

Appendix D – Historic Resources Overview

A CULTURAL HISTORICAL RESOURCE OVERVIEW FOR
INTERSTATE 64 TO ASHLAND PLANNING STUDY
BOYD COUNTY, KENTUCKY

KTYC Item No. 9-129.00

by

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Lead Agency
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**Abstract: Overview of Interstate 64 to Ashland, Ky. Connector Planning Study
Boyd County, KYTC Item No. 9-129.00
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Within the proposed planning study area for the Interstate 64 to Ashland, Kentucky Planning Study are the following two historic districts and two individual properties which are listed on the National Register:

Ashland Historic Commercial District which contains 63 buildings, listed in 1994 (Site PP)

Bath Avenue Historic District which contains 28 dwellings, listed in 1979 (Site EE)

Paramount Theater, 1304 Winchester Ave., listed as individual property in 1975 and included in the Ashland Historic Commercial District (Site PP) in 1994

St. James African Methodist Episcopal Church, listed in 1979 (Site NN)

As the result of coordination with the SHPO on compliance reports the following sites were Determined Eligible by Agreement by SHPO

Quadruple Span Concrete Bridge, US 60 over Little Sandy River (Site C)
Williams Creek Bridge, Princess (Site D)
Summit Missionary Baptist Church, KY 716 (Site I)

The following site was Determined Eligible by the Keeper of the National Register:

Federal Correctional Institution and Prison Camp (FCI/FCP) (Site J)

After a windshield survey, the following six historic districts appear to meet National Register criteria:

Prospect Place Historic District (Site Z)
Midland Heights Historic District (Site AA)
Graysonia Historic District (Site BB)
Grayson Road Historic District (Site CC)
Lexington Ave./ 14th Street Historic District (Site EE)
1100 Block Bath Ave./ 12th Street Historic District (Site II)

The following 26 individual properties appear to meet National Register criteria:

Dwelling, 2105 Midland Trail (Site A)
House, 8831 Meade-Springer Road (Site E)

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Dwelling, 9223 Mead-Springer Road (Site F)
Bungalow and Barns, 8517 Mead-Springer Road (Site G)
Tudor Revival Houses, 835/839 KY 716 (Site H)
T-Plan Dwelling, 3293 KY 716 (Site L)
Thornberry House, KY 716 (Site M)
ARMCO Park, US 60 (Site N)
Gertrude Ramey House (Site O)
Bridge over Little Hood Creek (Site P)
Westwood Christian Church, 713 Wheatley Avenue (Site Q)
Bill Mayberry House, 2633 Main St., Fairview (Site R)
Fairview Gym, Fairview High School, 2123 Main St. (Site S)
Log House, McKnight St., West Fairview (Site T)
Dwelling, Nichols Place (Site U)
Log House, York St. (Site V)
Pollard Baptist Church, Blackburn Ave. (Site W)
Christ United Methodist Church (Site X)
Dwelling, 321 Harrison (Site Y)
Tudor Revival Building, US 60 (Site DD)
Tudor Revival Dwelling, 12th St. (Site GG)
American Foursquare, Bath Ave. (Site HH)
White Swan Laundry Building, Central Ave. (Site KK)
Commercial Building/ Hotel, 336-346 13th St. (Site LL)
Salvation Army Building, 1225 Carter Ave (Site MM)
Chesapeake and Ohio Passenger Depot, Carter Ave. (Site OO)

For the location of these sites with National Register potential, see the project map (Figure III-1). A final determination of National Register eligibility will require additional research, photography, physical examination of the structures, an evaluation of these sites relative to the integrity standards established by similar properties in Boyd County, Kentucky which are currently listed on the National Register, and consultation with the State Historic Preservation Officer (SHPO) at the Kentucky Heritage Council in Frankfort.

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I. INTRODUCTION

Records Search

To determine if there were individual sites or districts on the National Register within the study area for the Interstate 64 to Ashland Connector in Boyd County, Kentucky, the consultant reviewed the survey files for the counties at the Kentucky Heritage Council in Frankfort. Figure I-1 shows the location of the corridor relative to highways and communities in Boyd County, Kentucky.

National Register Sites in Project Corridor

Ashland Commercial Historic District, listed in 1994

The Ashland Commercial Historic District consists of 84 properties in a 21-acre area bound by the CSX (formerly C&O) Railroad tracks and the Ohio River on the north, 18th Street on the east, Carter Avenue on the south, and 13th Street on the west. The brick commercial buildings included in the district date from 1890 to 1940, but over half or 43 of the buildings date from the period from 1900 to 1925, a period of economic expansion for Ashland.

Bath Avenue Historic District, listed in 1979

The Bath Avenue Historic District includes four blocks on the north and south sides of West Bath Avenue between 13th Street and 17th Street. Western Bath Avenue was a neighborhood occupied by the nineteenth century owners and managers of Ashland's industries. Large scale houses continued to be built there into the twentieth century. The street contains an important group of dwellings built in a variety of styles unparalleled elsewhere in Ashland. Commercial development of the 1200 block has severed the west end of the block from the neighborhood, but the remaining four blocks

(1300-1600) are well maintained and unspoiled by intrusions.

Paramount Theater, 1304 Winchester Ave, listed in 1975

The Paramount Theater was also included within the boundaries of the Ashland Commercial Historic District in 1994. Completed in 1931, the Paramount designed in the Art Deco style and provided seating for 1309 people. For many years, the Paramount was the region's only movie house which showed "talking pictures".

St. James African Methodist Episcopal Church, listed in 1979

Established by the Reverend Christopher Seals circa 1860, the present day St. James African Methodist Episcopal Church was completed in 1912. The entry to the one-and-one-half-story, front-gabled brick church is through a hip-roofed corner bell tower. Above the windows are stone lintels. It was listed on the National Register in 1979.

Properties Determined Eligible by Keeper in Project Corridor

Federal Corrections Institution and Prison Camp (BD-63), KY 716, Summit

The original FCI/FCP complex has been Determined Eligible for the National Register under criterion A for its association with the early development of the federal penitentiary system and under criterion C as an example of correctional architecture from the late 1930s and early 1940s.

Properties Determined Eligible by Agreement in Project Corridor

Quadruple Span Concrete Bridge (BD-361), US 60 over East Fork of the Little Sandy River, 2002

Williams Creek Bridge (BD-27), Old KY 5, Princess

Summit Missionary Baptist Church (BD-363), KY 716, Summit

Literature Search

The literature search on the project study area was conducted in the survey and National Register files, compliance report library of the Kentucky Heritage Council and the University of Kentucky Map Collection.

National Register nominations which were useful included "The Historic Resources of Ashland" written by Edward Chappell in 1978 which contained a history of the development of the community as well as information about the Bath Avenue Historic District and the St. James African Methodist Episcopal Church. The nomination for the "Ashland Downtown Historic District" written by Helen Powell in 1994 included a context in which Ashland was compared to other Kentucky cities along the Ohio River and detailed information about commercial buildings.

The survey forms and survey report for Boyd County completed by Helen Powell and James Powers in 1992 had information on buildings in the county which were documented in an update of the Boyd County survey in 1992. In Boyd County, outside of Ashland and Catlettsburg, 338 sites were documented. A shape file for the GIS locations of all surveyed sites within the study area was requested and received from the Kentucky Heritage Council. When the results of the GIS mapping were compared to the maps from the 1992 survey and sites in the field, the GIS map proved to have many mislocated sites and was not used in the preparation of the overview.

Books and Reports on Boyd County

For the history of the Ashland, "A History of Ashland, Kentucky from 1786 to

1954" prepared by the Ashland Centennial Committee in 1954 provided the most comprehensive history of the community.

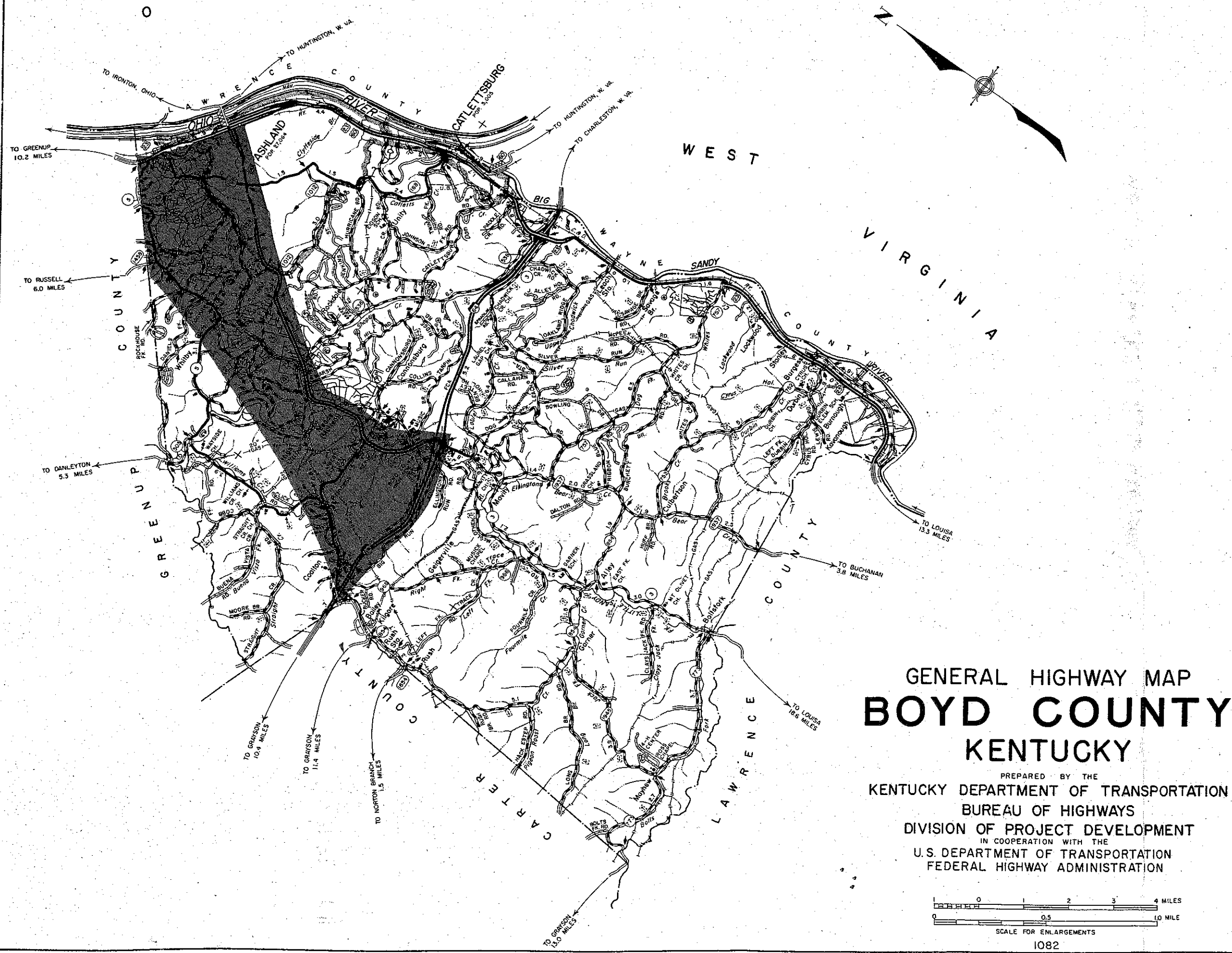
"The New Deal Builds: A Historic Context of the New Deal in East Kentucky, 1933-1943" by Rachel Kennedy and Cynthia Johnson provided a history of the WPA in Boyd County and information on the fate of specific buildings from the era. All of the references consulted are listed in the bibliography.

Field Work

In the fall of 2007, the consultant did a windshield survey of the Interstate 64 to Ashland, Kentucky Connector Study Area. Included in the windshield survey were buildings visible from public roads. Buildings on the interiors of farms or structures which were not accessible were not included. Buildings which appeared to have potential to meet National Register criteria were noted on the project map (Figure III-1) and were given a preliminary National Register evaluation, based primarily on Criterion C, architecture.

For the overview, no buildings were inspected in detail. A final determination of National Register eligibility relative to criteria A, B, and C will require additional research, photography, physical examination of the structures, evaluation of each site relative to the integrity standards established by similar property types in Boyd County which are currently listed on the National Register, and consultation with the State Historic Preservation Officer at the Kentucky Heritage Council in Frankfort.

Figure I-1
Project Study
Area
Boyd County
Overview, 2007



II. OVERVIEW OF THE PROJECT AREA

Boyd County

Boyd County is located on the Ohio and Big Sandy rivers in the extreme northeastern part of Kentucky, an area classified as the Mountains and Eastern Coal Fields. Ashland is the major urban center in the county. Nearby major cities in adjoining states include Portsmouth and Ironton in Ohio and Huntington in West Virginia.

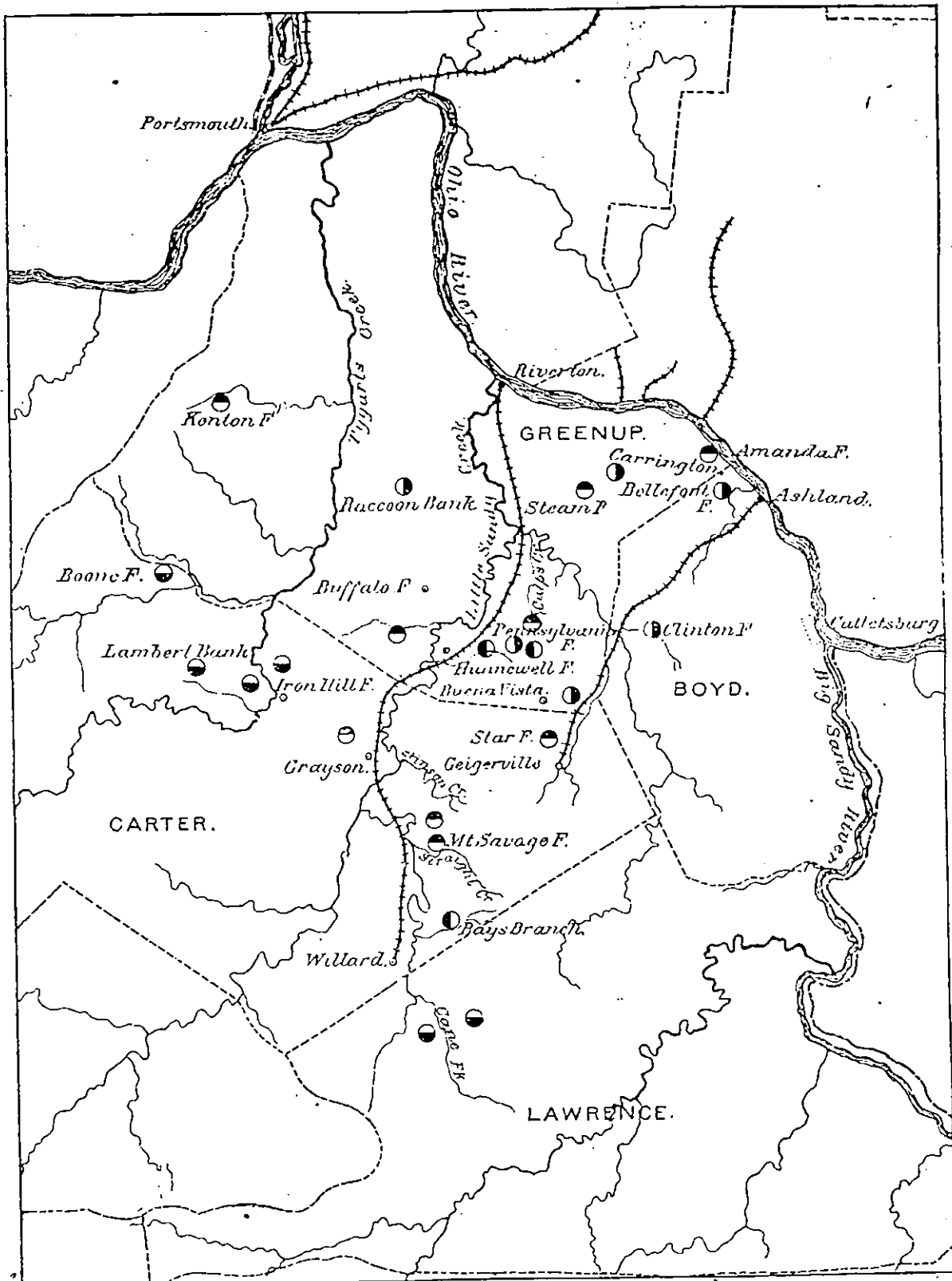
Approximately 80 per cent of Boyd County consists of steep to very steep hillsides with about 15 per cent of the county being level to gently sloping flood plains and terraces. The remaining 5 percent of the county consists of gently sloping to moderately sloping steep ridges and high stream terraces. Elevations range from 500 feet above sea level along the Ohio River to more than 1,100 feet above sea level on the higher ridges.

