co, OH
1 / 17 440934 4593891
2 / 17 441845 4593891
3 / 17 441845 4592836
4 / 17 440934 4592836

U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

CLEVELAND SOUTH QUADRANGLE
OHIO-CUYAHOGA CO.
7.5-MINUTE SERIES (TOPOGRAPHIC)

81°45′ — 38 000mE — 39 — 40 — R 13 W 42′30″ R 12 W — 43 — 44 — 40′ — 45 — 46 — 672 500 METERS — 81°37′30″

41°30′ — 4594 000mN — 93 — 92 — 91 — 90 — 27′30″ — 89 — 88 — 87 — T 7N — 86 — 25′ — 85 — T 6N — 84 — 192 500 METERS — 83 — 82 — 81 — 41°22′30″

202 500 METERS

665 000 METERS

Produced by the United States Geological Survey

Topography compiled 1952. Planimetry derived from imagery taken 1994 and other sources. Public Land Survey System and survey control current as of 1963

Selected hydrographic data compiled from NOS Charts 35 (1959) and 354 (1962). This information is not intended for navigational purposes

North American Datum of 1983 (NAD 83). Projection and 1 000-meter grid: Universal Transverse Mercator, zone 17
2 500-meter ticks: Ohio Coordinate System of 1983 (north zone)

North American Datum of 1927 (NAD 27) is shown by dashed corner ticks. The values of the shift between NAD 83 and NAD 27 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software

There may be private inholdings within the boundaries of the National or State reservations shown on this map

Entire area lies within the Connecticut Western Reserve
Dotted land lines established by private subdivision of the Connecticut Western Reserve

Landmark buildings verified 1963

MN — GN — 8° 142 MILS — 0° 27′ 8 MILS

UTM GRID AND 2000 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24 000

1 0.5 0 KILOMETERS 1 2
1000 0 METERS 1000 2000
1 0.5 0 MILES 1
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 FEET

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048
DEPTH CURVES AND SOUNDINGS IN FEET
REFERENCE LEVEL 568.6 FEET; INTERNATIONAL GREAT LAKES DATUM
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

OHIO
QUADRANGLE LOCATION

1	2	3
4		5
6	7	8

1
2 Cleveland North
3 East Cleveland
4 Lakewood
5 Shaker Heights
6 Berea
7 Broadview Heights
8 Northfield

ADJOINING 7.5' QUADRANGLE NAMES

INTERIOR - GEOLOGICAL SURVEY, RESTON, VIRGINIA - 2000

ROAD CLASSIFICATION

Primary highway hard surface
Secondary highway hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route
U.S. Route
State Route

CLEVELAND SOUTH, OH
1994
NIMA 4666 I NW-SERIES V852

ISBN 0-607-91448-1

PRIVATE!

1913
THE CLEVELAND MUSEUM OF ART PARKING

1841
1843

THE

3831

FOUNDRY EQUIPMENT

1849

GILLESPIE CO.

FLATS INDUSTRIAL R.R.
BRIDGE No. 4
1757

1222

FLATS INDUSTRIAL RAILROAD
1222

PIZZA
& CATERING
Saineto's
RESTAURANT
772-4400
1852
NO
OUTLET

PIZZA
& CATERING
Saints
RESTAURANT
772-4400
1852
Rivergate

1790

1790

CROSSFIT

Tracer Specialties Inc

PRECISION
STRAIGHTENING
COMPANY

PRIVATE
TOW AWAY ZONE

OHIO
BURIAL CASE
CO.
1720
NO PARKING
UNAUTHORIZED
VEHICLES WILL BE
TOWED AWAY
AT VEHICLE
OWNER'S EXPENSE

FOR RENT
FOR LEASE

FOR
SALE

GOODYEAR
Service
CAR WASH
OFFICIAL FUEL
FREE
REVIEWVIEW PARKING SHUTTLE SERVICE

The
Flat Iron

FLAT IRON
STOP

Alchemy
Alchemy

COLLISION BEND
CAFE
COLLISION BEND CAFE

PIZZA
TAKE OUT

PIZZA

TAKE OUT
1672

LARRY FLYNT'S
HUSTLER CLUB
LARRY FLYNT'S
HUSTLER CLUB

INMAN

GEIST

NO
PARKING
ANY
TIME

JLG

NOKL
827137

CLEVELAND
ORIGINAL
BUHR STONE
USED IN PIONEER MILL
LOCATED ON THIS SITE
1856

NORTH COAST
STEEL
& MFG.CO., INC.
FRENCH
FALL

CHAS W. STEARNS

CLAMBAKE SEASON
IS HERE
ORDER YOUR BAKE
TODAY
214-696-0080

STATE FISH
FISH MARKET
IN THE PLACE
HOURS
MONDAY - FRIDAY
8:00 AM - 5:00 PM
SATURDAY
8:00 AM - 12:00 NOON
PARKING FOR
STATE FISH
CUSTOMERS
ONLY
PORT CARLTON SERIES, INC.