Boyd County is dissected by streams which flow north into the Ohio River or east into the Big Sandy River. Tributaries of the Ohio River include the East Fork of the Little Sandy River, Hood Creek, and Williams Creek. The Big Sandy River originates in southwestern Virginia as two separate waterways called the Levisa and Tug Forks. The two forks join 25 miles south of the Ohio River. In Boyd County, Catletts Creek, Chadwick Creek, Whites Creek, Durbin Creek, and Bear Creek flow into the Big Sandy River.

Iron Industry, Boyd County

Boyd, Greenup, and Carter Counties in Kentucky were part of the 180-mile area known as the Hanging Rock region.

Figure II-1: Hanging Rock Region of Kentucky (10th U. S. Census, V. 15)



HANGING ROCK REGION
OF
KENTUCKY.

Scale.
0 4 8 miles.

- Block ores.
- Yellow Kidney ores.
- Black Kidney ores.
- Limestone ores.

This area attracted German and Irish immigrant laborers, iron masters from Pennsylvania and wealthy investors from the east. A total of 29 charcoal-fueled iron furnaces operated on the Kentucky side of the Ohio River. Nine of these furnaces were in or near present-day Boyd County including the Bellefonte Furnace, 1828; Clinton Furnace, 1833; Oakland Furnace 1834; Princess Furnace, 1837; Buena Vista Furnace, 1847; Sandy Steam Furnace, 1853; Boone Furnace, 1857; Norton Furnace in 1873; and the Ashland Furnace in 1869.

The photograph below shows the wall of the Princess Furnace on KY 5 behind a modern house, west of the project corridor in Boyd County.



Kentucky's highest national ranking as a producer of iron ore occurred in 1850 when the state ranked fifth. In 1860 and 1870, Kentucky's ranking dropped to sixth. By 1880, Kentucky had dropped to twelfth. In the late nineteenth century, the Lake Superior

District composed of Wisconsin, Michigan, and Minnesota became dominant in the iron industry. By 1909, the combined production of the Lake Superior District and the Southern District (Alabama, Georgia, and Tennessee) accounted for approximately 90 percent of the total iron ore tonnage produced in the United States.

Development of Ashland

Ashland, first known as Poage Settlement, was settled by Robert Poage and his sons, Robert, Jr. and George, as well as George Poage and his son John. The Poages, who were from Virginia, held title to thousands of acres of land obtained through the William Bell patent and treasury land warrants.

The area in the vicinity of present day Ashland was rich in timber, coal, and limestone, necessary for the production of pig iron and soon attracted industrialists from the east. The community of Ashland was developed as an iron export center by the Kentucky Iron and Coal Manufacturing Company in 1854. It was named Ashland after Henry Clay's estate in Lexington. Martin Tobey Hilton, chief engineer for the Lexington and Big Sandy Railroad, laid out the original plat for the community which consisted of a grid. The original layout consisted of a grid pattern of streets, twenty-three blocks long and seven blocks deep which covered the expanse of flat ground between the Ohio River to the north and a series of hills to the south. The streets which were parallel to the Ohio River such as present-day Winchester, Greenup, and Carter, were one hundred feet wide. Street which were perpendicular to the river were eighty feet wide.

A fifteen-square block park in the southwest corner of the grid, present-day Central Park, became the city's primary open space. The strip of land between the river

and the northmost street was reserved as an industrial zone, a function it served into the mid-twentieth century.

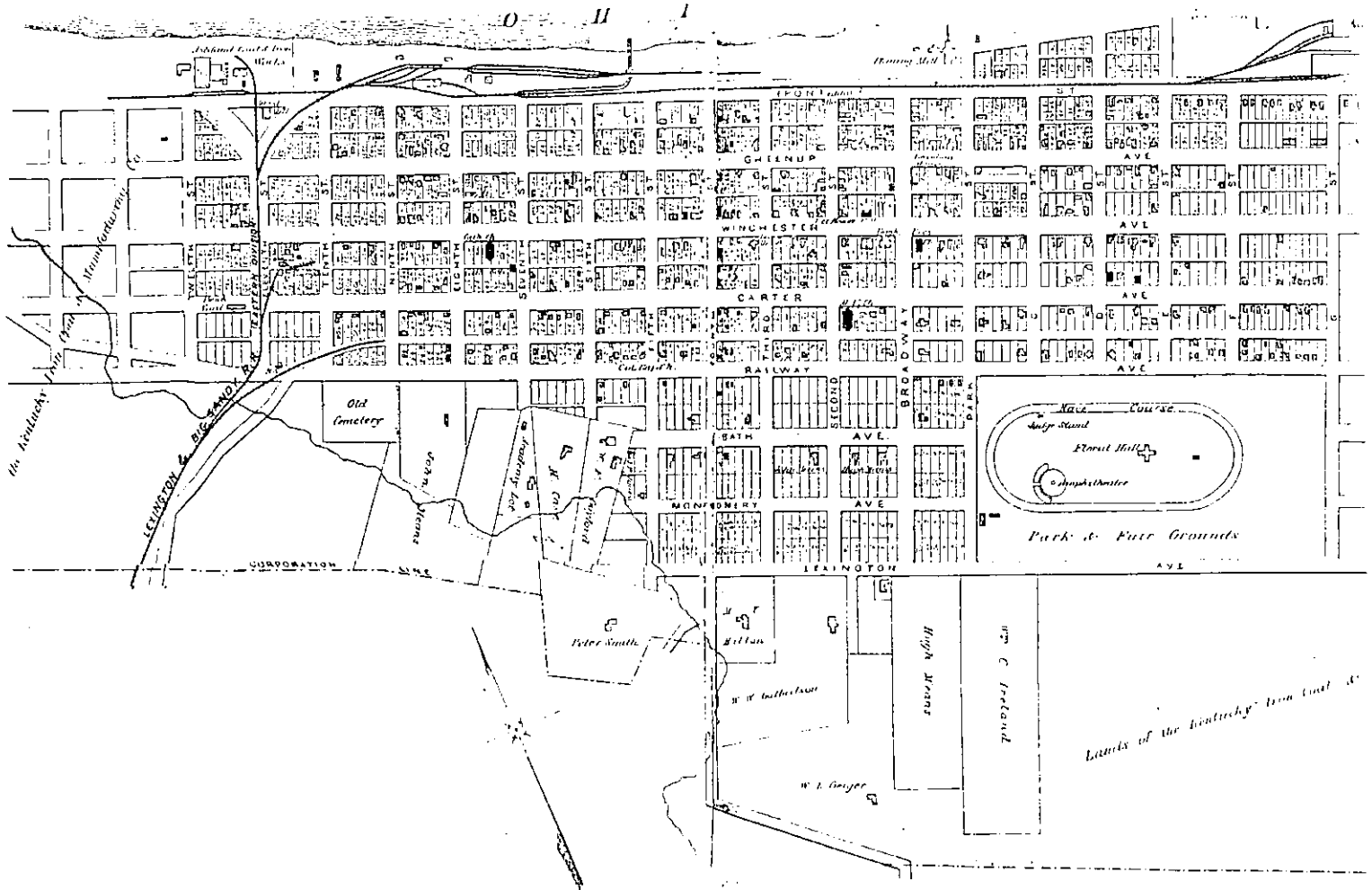


Figure II-3
Map of Ashland, 1877

ASHLAND

BOYD CO KY
Scale 100 Feet to Inch

Source: Illustrated Atlas of the Ohio Valley, 1877.

Front Street, which faced the river, was to be the primary commercial street. In 1854-1855, the Kentucky Iron, Coal, and Manufacturing Company built a four-story hotel known as the Aldine at the corner of present-day Front and Fifteenth streets. In the late

nineteenth century, Ashland's commercial activity moved away from the river and Front Street to Winchester and Greenup Avenues.

Since the early twentieth century, Winchester and Greenup Avenues have been the center of the downtown business district. Two- and three-story, turn-of-the-century, commercial buildings line these streets. Many are brick structures with cast iron first-floor shop fronts with simple stone trim on the upper facades.

By the late nineteenth century, industrial workers were living at both the east and west ends of Greenup Avenue and adjoining streets. The frame shotgun houses they occupied on property owned by the Ashland Coal and Iron Railroad were removed during urban renewal in the 1960s.

By the late nineteenth century, Winchester, Carter, and Railway (present-day Central) avenues had become substantial middle-class residential districts. Of the three streets, Winchester Avenue appears to have had the most distinctive architecture.

Western Bath Avenue was a neighborhood occupied by the nineteenth century owners and managers of prominent Ashland industries. Many houses were architect designed as in the case of the W.B. Seaton House, 1401 Bath Avenue which was designed in 1893 by S. Floyd Hoard from Ceredo, West Virginia. W.B. Seaton was the manager of the Bellefonte Furnace. Abraham C. Campbell, whose home at 1304 Bath Avenue was completed in 1870, was a successful financier who built the Ventura Hotel and was involved in the establishment of several local banks. The Rufus Van Sant House, builder of the house 1301 Bath Avenue, was the owner of the Van Sant-Kitchen Lumber Company.

Although Lexington Avenue was included as the southern boundary in Martin Hilton's plan for Ashland in 1854, the street was occupied by only one or two houses until the late nineteenth century. In 1855, Hilton built his own home on the hillside above Lexington Avenue. Iron industrialist Thomas Means built a large brick Italianate house further east on the hillside in 1876 as a wedding present for his daughter. The only mid-nineteenth century house built directly on Lexington Avenue was the brick Greek Revival Bagby House, constructed in the present day 1500 block of the street. Most of the houses on Lexington Avenue date from the first three decades of the twentieth century and are variations upon the Colonial Revival style. The dwellings along Lexington Avenue and 14th Street (Site EE) appear to be part of a larger potential historic district.

As US 60/ Mayo Trail travels south from Lexington Avenue it passes through numerous subdivisions, most of which date from the 1920s when Ashland experienced significant population growth with the arrival of American Roller Milling Company and the expansion of the Chesapeake and Ohio Railway.

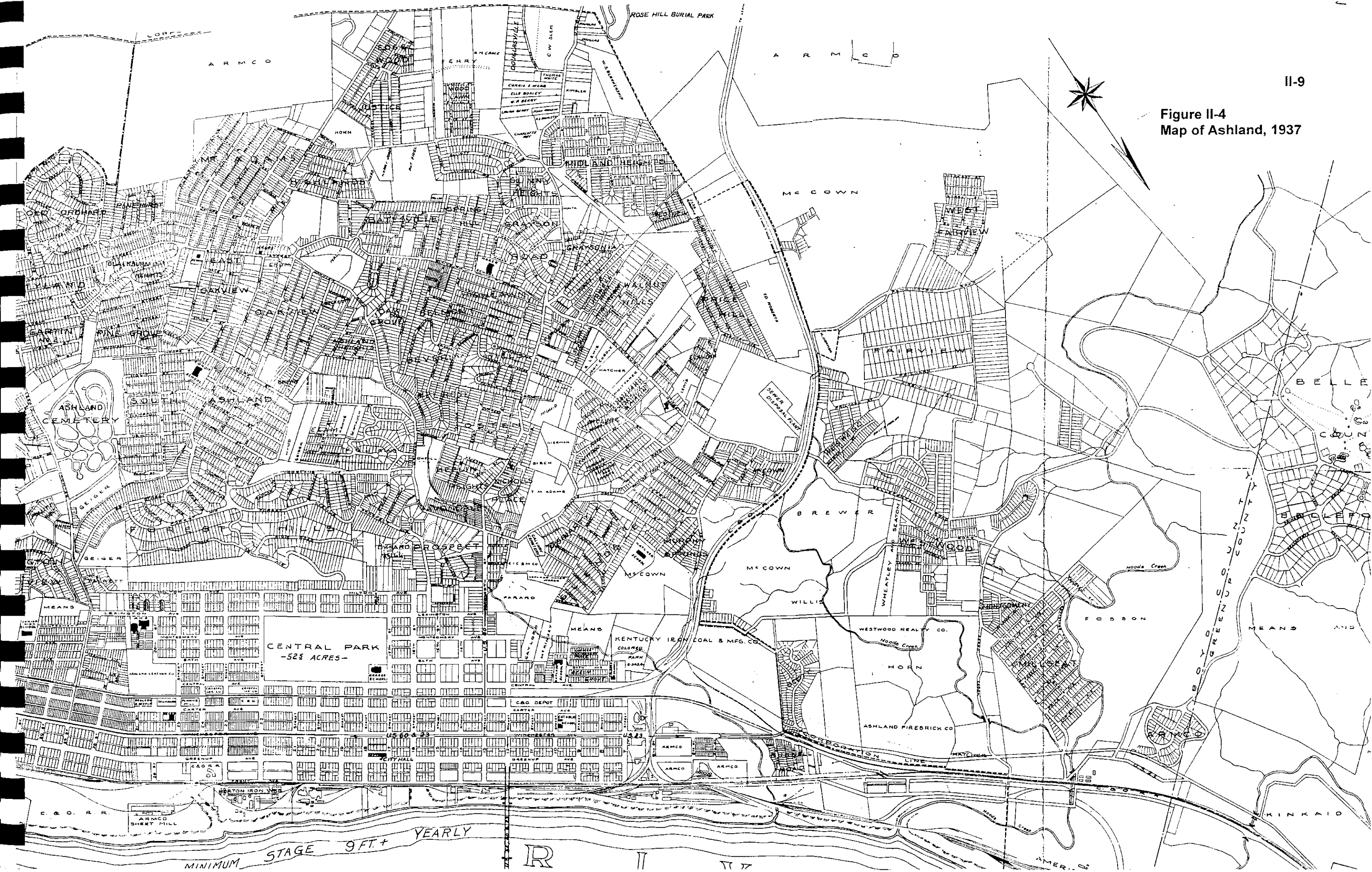
Immediately south of the original Ashland plat are the Long Run subdivision on the west which dates to 1896 . On the east along the bluffs overlooking the city is the Prospect subdivision which dates from the 1920s followed by the Avondale subdivision which dates to 1900. Immediately south of the Avondale area is Osten Addition which was platted in 1914.

On the east side up to Beech Street are: Beverley Hills, 1924; Wurts Subdivision, 1928; Highlawn, 1923; Grayson Road, 1920-23; Adkins Brothers Addition, 1949; Western Hills, 1949; Tuberculosis Sanatorium Property, 1947; Skyline Acres, 1954;

Borst Addition, 1950; . On the west side are Stephens Addition, 1924; Graysonia, 1924; Midland Heights, 1919; Rose Hill Burial Park, 1927; and Moegling Heights, 1951. See the Map of Ashland, 1937 (Figure II-4) which shows the locations of subdivisions.

Of these subdivisions, four neighborhoods appear have potential to be historic districts because they retain significant amounts of their architectural integrity and have few modern intrusions. Prospect (Site Z) is home to large two-and-one-half-story, brick American foursquares and Colonial Revival dwellings built before 1927. Midland Heights (Site AA) contains two-story, brick and frame Colonial Revival dwellings. Graysonia (Site BB) has two-story, brick American foursquares along 13th Street, with frame one-and-one-half-story dwellings dating from the 1930s and 1940s on the interior streets of Algonquin and Iroquois. Grayson Road (Site CC) which includes Cumberland Avenue, Kentucky Avenue, and Central Parkway is notable its curvilinear road pattern which includes areas of common green space. The houses are one-and-one-half-story, brick and frame Colonial Revival structures built before 1927.

Figure II-4
Map of Ashland, 1937



Railroads in Boyd County

Ashland's location on the Ohio River was influential in the iron manufacturing company's choice of the site for a community, but rail lines had to be developed to transport the raw materials, iron ore and coal, from the interior of Boyd County to the furnaces on the Ohio River. In 1851, the Kentucky Legislature passed an act incorporating the Lexington and Big Sandy Railroad. The original plan was to lay a railway line from Mt. Sterling to Catlettsburg and connect with the Ohio and Big Sandy Rivers. The furnace men living in the vicinity of Poage's Settlement, present-day Ashland, knowing of the incorporation of the Lexington and Big Sandy Railroad, desired to have the route come closer to their furnaces. They formed a company, took options on lands, and laid out a town at Poage's Settlement. The Legislature was petitioned to pass an Act of Incorporation for the newly formed company, the Kentucky Iron, Coal, and Manufacturing Company. A committee met with the directors of the railroad company to point out to them the advantages of changing the proposed route of the railway to include the new town, present day Ashland. The furnace men bought stock in the railroad which helped in the financial difficulties. In 1854, 1500 acres of land was purchased by the Kentucky Coal, Iron, and Manufacturing Company. In 1857, the Lexington and Big Sandy Railroad (L&BS) connected Ashland to Princess, a coal and iron community in southwestern Boyd County. Track was laid to Coalton in 1868 and to Rush in 1872.

Another railroad serving Ashland was the Chatteroi, incorporated in 1873. Its initial narrow-gauge line connected Ashland to the coal mines which had recently

opened at Peach Orchard in Lawrence County. The rail line was changed to standard gauge and in 1881 reached Louisa, the county seat of Lawrence County. The line was extended an additional to Richardson in 1883, creating a 49-mile line.

In 1873, the Chesapeake and Ohio Railroad (C&O) was extended from Richmond, Virginia to the Ohio River at Huntington, West Virginia. The C&O Railroad was completed to Ashland in 1881. The owner, Collis P. Huntington, had plans for a coast-to-coast rail empire. In 1880, the C&O Railroad gained control of the Lexington and Big Sandy Railroad. An arrangement with the Louisville and Nashville Railroad gave C&O trains access from Lexington to Louisville while railroad cars bound for Cincinnati were sent up the Kentucky Central to Covington. By 1884, Huntington controlled railroads from C&O's eastern terminus in Newport News, Virginia, through Kentucky to the Pacific. Two leased lines in Tennessee and Mississippi gave the C&O access to New Orleans.

To reach Cincinnati and the mid-western markets, Huntington built the 143-mile Maysville and Big Sandy Railroad along the Ohio River from Ashland to Covington. The railroad was finished in 1888 when the bridge over the Ohio River to Covington was opened. These operations became the C&O's Cincinnati Division. The C&O's Big Sandy Division acquired the Chatteroi Railroad which linked Ashland to Lawrence County in 1889. The purpose of the expansion was the collection of coal from the spur lines which branched out into the large coal producing areas, primarily in West Virginia and eastern Kentucky.

Huntington's railroad empire did not last. Revenues did not equal the costs of

assembling and running the rail network. The C&O Railroad was reorganized in 1888 and sections of the system dismembered. The Lexington and Big Sandy Railroad was acquired by the C&O in 1892. The Big Sandy Division was upgraded as part of the C&O's plan to serve the coal fields in the Big Sandy region. By 1900, the C&O had built additional branches to serve Floyd, Johnson, Knott, Magoffin, and Pike County mines. Massive volumes of coal were sent north to Russell in Greenup County. From there, the coal was shipped either north to the industries in the Great Lakes region or east to the east coast. The 1,550-foot long railroad bridge at the Ohio River near Limeville was opened in 1917 to provide a route for the C&O to the north.

By 1924, the C&O Railroad had acquired the rights and the properties of the two earlier railroads and was the major railroad through Ashland. In the Ashland vicinity, the railroad branched in three directions, with one line going to Louisville, another to Chicago, and a third to Ohio, Michigan, and to New York via Canada. The C&O built a railroad repair facility near the Boyd-Greenup County line. Approximately 4,000 people were employed by the railroad in Ashland in various capacities in the 1920s. The present-day C&O Passenger Station (Site OO) was completed in 1926, replacing an earlier depot.

After 1889, the C&O concentrated its Ashland area operations at Russell. The Russell yard was expanded in the 1920s. It became the railroad's major coal facility in the eastern U.S. A freight car repair shop was completed in nearby Raceland in 1929.

The C&O was the dominant partner in a merger with the neighboring Baltimore and Ohio in 1963. From that consolidation came the Chessie System in 1972. In 1986,

the operations of the Chessie System and the Seaboard Coast Line family of railroads were joined as a single system, CSX Transportation which serves twenty states, the District of Columbia, and Ontario, Canada.

The open hearth steel plant of the Ashland Iron and Mining Company, successor to the Ashland Coal and Iron Company was built in 1916-1917. In the 1920s, the iron furnaces along the Boyd-Greenup County line were absorbed by the American Rolling Mill Company which produced steel sheets through a continuous rolling method. By 1922, Armco had acquired the properties of the old Ashland Steel Company and the Norton Iron Works. When the American Rolling Company chose Ashland as the site for its new steel processing plant, the resulting commercial expansion to service the new work force of 3,600 people increased Ashland's population from 15,000 in 1920 to 29,000 by 1925. Suburbs were annexed to the city. In 1924, the Ashland Oil and Refining Company, which would become Ashland's second largest employer, was formed. It purchased a small refinery near Catlettsburg which had a 1,000 barrel a day capacity. Through the development of new properties, acquisition and/ or merger with other companies, Ashland Oil grew rapidly. By the 1950s, its capacity was more than 50,000 barrels a day. During the same time period, Ashland was known as the "Crossroads of the C&O Railroad" because of the high volume of passengers and freight which passed through the city on a daily basis. The growth of the railroad and steel industry in Ashland during the 1920s created almost a 100 percent population growth from 14,729 residents in 1920 to 29,074 residents in 1930. In 1922, ARMCO acquired the properties of the old Ashland Steel Company as well as the Norton Iron Works and

the Ironton, Ohio furnaces. This acquisition marked the beginning of the boom era in Ashland.

Bellefonte

Bellefonte is a residential suburb on the Boyd-Greenup County line. Bellefonte is bordered by the cities of Russell on the north and Flatwoods on the northeast. The community was laid out in 1918 and named for the charcoal-fueled Bellefonte Furnace, an iron furnace which was built in 1826 by Archibald Paull, George Poage, and others. The stone stack of the furnace was 34 feet high with a maximum inner diameter of 10.5 feet. In 1874, a typical year, it produced 3,600 tons of iron. It was in operation until 1893 and left a slag heap of 300,000 tons.

The photograph below shows the stone wall of the Bellefonte Furnace which is west of the project study corridor on Oxcart Road in Greenup County.



Coalton

The Ashland Coal Company was incorporated in 1864 and purchased 9,000

acres of coal lands in Boyd County, known as the Coalton and Rush tracts. These lands were deeded to the Lexington and Big Sandy Railroad, Eastern Division, in 1866. Coal mines were opened at Coalton in early 1867. The coal was shipped to Ashland via the Lexington and Big Sandy Railroad. The Coalton post office was established in 1865, but was moved here from Metcalfe Furnace established in 1848 which was also known as Star Furnace. The Coalton post office closed in 1928.

Cannonsburg

In 1836, Jeremiah H. Cannon bought a 100-acre tract on the Marsh Run branch of the East Fork of the Little Sandy River from Jacob Vanbibber. The local post office was established as East Fork in 1839 with John Colvin as the postmaster. The name of the post office was changed to Cannonsburg in 1850. The post office was discontinued in 1932.

Pollard/ Pollards Mill

Pollards Mill was named for the gristmill owned by Henry B. Pollard in the present-day western part of the city of Ashland. The post office at Pollards Mill, established in 1847 preceded the post office at Ashland.

Rush

The community extends for over two miles along KY 854 along Rush Creek and its main tributary Williams Creek. Earlier known as Geigerville for the its early pioneer family, the community grew rapidly around a coal seam known as Rush No. 5 which was developed by the Ashland Coal and Iron Railway Company in the 1870s. The post office was established in 1890.

The extension of the railroad from Coalton to Rush in 1870 spurred further growth in Ashland. The company's name was changed to Ashland Coal and Iron Railroad in 1880. In 1924, the C&O Railroad purchased the Ashland Coal and Iron Railroad from the American Rolling Mill Company.

Summit

Summit was named for its location on an elevation traversed by the Chesapeake and Ohio Railroad.

Westwood

Westwood lies adjacent to Ashland and less than one mile from the Greenup County line. It may have been named by John Seaton, possibly for its location. The first Ashland blast furnaces was completed in 1869. It used the Coalton coal as fuel. The process also utilized local iron ore and limestone. The initial output of 25 tons a day was later increased to 40 tons a day with the use of richer iron ore from Bath County. The company supplied coal to local businesses, fuel for steamboats, and shipping it by barge to Portsmouth, Ohio, Maysville, Kentucky, and Cincinnati, Ohio.

Boyd County New Deal Resources

Property types identified in the Boyd County as part of context for "The New Deal Builds: A Historic Context of the New Deal in East Kentucky, 1933-1943" by Rachel Kennedy and Cynthia Johnson include schools, gymnasiums, a courthouse, a public park, a prison, roads and streets, bridges and culverts, sanitary sewers, a waterworks, sanitary privies, a fish hatchery, a retaining wall, and a WPA relief office. A field survey was conducted to verify the existence of resources described in the archival research for

the project.

Often schools were constructed by the WPA, PWA, CWA, or KERA as replacements for dilapidated schools in order to modernize educational facilities in a county. The WPA built three schools in Boyd County. Gymnasiums and other recreational facilities like athletic fields and playgrounds were also constructed during the New Deal era. These facilities allowed members of the community and school children to have a dedicated place to engage in physical activity. They also served teams from surrounding communities to play against the home team, providing local entertainment. One gym and one playground were constructed by the WPA in Boyd County. The WPA schools in Boyd County identified by Kennedy and Johnson were the Cannonsburg High School, the New Normal School, and the Summit School. None of these schools are still standing. The Fairview Gym (Site S), built by the WPA in 1938, is still used by the Fairview High School as a practice facility. The Putnam Stadium in Ashland is located at the George M. Verity Middle School on 29th Street. Originally the school was known as Putnam High School. The poured concrete stadium has two bleachers that run the length of the football field and is still being used. The Catlettsburg Elementary School playground and bleachers built by the WPA is no longer extant.

The Ashland Library was constructed by the WPA in 1936 on the edge of Central Park in the 1700 block of Central Avenue. The one-story, limestone building had Colonial Revival detailing including a columned porch and a cupola. The WPA library building was demolished in the late 1970s to create space for a new library.

The Central Park Pool in Ashland, locally known as the Lily Pond, and the

adjacent bath house were constructed by the WPA in 1935. Central Park is a 47-acre facility that dates to 1900. The one-acre Lily Pond was originally designed to be in the shape of Kentucky, but was altered to avoid tree roots. The pond was filled in during the 1950s, but was restored approximately ten years ago. Both the edge of the Lily Pond and the Bath House are built of native sandstone.

Both the PWA and the WPA were involved in the construction of prisons and prison infrastructure. The buildings at Federal Corrections Institute (FCI) Ashland (Site J) were built by the PWA in 1938 with road and sewer connections constructed by the WPA. The prison is located in the town of Summit which is approximately five miles south of Ashland. The prison's purpose was to house 600 short-term male inmates from the region. It was one of the nine correctional institutions built during the period from 1936 to 1939 during the first decade of the Federal Bureau of Prisons.

The FCI Ashland facility was one of two facilities which used the "telephone pole" design concept in which the long connecting corridor bisects the housing units at right angles. The original site consisted of 22 buildings and support buildings all within the FCI security compound. Within the complex were the following structures: Administration Building, Hospital and Detention Building, four Cell Houses (A through F), four Dormitory Units (JA, JB, KA, KB), Dining and Recreation Building, Mechanical Services Building, Steam Tunnel, Commissary, Laundry, Power House, three Guard Towers (#1 through 3), Garage, Root Cellar, and Sally Port Officer's Station. The latter is the main and only entrance into the prison facility. It is a controlled entrance through which employees, prisoners, and supplies come onto the prison grounds.

Most of the buildings in the original complex are one- or two-stories with a red brick veneer over a reinforced concrete superstructure. Elements from the Art Deco/ Moderne style are used in the brick detailing. On the Administration Building are some Colonial Revival elements such as a hipped roof and cupola. Northeast of the 40-acre prison tract are eleven dwellings for staff on Federal Circle. East of the prison complex are dwellings built for the prison warden and other officers. Due to security measures, no photographs were taken.

Sewers were constructed by the WPA manual labor in Ashland through the laying of pipe in trenches which were three feet deep and six feet wide. A sewage pump station was also built by the WPA for the City of Ashland. The pump station has been demolished and replaced. A water filtration plant, sediment basin (reservoir), and water tank were built by the PWA for the Ashland water works. Only the original sediment basin and water tank, built in 1937 and 1938 respectively, are still in use. The poured concrete, 20 million gallon, sediment basin is located on 41st Street on the site of the former Cliffside Park Lake.

The Fish Hatchery on KY 5 was built by the WPA to supply local ponds and lakes with hatchery-raised fish. Six of the eleven rectangular concrete ponds remain. A WPA county relief office, which housed administrative services and served as a warehouse for materials, was located in Ashland. Its location was unknown.

III. WINDSHIELD SURVEY

The windshield survey of the project corridor was conducted in the fall of 2007. Sites were viewed from the public roads within the corridor. No sites were examined in detail. Individual structures or districts within the corridor which appear to meet National Register criteria are briefly described in the paragraphs which follow. With each description is a preliminary evaluation. A final evaluation relative to National Register eligibility can not be made until more in-depth research is done for the formal cultural-historical baseline study for submission to the Kentucky Heritage Council (SHPO).

- NR** National Register: Buildings or districts which are either listed on the National Register or have been determined eligible for the National Register by Agreement or by the Keeper in previous compliance projects or nominations.
- NRP** National Register Potential: Buildings, which compared to others listed on the National Register, appear to meet criteria A, B, or C as either an individual property or contributing property within a potential district. These structures may also be a property type which the SHPO has determined eligible in other recent compliance projects.
- S** Survey: Buildings which would be documented in a baseline study, but appear to have no significant architectural characteristics or association with historic events or persons to meet National Register criteria.
- X** Destroyed: Site which was previously documented in the Laurel County files, but has either been torn down or removed from that location since the completion of the survey.
- ?** Unknown: Site which was not viewed during the windshield survey due to lack of access (locked gates or posted for no trespassing).

Preliminary National Register boundaries for eligible individual sites and districts were proposed, using the property maps from the office of the PVA in Boyd County. The surveyed sites are keyed to the map of the Study Area (Figure III-1).

<u>Site/ Evaluation</u>	<u>Description</u>
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Site A/ NRP	
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	Dwelling, 2105 Midland Trail, near Coalton
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	Site A is a two-story, three-bay, side-gabled, central passage, single pile, frame dwelling. The central doorway is flanked by sidelights and a transom. A two-tiered porch covers the central bays of the first and second stories. Aluminum siding covers the original exterior fabric, but its scale, plan, and location indicate that the structure may date to the mid-nineteenth century and could be a rare survivor from that period.
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Site B/ S	
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	Central Passage Dwelling, (BD-256), South Big Run Rd.
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	Site B is a two-story, three-bay frame dwelling with a centrally located brick chimney.
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Note: an agricultural complex consisting of several barns for BD-148-151 is no longer standing in the southeast quadrant of the intersection of I-64 and KY 180.