LEWIS BAY

FOR SALE
216-851-2400

FLAT
OXBOW
ASSOCIATION
1283
RIVERGATE
river's bend
parks corporation

-344-3821
25

NO OUTLET

CAT

DIAMOND
MEN'S CLUB
DIAMOND MEN'S CLUB

DIAMOND
MENS CLUB

NO PARKING
24 HR. DOOR
1611
FALL ST.

ECKE'S
TOWING, INC.
1639 FALL ST.

PENSKE
Truck Rental

CLEVELAND REMEMBERS
The Great Hunger
An Gorta Mór
Ireland's Potato Famine 1845-50
THIS MEMORIAL COMMEMORATES THE PASSING OF 150 YEARS SINCE THE MISERY KNOWN AS "THE GREAT HUNGER", A CARNAGE VISITED UPON THE IRISH NATION DIMINISHING HER POPULATION BY MILLIONS AS A RESULT OF IMPOSED POLITICAL AND ECONOMIC STRUCTURES. MANY OF THE IRISH WERE DRIVEN TO THE POTATO ALONE FOR SURVIVAL. CONSEQUENTLY, IRELAND'S PEOPLE STARVED TO DEATH, OR WERE FORCED TO EMIGRATE, MANY DYING ON "COFFIN SHIPS" EN ROUTE. THIS IS ONE OF THE MOST TRAGIC AND SIGNIFICANT EVENTS IN IRISH HISTORY.
LEST WE FORGET.
TO THOSE WHO DIED
TO THOSE WHO CAME AND ENRICHED OUR CLEVELAND SHORES,
WE DEDICATE THIS MONUMENT TO YOU.
ERECTED ON THE 150TH ANNIVERSARY OF THE "GREAT HUNGER" BY THE GREATER CLEVELAND IRISH COMMUNITY IN THE YEAR OF OUR LORD, 2000.

TIME CAPSULE
Marking the
100th ANNIVERSARY OF LABOR
TO BE OPENED IN THE YEAR 2088
September 7, 1988
RICHARD E. ACTON
ACTING PRESIDENT
CLEVELAND AFL-CIO
SEBASTIAN LUPICA
EXECUTIVE SECRETARY
CLEVELAND AFL-CIO
CENTENNIAL CHAIRMAN
CHARLES PINZONE
EXECUTIVE SECRETARY
CLEVELAND BUILDING TRADES COUNCIL
100 YEARS OF SERVING OUR MEMBERS AND THE COMMUNITY

OHIO AND
ERIE CANAL
AT THIS SITE WAS LOCK 44—
THE NORTH TERMINUS OF THE OHIO
AND ERIE CANAL FROM 1829 TO 1872.
LOCK 44 WAS THE OUTLET OF THE CANAL INTO THE
CUYAHOGA RIVER AND FIRST STOP IN THE TRANSPORTATION
SYSTEM WHICH LINKED THE GREAT LAKES WITH THE OHIO RIVER
DURING THE NINETEENTH CENTURY. ACROSS MERWIN STREET WAS
THE CANAL BASIN WHERE GOODS AND PASSENGERS TRANSFERED
BETWEEN THE CANAL BOATS AND THE GREAT LAKES SHIPS.
THE CANAL STRETCHED 309 MILES FROM THIS POINT TO
THE OHIO RIVER AT PORTSMOUTH AND HAD THREE BRANCHES AND
FOUR SIDE CANALS THROUGH EASTERN OHIO AND WESTERN
PENNSYLVANIA. IT WAS LARGELY RESPONSIBLE FOR THE
DEVELOPMENT OF CLEVELAND FROM A SMALL VILLAGE INTO AN
IMPORTANT INDUSTRIAL CITY.
THE CITY OF CLEVELAND
THE GEORGE GUND FOUNDATION
CLEVELAND WOMEN'S CITY CLUB FOUNDATION
RIVER'S BEND PARKS CORP.
THE CLEVELAND FOUNDATION

14-0

RIVERBED

USEUM OF ART PARKING

SPEED
LIMIT
25
NO
PARKING
ANY
TIME

MENS CLUB