<u>Site/ Evaluation</u>	<u>Description</u>
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Site C/ NR	<p>Quadruple Span Concrete Bridge (BD-361), US 60 over East Fork of Little Sandy River</p> <p>The quadruple span concrete bridge has concrete railings on both sides and is estimated to have been built between 1925 and 1929. The bridge was Determined Eligible by Agreement in 2002.</p>
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Site D/ NR	<p>Williams Creek Bridge (BD-27), Old KY 5, Princess</p> <p>The Williams Creek Bridge is a single span Pratt Pony Truss built by the Commonwealth of Kentucky Department of State Roads and Highways in 1921. The Vincente Bridge Company of Vincente, Indiana built the bridge's concrete floor. It has riveted metal trusses. According to <i>Historic Highway Bridges in Kentucky, 1792-1950</i>, there were only 63 Pratt Pony trusses remaining in Kentucky in 1982. The Williams Creek Bridge is approximately 40 feet long. The bridge was Determined Eligible by Agreement in 2002.</p>
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<u>Site/ Evaluation</u>	<u>Description</u>
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Site E/ NRP	
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	House and Outbuilding, 8831 Meade-Springer Rd. (BD-54/ 55)
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	The dwelling is a two-story, three-bay, side-passage frame structure which dates to the period from 1875-1899. Associated with the dwelling is the rusticated concrete block structure.
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<u>Site/ Evaluation</u>	<u>Description</u>
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Site F/ NRP	
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	Dwelling (BD-56), 9223 Mead-Springer Road
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	The dwelling is a two-story, three-bay, central passage frame house with a full-width two-story porch. It dates to the period from 1875-1900.
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Site G/ NRP	
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	Bungalow and Barns (BD-53), 8517 Mead-Springer Rd.
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	The one-and-one-half-story, side-gabled, brick bungalow was built in 1932. Associated with the dwelling is a gambrel-roofed barn and several agricultural outbuildings.
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Bungalow and Barns, Mead-Springer Rd.



<u>Site/ Evaluation</u>	<u>Description</u>
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Site H/NRP**Tudor Revival Houses, 835 and 839 KY 716, Summit**

The two one-and-one-half-story, Tudor Revival houses with steeply pitched side-gabled roofs and front-facing chimneys are adjacent to one another on the north side of KY 716. The brick dwelling (BD-73) has an arched doorway in a front-gabled vestibule. The frame dwelling (BD-72) has arched windows on the main facade.



Site/ Evaluation
Site I/ NR

Description

Summit Missionary Baptist Church (BD-363), KY 716, Summit

The congregation was formed in 1898 and the present-day church building was completed in 1946-1947. The main facade has two crenellated towers. The front entrance is in a pointed arch doorway which has stained glass. The windows have multiple panes with metal sashes. The church was Determined Eligible by Agreement in 2002



Site J/ NR

Federal Corrections Institution and Prison Camp (FCI/FCP), (BD-63), KY 716, Summit

The original FCI/FCP complex has been Determined Eligible for the National Register under criterion A for its association with the early development of the federal penitentiary system and under criterion C as an example of correctional architecture from the late 1930s and early 1940s. Contributing resources to the district include the following: Old Administration Building (B-2 A-2); Detention and Hospital Building (B-3B); 4 Cell Houses (B-4 C-C, B-5 D, B-6 E, and B-7 F; Main Corridor (B-11); JA Unit (B-13); JB Unit (B-14); KA Unit (B-15); KB Unit (B-16); Inmate Services (B-17); Mechanical Services (B-18 O); Steam Tunnel (B-20); Commissary (B-20 P); Laundry (B-20 Q); Recreation Yard (B-22); Old Powerhouse (B-23 R (b)); Vehicle Sallyport (B-28); 3 Guard Towers (B-29, C-6, and C-9); Garage (C-1) and Landscape Storage (C-2). The boundaries of the district encompass all of these resources and roughly approximate the security fence along the perimeter of the facility on the north, east, south, and the CSX railroad line on the west.

Site/ Evaluation
Site K/ S

Description

Tudor Revival House, KY 716

The one-and-one-half-story, frame, Tudor Revival house has a front-facing brick chimney and steeply pitched roof.



Site L/ NRP

T-Plan Dwelling (BD-61), 3293 Little Garner (KY 716)

Site L is a two-story, three-bay frame T-plan dwelling with a full-width hip-roofed porch.



Site/ Evaluation**Site M/ NRP****Description****Thornberry House (BD-66), KY 716, Summit**

Site M is a log, saddlebag dwelling built during the period from 1875 to 1900. It appears to be a two-story, three-bay dwelling with a full-width porch.

**Site N/ NRP****ARMCO Park (BD-92), Intersection of KY 716 and US 60**

ARMCO Park, which was opened in 1934, features winding roads through a steep wooded area. Some original picnic pavilions remain.



Site/ Evaluation**Site O/ NRP****Description****Gertrude Ramey Home (BD-22), Poor House Road**

The two-story brick structure with five bays on the first floor and four bays on the second dates to circa 1900. It was known as Ramey's Children's Home for 45 years until Gertrude Ramey's illness and retirement in 1988.

**Site P/ NRP****Horn Street Bridge, Little Hood Creek (BD-91), Mill Seat**

The concrete bridge dates to the period from 1925 to 1949. The community of Mill Seat is shown on the 1937 map of Ashland, but has lost physical integrity due to multiple modern intrusions and changes.



Site/ Evaluation
Site Q/ NRP

Description

Westwood Christian Church, 713 Wheatley Ave.

The Westwood Christian Church, organized in 1931, is housed in a two-story, three-bay, front-gabled brick structure. The entry is located in a three-story tower which has a crenellated roof. Windows are Gothic Revival.



Site R/ NRP

Bill Mayberry House (BD-79) 2633 Main St. Fairview

The two-story, five-bay, central passage, single-pile frame dwelling dates to the period from 1875 to 1899. It has a full-width, hip-roofed porch which is supported by brick columns.



Site/ EvaluationDescription**Site S/ NRP****Fairview Gym, Fairview High School**

The one-and-one-half-story, front-gabled stone structure was built in 1938 by the WPA, a program of the New Deal during the Great Depression. It is still used as a practice facility by the high school.



<u>Site/ Evaluation</u>	<u>Description</u>
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Site T/ NRP**Log House, McKnight St., West Fairview**

The one-story, three-bay rounded log house dates from the 1930s. It has a centrally-located brick chimney.

**Site U/ NRP****Dwelling, South end of Nichols Place**

The dwelling is a two-story, four-bay (w,d,w,w) frame, side-gabled structure with interior brick chimneys on the gable ends. The full-width, two-story porch is supported by squared wood columns. Sidelights and transom frame the entrance.



Site/ Evaluation**Site V/ NRP****Description****Log House, west end of York Street**

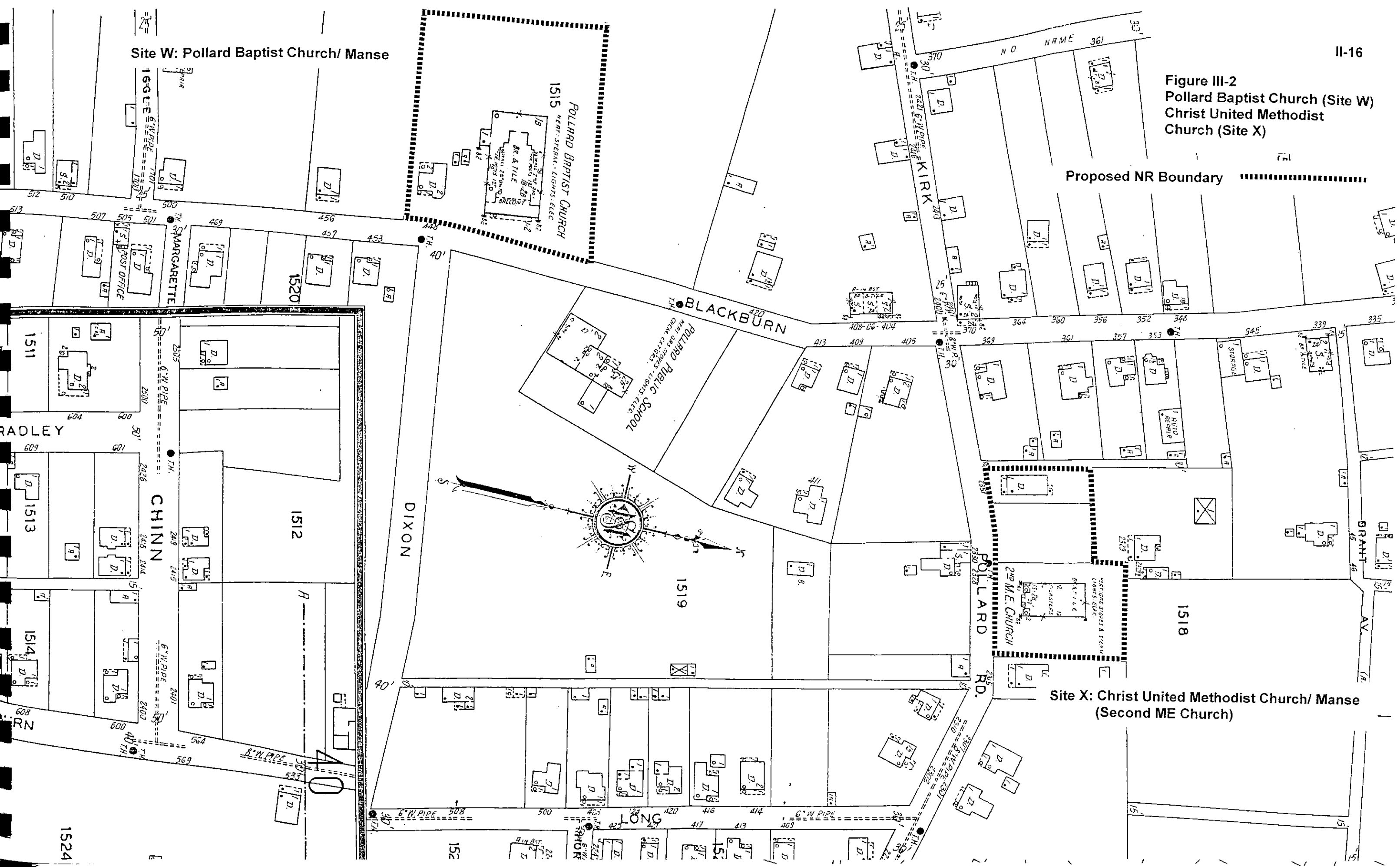
The one-story, front-gabled rounded log house dates from the 1930s. There is a front-gabled porch which covers the entry.

**Site W/ NRP****Pollard Baptist Church, west side of Blackburn Ave.**

According to a cornerstone, the congregation was founded in 1892. The present-day three-story, brick sanctuary dates to 1925. On the three-bay, main facade is a two-story, pedimented porch which is supported by fluted Ionic columns.



Figure III-2
Pollard Baptist Church (Site W)
Christ United Methodist
Church (Site X)



Site/ EvaluationDescription**Site W/ NRP****Manse for Pollard Baptist Church, Blackburn Ave.**

The two-story, two-bay, hip-roofed, brick foursquare is located to the east of the church.

**Site X/ NRP****Christ United Methodist Church, Pollard Road**

The entry to the three-story, front-gabled brick church is framed by two truncated square towers. The church is identified as the Second Methodist Episcopal Church on the 1927 Sanborn Insurance Map.



<u>Site/ Evaluation</u>	<u>Description</u>
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Site X/ NRP	
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	Manse, Christ United Methodist Church, Pollard Rd.
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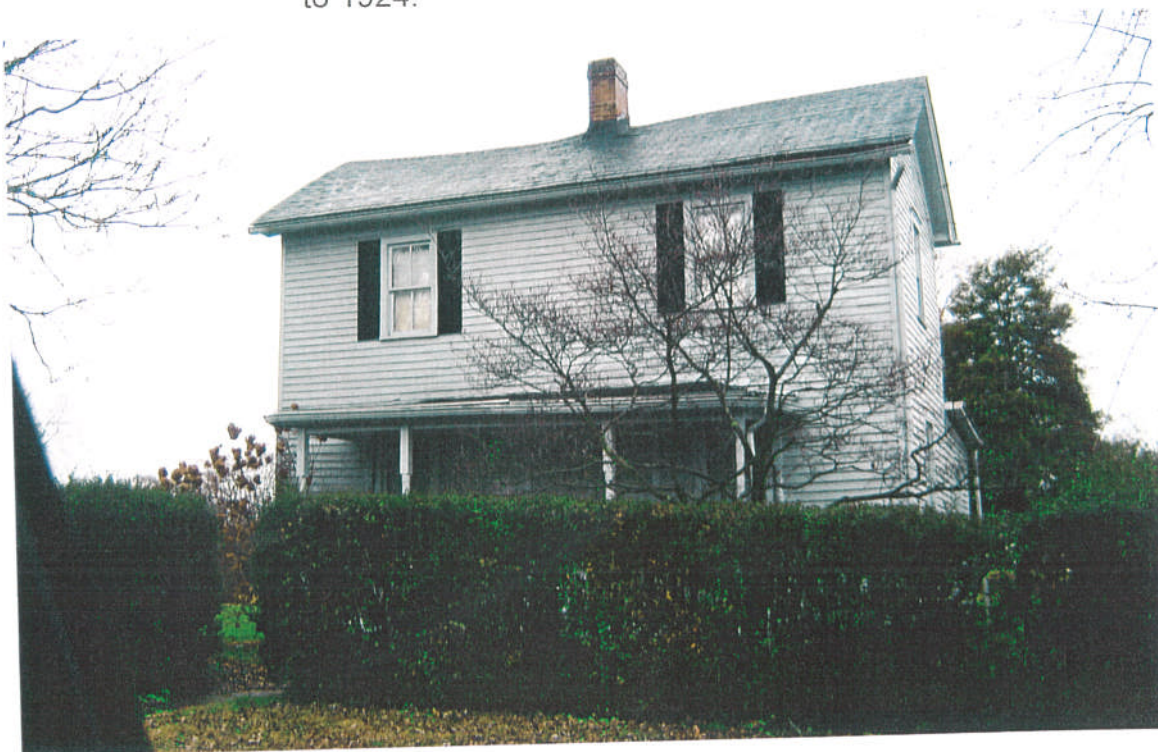
	The manse is a two-story, three-bay, side-gabled brick dwelling with a full-width, hip-roofed porch. It is located south of the church on Pollard Road.
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Site Y/ NRP	
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	Dwelling, 321 Harrison
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	The two-story dwelling has four bays (w,d,d,w) on the first floor and two bays on the second. Atop the side-gabled roof is a centrally located brick chimney. The structure dates to the period from 1900 to 1924.
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<u>Site/ Evaluation</u>	<u>Description</u>
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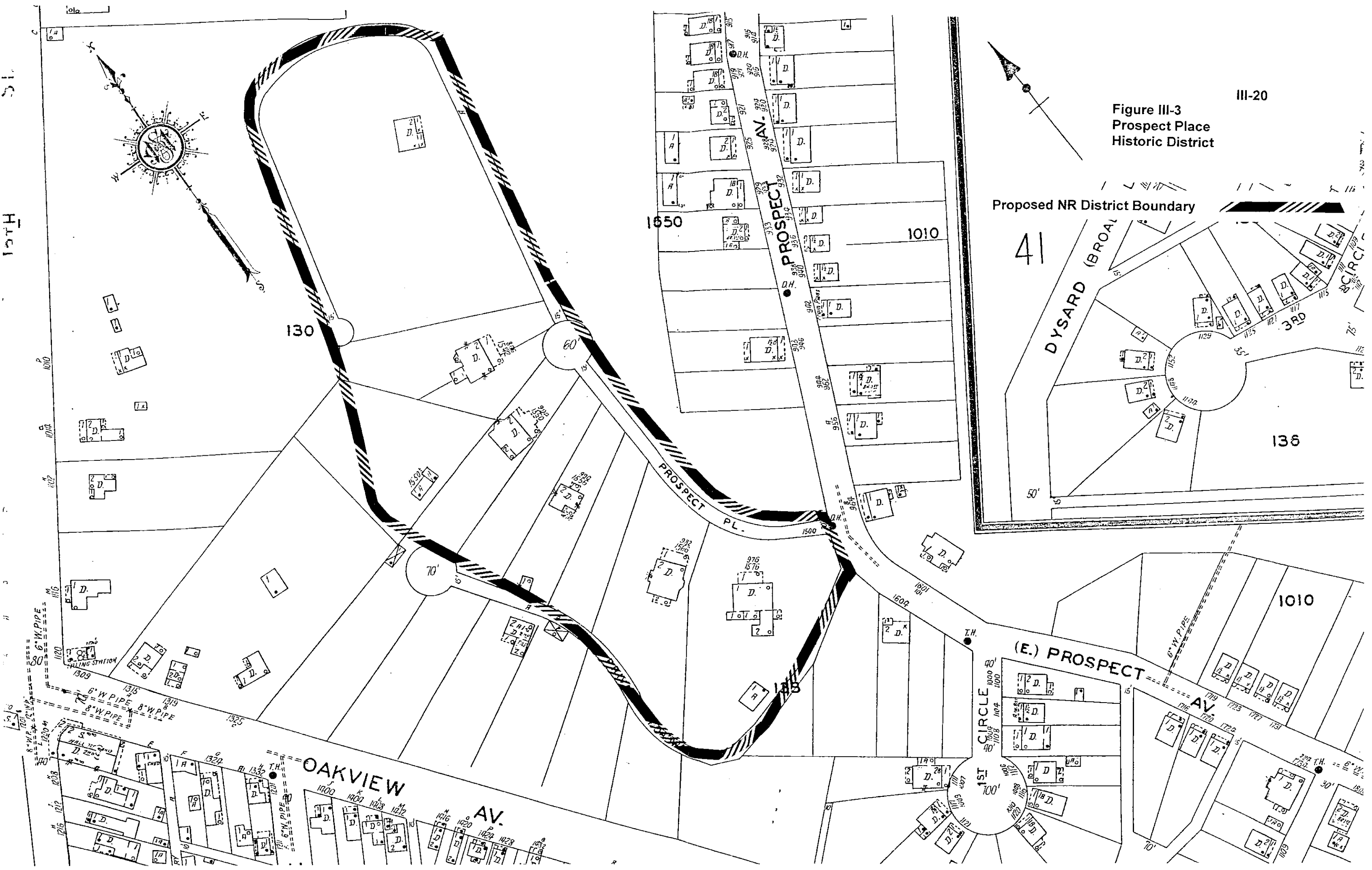
Site Z/ NRP	
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	Prospect Place Historic District
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	The historic district consists of the early twentieth century dwellings on a promontory east of Mayo Trail (US 60) which overlooks the city of Ashland. Most of the dwellings are shown on the 1927 Sanborn Insurance Map.
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Proposed NR District Boundary



<u>Site/ Evaluation</u>	<u>Description</u>
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Site AA/ NRP	
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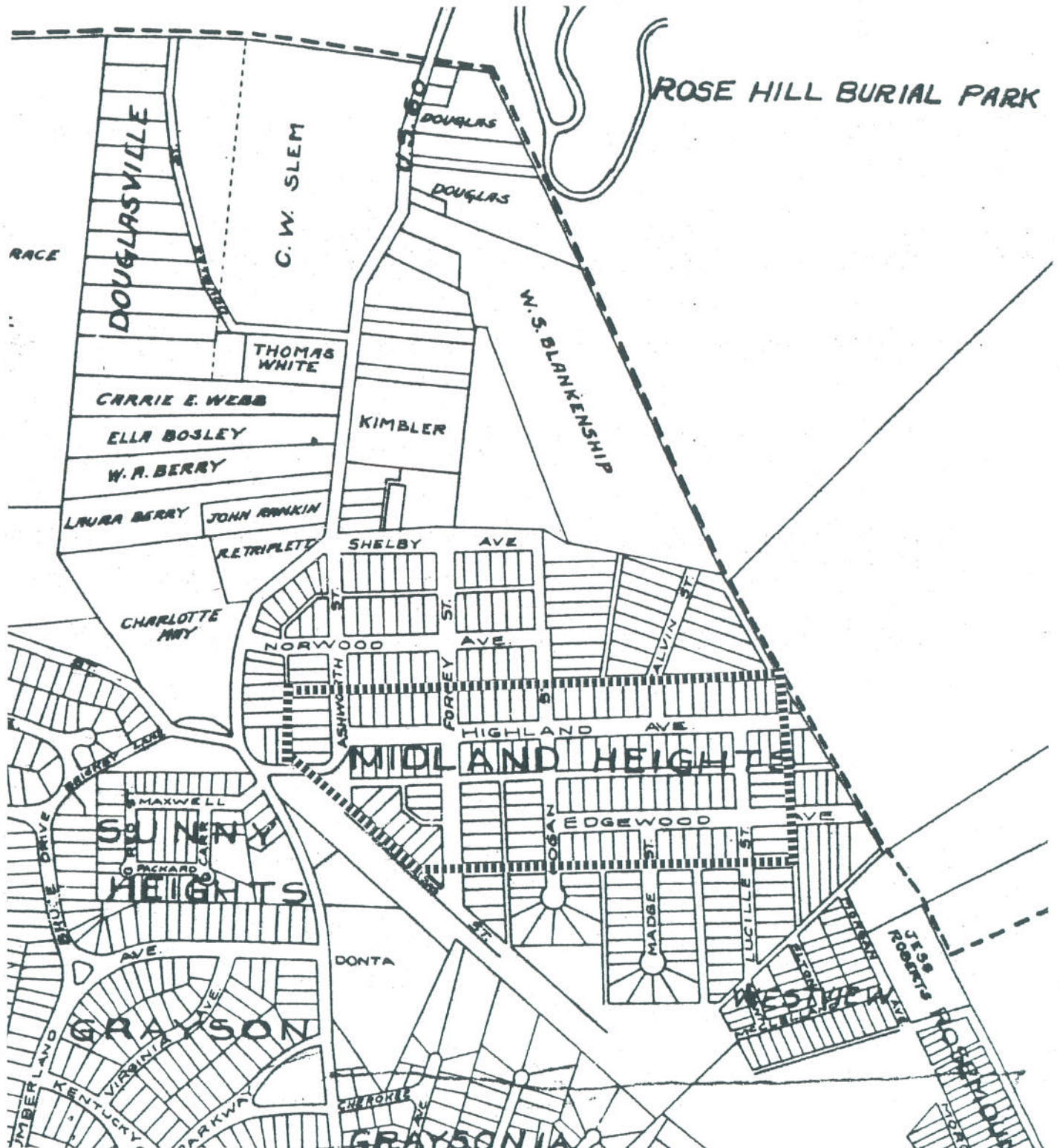
	Midland Heights Historic District
--	--

	The Midland Heights subdivision includes Highland Avenue, Norwood, and Edgewood. The houses which are examples of the Colonial Revival style were built in the 1930s and 1940s.
--	---



Figure III-4
Midland Heights
Historic District

Proposed NR District Boundary



<u>Site/ Evaluation</u>	<u>Description</u>
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Site BB/ NRP	
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	Graysonia Historic District
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	The Graysonia Historic District includes dwellings on Algonquin, Seminole, Cherokee and associated streets as well as the west side of 13 th Street/ Midland Trail (US 60).
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Site/ EvaluationDescription

Site BB/ NRP

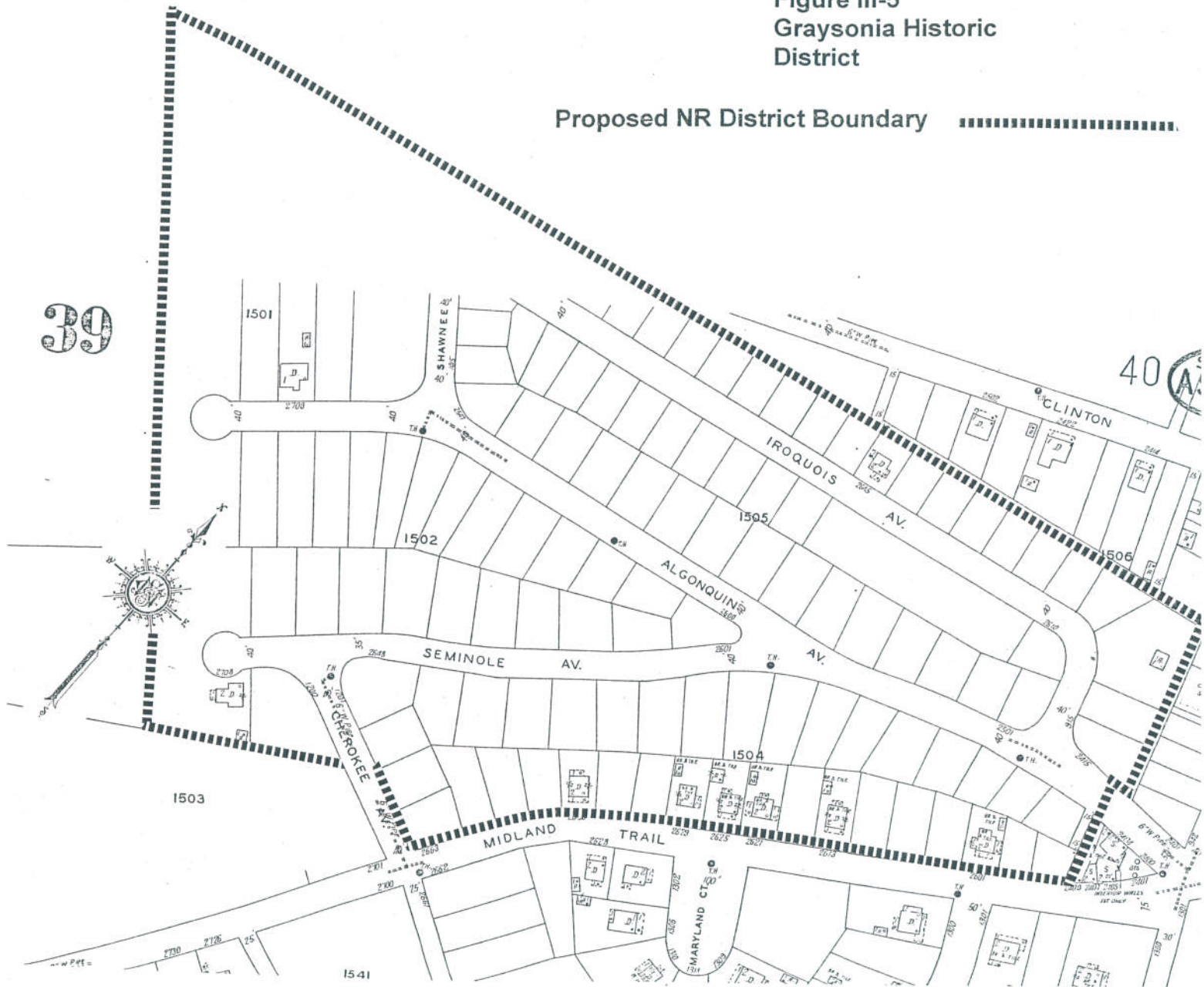
Graysonia Historic District

These two-story, American foursquares are located along the west side of 13th Street / Midland Trail (US 60).



Figure III-5
Graysonia Historic
District

Proposed NR District Boundary



<u>Site/ Evaluation</u>	<u>Description</u>
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Site CC/ NRP	
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	Grayson Road Historic District
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	Grayson Road Historic District includes Colonial Revival dwellings along Cumberland, Virginia, and Central Parkway.
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Site/ Evaluation Description

Site CC/ NRP Grayson Road Historic District



Figure III-6
Grayson Road Historic District (Site CC)
Tudor Revival Building (Site DD)

Proposed NR District Boundary



<u>Site/ Evaluation</u>	<u>Description</u>
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Site DD/ NRP**Tudor Building, corner of Midland Trail/ Blackburn/ Algonquin**

Built prior to 1927, the two-and-one-half-story, side-gabled Tudor Revival building features a steeply pitched roof, front-facing brick chimneys, and half-timbering in the wall gables. It has retail spaces on the first floor and offices on the second. See Figure III-28.

**Site EE/ NRP****Lexington Ave./ Fourteenth Street Historic District**

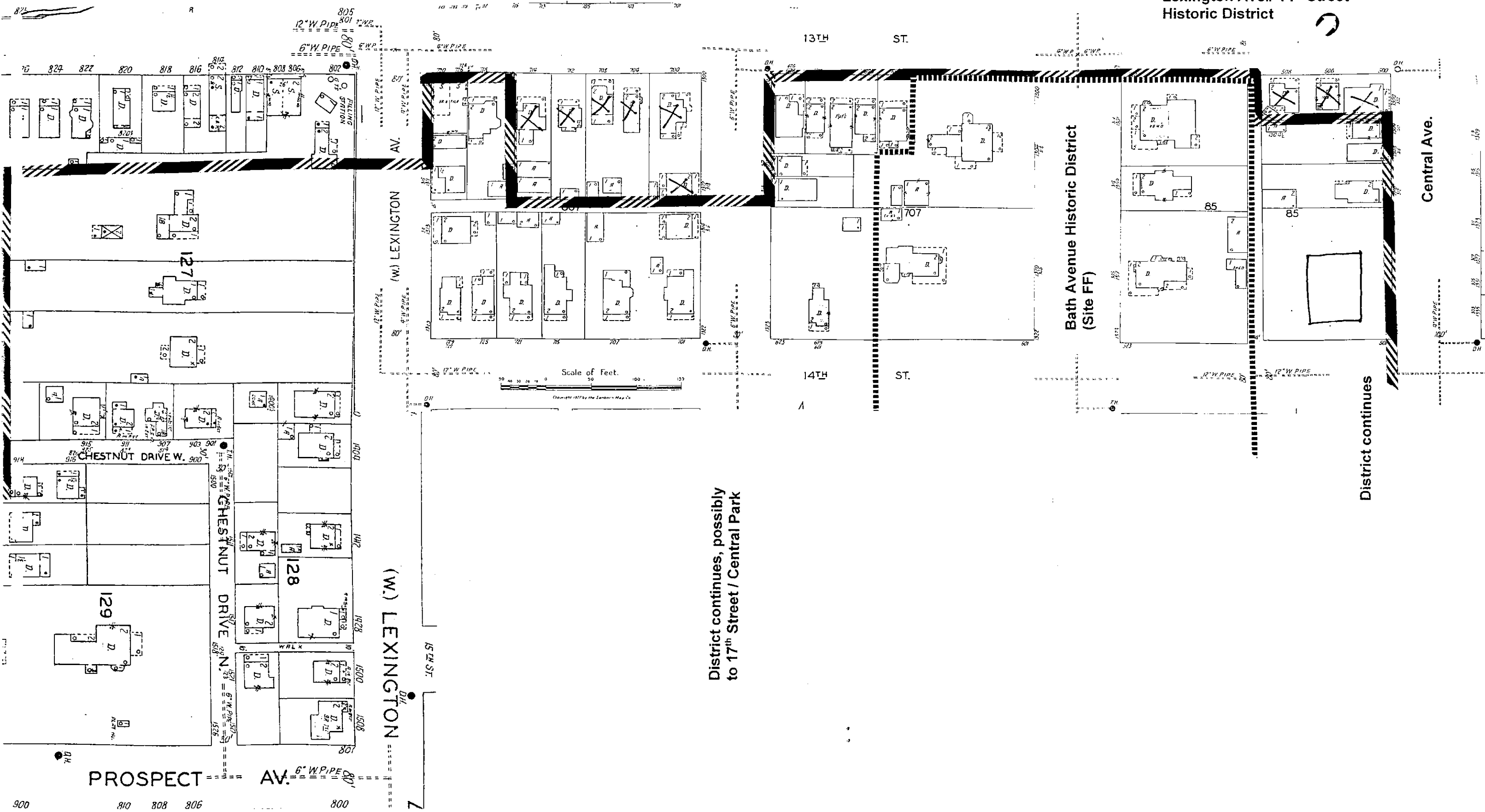
The district includes the early twentieth century buildings along Lexington Avenue north to Bath Avenue.



Proposed NR District Boundary

III-30

Figure III-7
Lexington Ave./ 14th Street
Historic District



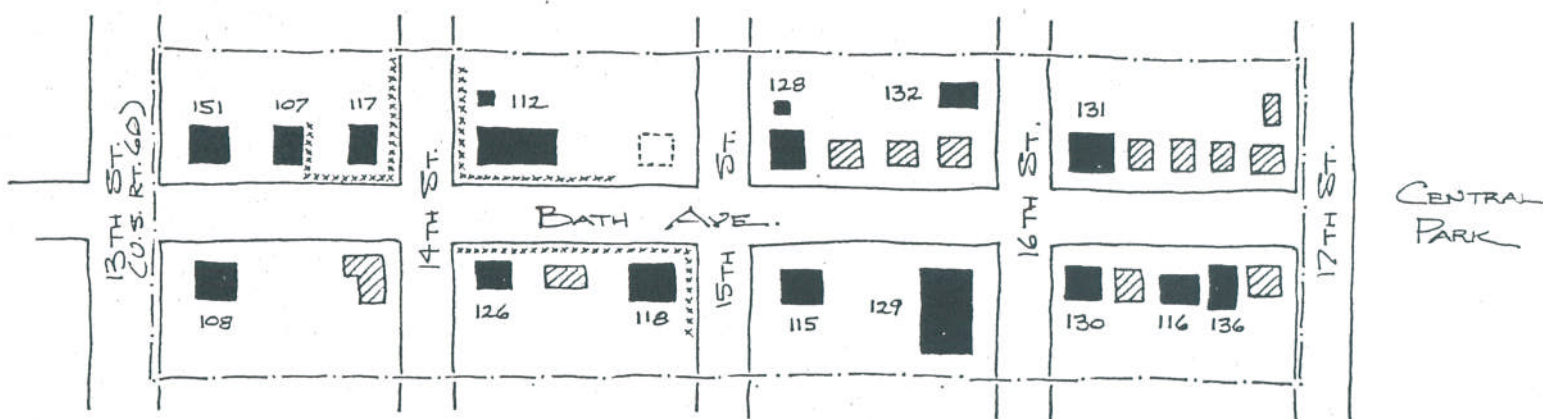
<u>Site/ Evaluation</u>	<u>Description</u>
Site FF/ NR	<p>Bath Avenue Historic District</p> <p>The Bath Avenue Historic District includes the 1300 through 1600 blocks of West Bath Avenue and was listed on the National Register in 1979. The neighborhood was occupied by the nineteenth-century owners and managers of Ashland's industries. The houses represent a variety of styles from Gothic Revival to Classical Revival which is unparalleled in other sections of Ashland. Commercial development in the 1200 block of West Bath Avenue has severed the west end of the street from the blocks to the east.</p>
Site FF/ NR	<p>Robert Peeples House, 1317 Bath Avenue</p> <p>This board and batten, Gothic Revival house was built circa 1874 to 1875 and enlarged in 1891. It is reputed to be the only surviving Gothic Revival house in Ashland.</p>



Figure III-8
Bath Avenue Historic District

BATH AVENUE HISTORIC DISTRICT, ASHLAND, KY.

- ESSENTIAL CONTRIBUTORS TO DISTRICT
 ▨ BUILDINGS WITH COMPATIBLE SCALE AND MATERIALS
 □ DESTROYED BUILDING
 - - - - DISTRICT BOUNDARY
 xxxxxxxx CAST IRON FENCES



- | | |
|------------------------------|--------------------------|
| 107 - GOLDIE WILSON Ho. | 128 - W. H. DAWKINS Ho. |
| 108 - A. C. CAMPBELL Ho. | 129 - MAYO MAJOR |
| 112 - W. B. SEATON Ho. | 130 - PAGE-RUSSELL Ho. |
| 115 - HUGH MEADS Ho. | 131 - H. L. RUSSELL Ho. |
| 116 - GOV. SIMEON WILLIS Ho. | 132 - JANET BERGER Ho. |
| 117 - ROBERT PEEBLES Ho. | 136 - SARAH CALVIN Ho. |
| 118 - JOHN MEADS Ho. | 151 - RUFAS VAN SANT Ho. |
| 126 - HILDA PEEBLES Ho. | |

NOTE: NO BUILDINGS IN THE DISTRICT ARE CONSIDERED INTRUSIONS.

Site/ EvaluationDescription**Site FF/ NR****Abraham Campbell House, 1304 Bath Avenue**

This two-and-one-half-story, brick house was built about 1870 by Abraham Campbell, a successful financier who was involved in the Ventura Hotel and several local banks. The Classical Revival porch was added by the Hagers in 1920.

**Site GG/ NRP****Tudor Revival Dwelling, west side of 12th St.**

The two-and-one-half-story, side-gabled brick Tudor Revival dwelling has a steeply pitched roof and half timbering in the gables.



<u>Site/ Evaluation</u>	<u>Description</u>
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Site HH/ NRP	
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	Dwelling, 1207 Bath Ave.
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	The two-and-one-half-story, hip-roofed, brick American foursquare has overhanging eaves and a full-width hip-roofed porch.
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Site II/ NRP	
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	1100 Block Bath Ave./ West side of Twelfth Street Historic District
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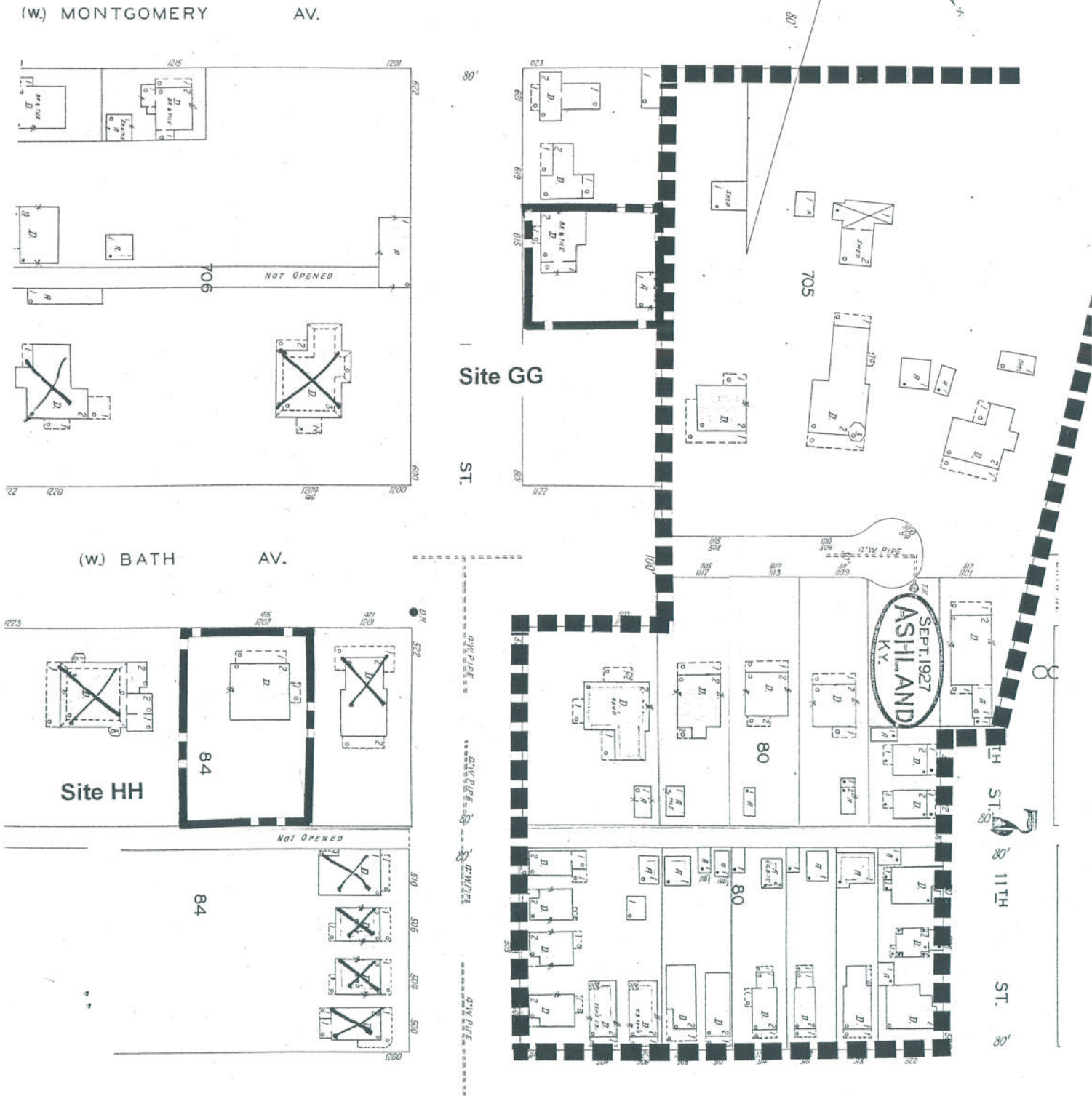
	The historic district includes a group of brick foursquares and Colonial Revival dwellings which were built before 1927.
--	--



Figure III-9
 Tudor Revival Dwelling (Site GG)
 1207 Bath Ave. (Site HH)
 1100 Block Bath Ave./ W. Side of 12th St.
 Historic District (Site II)

III-35

Proposed NR Boundaries



<u>Site/ Evaluation</u>	<u>Description</u>
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Site II/ NRP	
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	1100 Block Bath Ave./ West side of Twelfth Street Historic District
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	The dwellings which contribute to the proposed historic district are in the 500 block of 12 th Street.
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Site JJ/ S	
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	Commercial Building (BDA-245), 324 14th Street
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	The two-story, brick commercial building has inlaid stone accents and clerestory windows from the Art Nouveau period. The windows and doorways have been altered.
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<u>Site/ Evaluation</u>	<u>Description</u>
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Site KK/ NRP**White Swan Laundry Building, NW Corner Central/ 13th St.**

The brick industrial building, shown on the 1927 Sanborn Insurance Map, is one of the few surviving businesses from the era.

**Site LL/ NRP****Commercial Hotel (BDA-55), 336-346 13th Street**

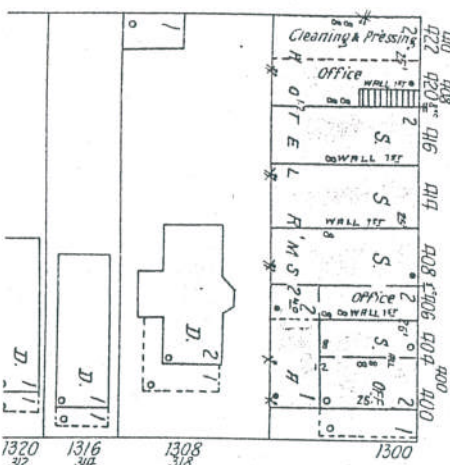
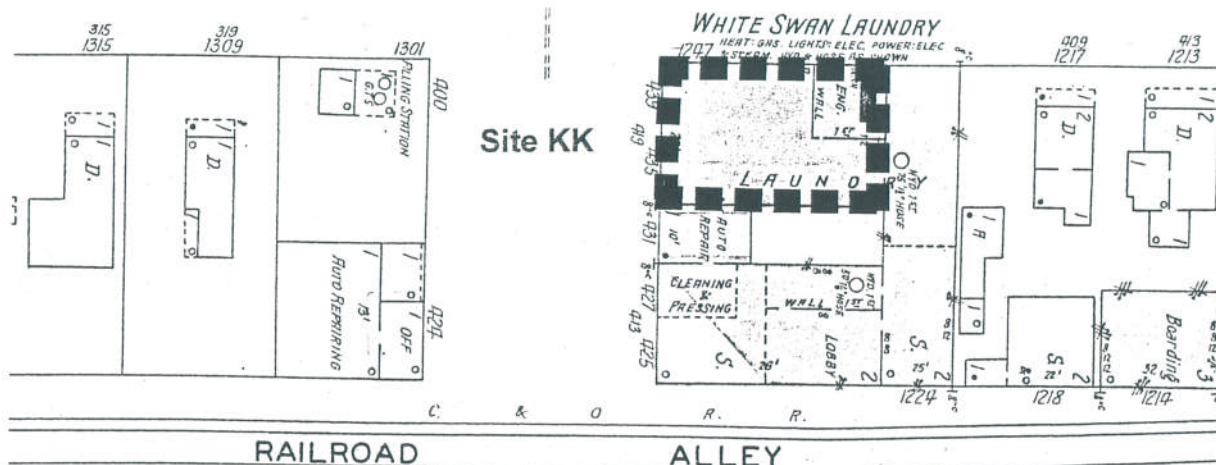
The two-story hotel building has rusticated stone lintels as well as scrolled brackets, and dentils in the cornice.



Figure III-10
White Swan Laundry (Site KK)
Commercial Building/ Hotel
(Site LL)

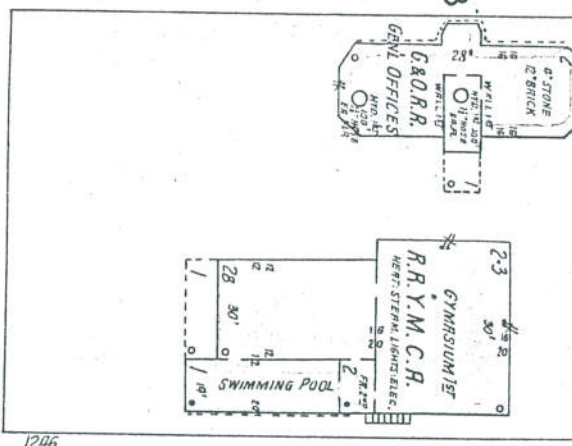
(W.) CENTRAL

Proposed NR Boundaries ■■■■■

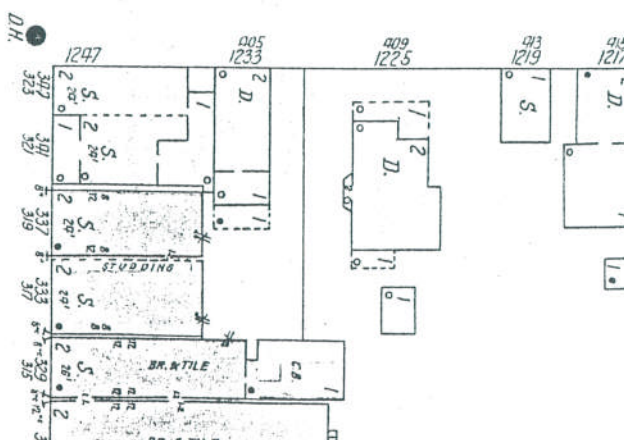
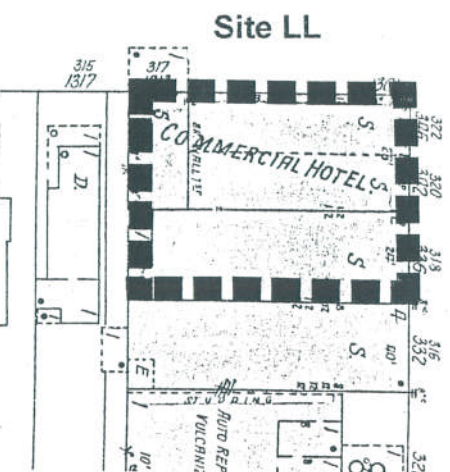


13TH

ST.



(W.) CARTER



Site/ EvaluationDescription**Site MM/ NRP****Salvation Army Building, 1225 West Carter St.**

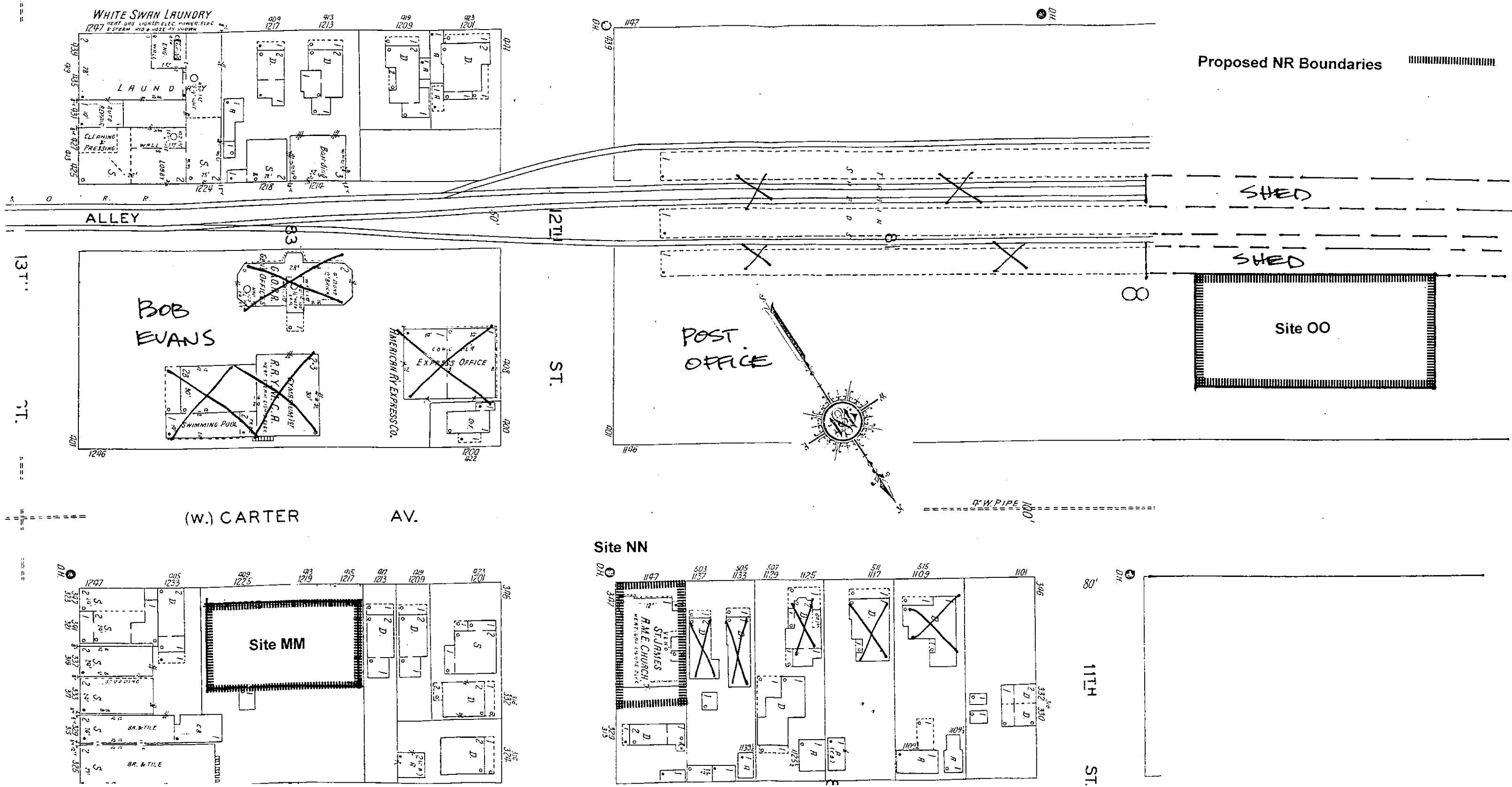
The two-story brick building which is topped by a crenelated balustrade and features stone accents around the central entry was built after 1927.

**Site NN/ NR****St. James African Methodist Church , NW Corner Carter/ 12th**

Established by the Reverend Christopher Seals circa 1860, the present day St. James African Methodist Episcopal Church was completed in 1912. The entry to the one-and-one-half-story, front-gabled brick church is through a hip-roofed corner bell tower. Above the windows are stone lintels. It was listed on the National Register in 1979.



Figure III-11
Salvation Army (Site MM)
St. James African Methodist Episcopal
Church (Site NN)
Chesapeake and Ohio Railroad Station
(Site OO)



Site/ EvaluationDescription

Site OO/ NRP

Chesapeake and Ohio Railway Station (BDA-54), Carter Ave.

In 1926, this building replaced the railroad's original large frame nineteenth century frame passenger station. The large waiting room is located in the central block of the symmetrical Renaissance design. Associated with the railroad station are three cast iron and wood canopies. The building was renovated for use as an office building by the Third National Bank of Ashland in 1979



Site PP/ NR

Downtown Commercial Historic District

The Downtown Commercial Historic District was listed on the National Register in 1994 under Criteria A and C. The district is significant in the context "Commercial Districts of Kentucky Ohio River Communities, 1850 to 1940". Along with the cities of Ironton and Portsmouth, Ashland serves as one of the major urban centers in the tri-state area of Kentucky, Ohio, and West Virginia. The historic district consists of 84 properties located in a 21-acre area bound by the CSX (formerly C&O) Railroad tracks and the Ohio River on the north, 18th Street on the east, Carter Avenue on the south, and 13th Street on the west.

The historic district is located in the area originally platted for an iron export center by the Kentucky Iron and Manufacturing Company in 1854. The original plat ran from present-day Front Street to Lexington Avenue and from present-day 1st Street to 23rd Street. Originally called Broadway, 16th Street served as the major north-south connector from the commercial area near the Ohio River to Hilton Avenue at the edge of the hills. Broadway or 16th Street was also designated as the dividing line for the east and west addresses on the avenues.

The land between the Ohio River and Front Street was planned for use by river-related businesses, the railroads, and industries. During Ashland's early commercial history, merchants were located along Front Street. By the 1920s, Ashland's major businesses had relocated from Front Street south to Winchester Avenue between 13th and 17th Streets to escape the frequent flooding on Front Street. Today most of Ashland's most significant commercial buildings are found on Winchester Avenue. The intersection of present-day 16th Street and Winchester Avenue became the focus of the commercial district and is marked today by the eleven-story Second National Bank Building which was completed in 1924. Ashland's Ohio River frontage is occupied by the CSX Railroad tracks and is separated from the commercial district by a flood wall which was built during the 1940s.

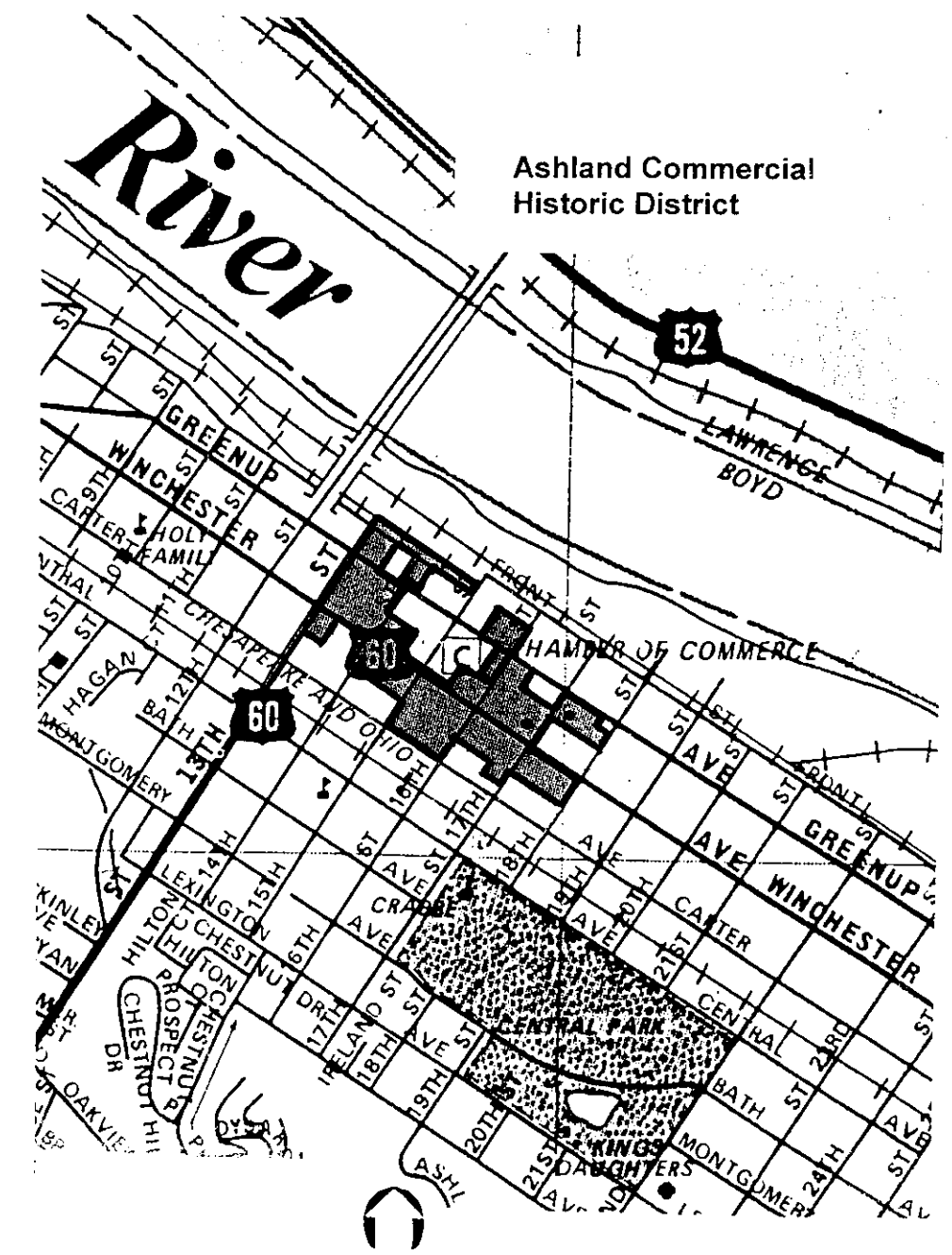
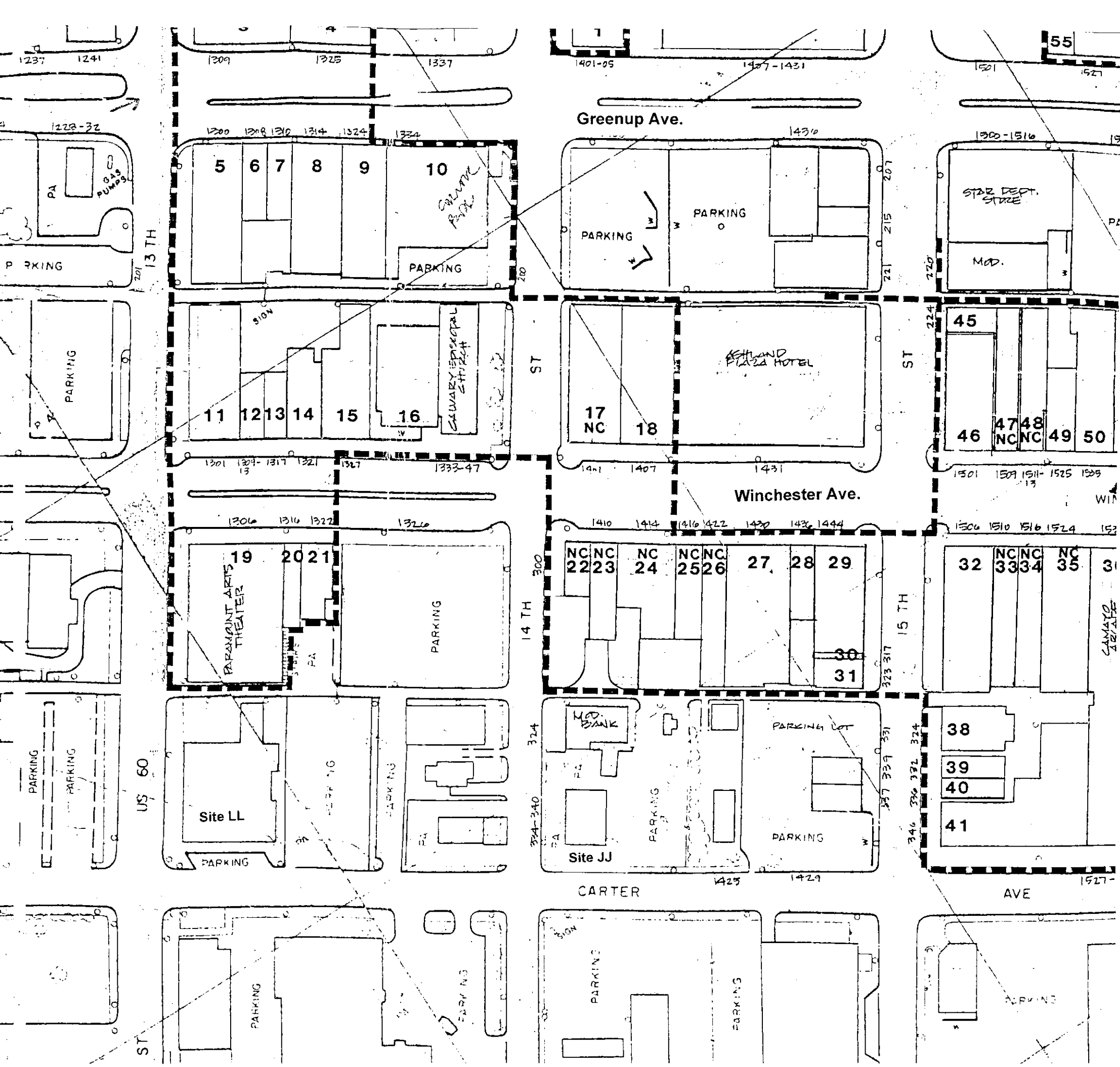
The brick commercial buildings included in the district date from 1890 to 1940, with half of the structures dating from 1900 to 1925, a period of economic expansion for Ashland. During that period, Ashland was known as the "Crossroads of the C&O Railroad" because of the high volume of passengers and freight which passed through the city. Hotels were built to provide temporary accommodations for travelers, businessmen, and newcomers drawn to Ashland by the employment and business opportunities. Ashland also became a banking center due to the capital

generated by the iron and coal industries in the Big Sandy valley. During the early twentieth century, buildings completed for banks not only housed financial operations, but also created office space to lease to the increasing numbers of lawyers, coal and oil operations, and real estate agents who established themselves in Ashland to provide services to the rapidly increasing population.

Ashland also became an entertainment center. By 1918, there were four movie theaters. Two additional ones were built in 1926. The Paramount, shown below, was the most elaborate and the first theater to move from the silent to the "talking" movies. Located on the southeast corner of the intersection of Winchester Ave. and 13th St., it was listed on the National Register in 1975 as an individual property and is also included in the Ashland Commercial Historic District.



Figure III-11
Site PP
Ashland Commercial
Historic District



Site PP/ NR

Downtown Commercial Historic District

Commercial buildings within the historic district on the north side of Winchester Avenue (1301, 1309, 1317, 1327) between 13th and 14th Streets, which date from 1880 to 1907.



Site PP/ NR

Downtown Commercial Historic District

Calvary Episcopal Church on the northwest corner of Winchester and 14th Street (1333-1347 Winchester Avenue) is a brick and stone Gothic Revival structure completed circa 1895. The arched entry is ornamented with alternating bands of light and dark stone. The three-story, pyramidally-roofed bell tower is accented with stonework and battlements.



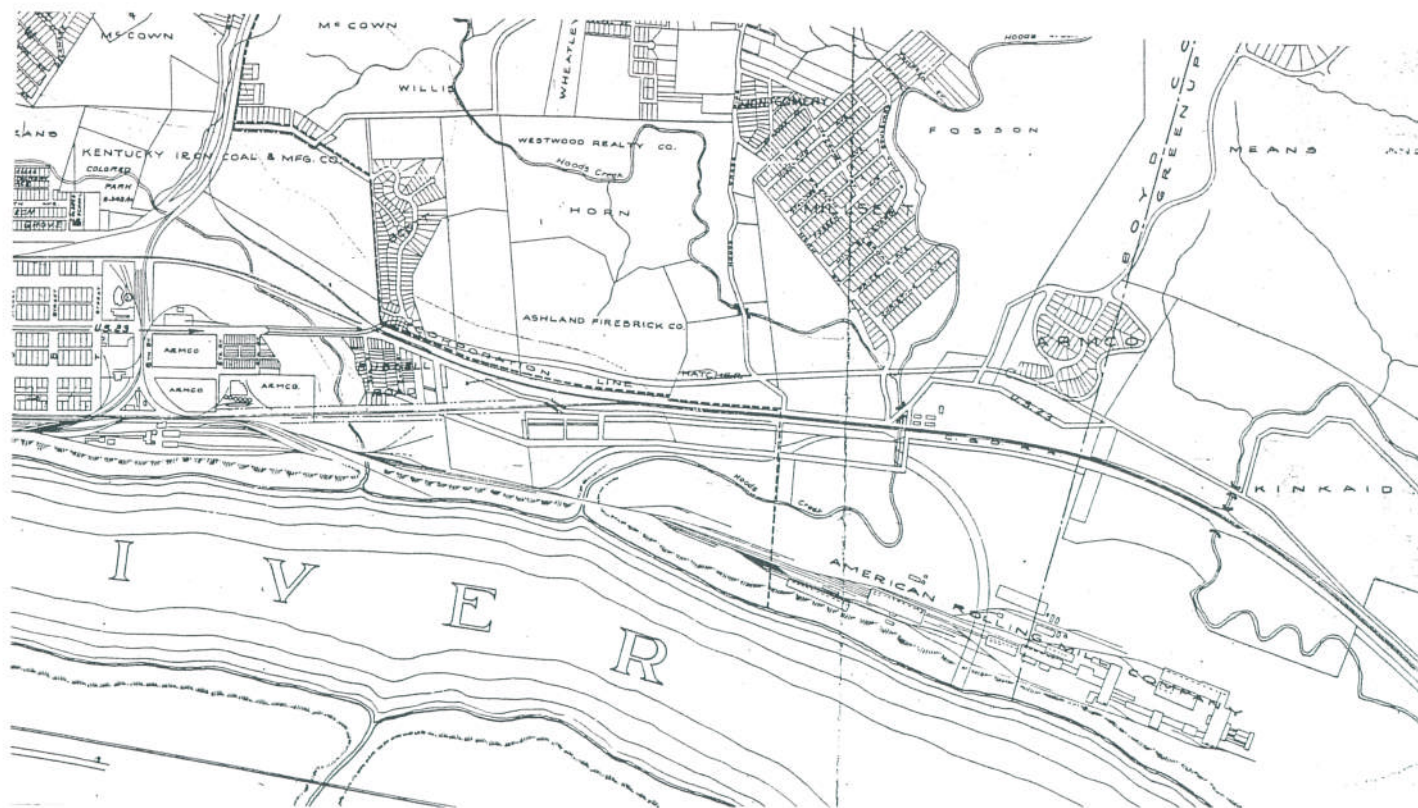
Site QQ/ S

AK Steel Ashland, US 23

In 1994, AK Steel was formed from ARMCO and Kawasaki. Its current products are carbon, stainless and electrical steel, cold rolled and aluminum coated stainless steel for automakers. The American Rolling Mill Company, which changed its name to ARMCO in 1948, purchased the iron furnaces along the Boyd-Greenup County line from the Ashland Coal and Iron Company in the 1920s. The American Rolling Mill Company produced steel sheets through a continuous rolling method and required a work force of 3,600 people. In the subsequent commercial expansion, Ashland's population grew from 15,000 in 1920 to 29,000 by 1925 and resulted in significant commercial and residential construction.

The blast furnaces of the steel plant have been dismantled, rebuilt, and expanded many times since the 1920s. Present-day access to the industrial is restricted due to security, but some early twentieth century buildings associated with the steel mill are visible along the perimeter. Due to the numerous updates of the buildings, equipment and furnaces over the last ninety years, it is doubtful that the industrial site would meet National Register criteria, but an intensive on-site inventory would be required to make a final determination of its eligibility.

Extent of American Rolling Mill Company in 1937



Site QQ/ S

AK Steel Ashland, US 23

View of the steel mill from outside property perimeter



Early 20th century building on south edge of steel mill property



IV. CONCLUSION

Within the proposed planning study area for the Interstate 64 to Ashland, Kentucky Planning Study are the following two historic districts and two individual properties which are listed on the National Register:

Ashland Historic Commercial District, listed in 1994 (Site PP)
Bath Avenue Historic District, listed in 1979 (Site EE)
Paramount Theater, listed as individual property in 1975 and included in the Ashland Historic Commercial District (Site PP) in 1994
St. James African Methodist Episcopal Church, listed in 1979 (Site NN)

As the result of coordination with the SHPO on compliance reports the following sites were Determined Eligible by Agreement by SHPO

Quadruple Span Concrete Bridge, US 60 over Little Sandy River (Site C)
Williams Creek Bridge, Princess (Site D)
Summit Missionary Baptist Church, KY 716 (Site I)

The following site was Determined Eligible by the Keeper of the National Register:

Federal Correctional Institution and Prison Camp (FCI/FCP) (Site J)

After a windshield survey, the following six historic districts appear to meet National Register criteria:

Prospect Place Historic District (Site Z)
Midland Heights Historic District (Site AA)
Graysonia Historic District (Site BB)
Grayson Road Historic District (Site CC)
Lexington Ave./ 14th Street Historic District (Site EE)
1100 Block Bath Ave./ 12th Street Historic District (Site II)

The following 26 individual properties appear to meet National Register criteria:

Dwelling, 2105 Midland Trail (Site A)

House, 8831 Meade-Springer Road (Site E)

Dwelling, 9223 Mead-Springer Road (Site F)

Bungalow and Barns, 8517 Mead-Springer Road (Site G)

Tudor Revival Houses, 835/839 KY 716 (Site H)

T-Plan Dwelling, 3293 KY 716 (Site L)

Thornberry House, KY 716 (Site M)

ARMCO Park, US 60 (Site N)

Gertrude Ramey House (Site O)

Bridge over Little Hood Creek (Site P)

Westwood Christian Church, 713 Wheatley Avenue (Site Q)

Bill Mayberry House, 2633 Main St., Fairview (Site R)

Fairview Gym, Fairview High School, 2123 Main St. (Site S)

Log House, McKnight St., West Fairview (Site T)

Dwelling, Nichols Place (Site U)

Log House, York St. (Site V)

Pollard Baptist Church, Blackburn Ave. (Site W)

Christ United Methodist Church (Site X)

Dwelling, 321 Harrison (Site Y)

Tudor Revival Building, US 60 (Site DD)

Tudor Revival Dwelling, 12th St. (Site GG)

American Foursquare, Bath Ave. (Site HH)

White Swan Laundry Building, Central Ave. (Site KK)

Commercial Building/ Hotel, 336-346 13th St. (Site LL)

Salvation Army Building, 1225 Carter Ave (Site MM)

Chesapeake and Ohio Passenger Depot, Carter Ave. (Site OO)

A final determination of National Register eligibility will require additional research, photography, physical examination of the structures, an evaluation of these sites relative to the integrity standards established by similar properties in Boyd County, Kentucky which are currently listed on the National Register, and consultation with the State Historic Preservation Officer (SHPO) at the Kentucky Heritage Council in Frankfort.

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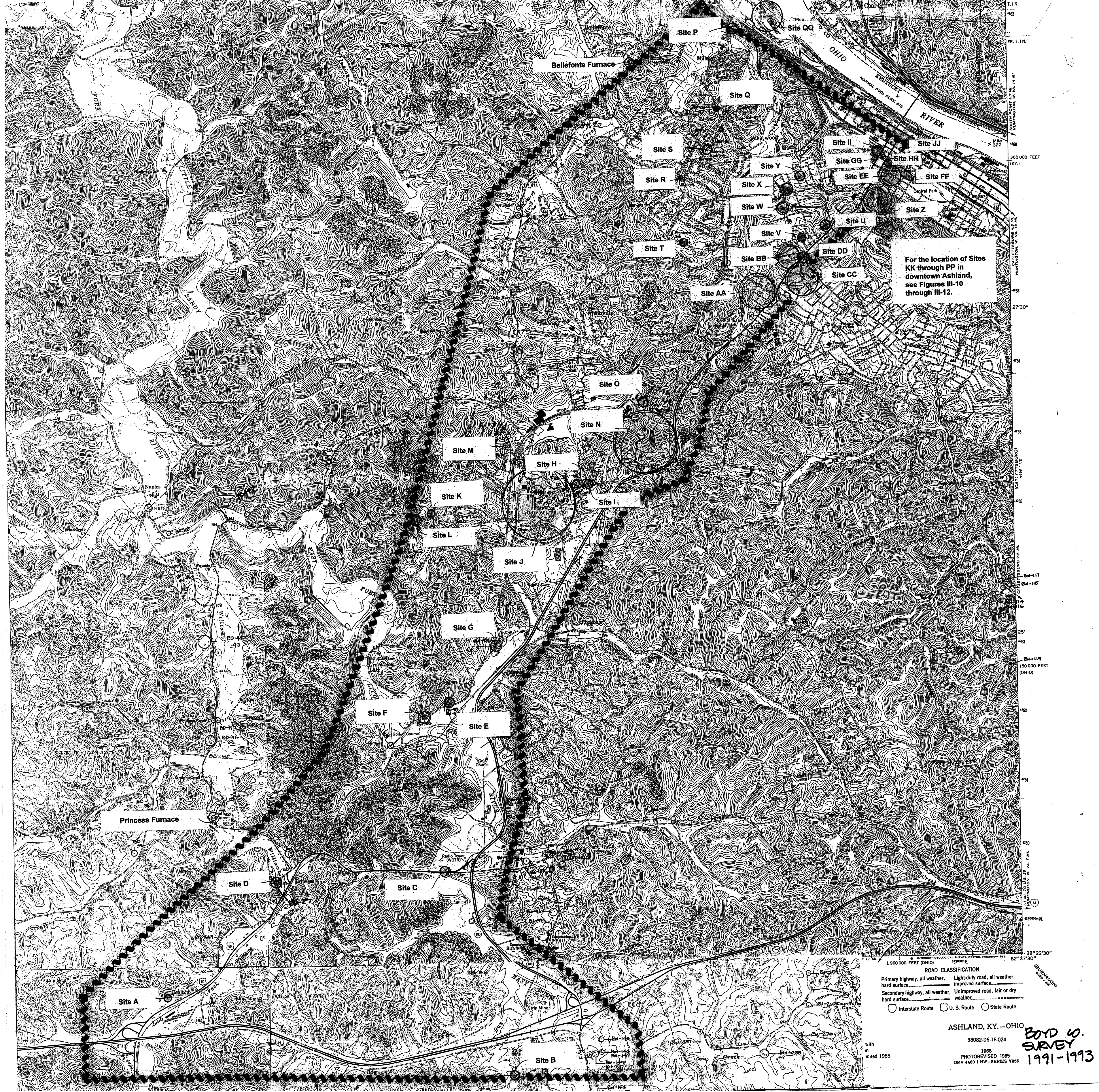


FIGURE III-1

**HISTORIC SITES
INTERSTATE 64 TO ASHLAND PLANNING STUDY OVERVIEW
BOYD COUNTY, KENTUCKY (ITEM NO. 9-129.00), 2007**

- Site A Dwelling, 2105 Midland Trail, appears to meet National Register criteria
- Site B Central Passage Dwelling, South Big Run Road, survey
- Site C Quadruple Span Concrete Bridge, US 60 over Little Sandy River, Determined Eligible by Agreement by SHPO
- Site D Williams Creek Bridge, Princess, Determined Eligible by Agreement by SHPO
- Site E House, 8831 Meade-Springer Road, appears to meet National Register criteria
- Site F Dwelling, 9223 Mead-Springer Road, appears to meet National Register criteria
- Site G Bungalow and Barns, 8517 Mead-Springer Road, appears to meet National Register criteria
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- Site J Federal Correctional Institution and Prison Camp (FCI/FCP), Determined Eligible by the Keeper of the National Register
- Site K Tudor Revival House, KY 716, survey
- Site L T-Plan Dwelling, 3293 KY 716, appears to meet National Register criteria
- Site M Thornberry House, KY 716, appears to meet National Register criteria
- Site N ARMCO Park, US 60, appears to meet National Register criteria
- Site O Gertrude Ramey House, appears to meet National Register criteria
- Site P Bridge over Little Hood Creek, appears to meet National Register criteria
- Site Q Westwood Christian Church, 713 Wheatley Avenue, appears to meet National Register criteria
- Site R Bill Mayberry House, 2633 Main St., Fairview, appears to meet National Register criteria
- Site S Fairview Gym, Fairview High School, appears to meet National Register criteria
- Site T Log House, Fairview, appears to meet National Register criteria
- Site U Dwelling, Nichols Place appears to meet National Register criteria
- Site V Log House, York St., appears to meet National Register criteria
- Site W Pollard Baptist Church, Blackburn Ave., appears to meet National Register criteria
- Site X Christ United Methodist Church, appears to meet National Register criteria
- Site Y Dwelling, 321 Harrison, appears to meet National Register criteria
- Site Z Prospect Place Historic District appears to meet National Register criteria
- Site AA Midland Heights Historic District appears to meet National Register criteria
- Site BB Graysona Historic District appears to meet National Register criteria
- Site CC Grayson Road Historic District appears to meet National Register criteria
- Site DD Tudor Revival Building, US 60, appears to meet National Register criteria
- Site EE Lexington Ave./ 14th Street Historic District appears to meet National Register criteria
- Site FF Bath Avenue Historic District, listed on the National Register in 1979
- Site GG Tudor Revival Dwelling, 12th St., appears to meet National Register criteria
- Site HH American Foursquare, 1207 Bath Ave., appears to meet National Register criteria
- Site II 1100 Block Bath Ave./ 12th Street Historic District appears to meet National Register criteria
- Site JJ Commercial Building, 324 14th Street, survey
- Site KK White Swan Laundry Building, Central Ave., appears to meet National Register criteria
- Site LL Commercial Building/ Hotel, 336-346 13th St., appears to meet National Register criteria
- Site MM Salvation Army Building, 1225 Carter Ave., appears to meet National Register criteria
- Site NN St. James African Methodist Episcopal Church, listed on the National Register in 1979
- Site OO Chesapeake and Ohio Passenger Depot, Carter Ave., appears to meet National Register criteria
- Site PP Ashland Historic Commercial District, listed on the National Register in 1994
- Site QQ AK Steel, US 23, survey

A final determination of National Register eligibility will require additional research, photography, physical examination of the structures, an evaluation of these sites relative to the integrity standards established by similar properties in Boyd County, Kentucky which are currently listed on the National Register, and consultation with the State Historic Preservation Officer (SHPO) at the Kentucky Heritage Council in Frankfort.