

United States Department of the Interior
National Park Service

56-1899

National Register of Historic Places Registration Form

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



1. Name of Property

Historic name: Downtown Sandusky Commercial Historic District

Other names/site number: N/A

Name of related multiple property listing:
Sandusky Multiple Resource Area

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

2. Location

Street & number: Approximately twelve blocks in downtown Sandusky roughly bounded by Shoreline Drive to the north, Washington Row to the south, Hancock Street to the east, and Decatur Street to the west.

City or town: Sandusky State: Ohio County: Erie

Not For Publication: Vicinity:

3. State/Federal Agency Certification

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

I hereby certify that this 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

<p><i>Bartana Power</i> DSHPO Inventory & Registration <u>October 27, 2017</u></p>	
<p>Signature of certifying official/Title:</p> <p>State Historic Preservation Office, Ohio History Connection</p> <p>State or Federal agency/bureau or Tribal Government</p>	<p>Date</p>
<p>In my opinion, the property <u> </u> meets <u> </u> does not meet the National Register criteria.</p>	
<p>Signature of commenting official:</p>	<p>Date</p>
<p>Title :</p>	<p>State or Federal agency/bureau or Tribal Government</p>

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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
Signature of the Keeper

12/12/2017
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
Public – Local
Public – State
Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
District
Site
Structure
Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>39</u>	<u>28</u>	buildings
<u>2</u>	<u> </u>	sites
<u> </u>	<u>1</u>	structures
<u> </u>	<u> </u>	objects
<u>41</u>	<u>29</u>	Total

Number of contributing resources previously listed in the National Register 36

6. Function or Use

Historic Functions

(Enter categories from instructions.)

COMMERCE/TRADE

business, professional, financial institution, specialty store, department store, restaurant

SOCIAL

meeting hall, civic

DOMESTIC

hotel, single dwelling, multiple dwelling, secondary structure

EDUCATION

college

RECREATION AND CULTURE

theater, music facility

AGRICULTURE/SUBSISTENCE

processing, storage

INDUSTRY/PROCESSING/EXTRACTION

manufacturing facility, communications facility

HEALTHCARE

medical business / office

TRANSPORTATION

rail-related, water-related

Current Functions

(Enter categories from instructions.)

COMMERCE/TRADE

business, professional, financial institution, specialty store, restaurant

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SOCIAL

meeting hall, civic

DOMESTIC

hotel, single dwelling, multiple dwelling, secondary structure

GOVERNMENT

government office

RECREATION AND CULTURE

theater

AGRICULTURE/SUBSISTENCE

processing, storage

INDUSTRY/PROCESSING/EXTRACTION

manufacturing facility

TRANSPORTATION

water-related, road-related (vehicular)

LANDSCAPE

natural feature, parking lot, park, street furniture/object

VACANT/NOT IN USE

WORK IN PROGRESS

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7. Description

Architectural Classification

(Enter categories from instructions.)

MID-19TH CENTURY

Greek Revival

LATE VICTORIAN

Italianate, Second Empire, Romanesque

LATE 19th AND 20th CENTURY REVIVALS

Beaux Arts, Neo-Classical Revival, Spanish Colonial Revival

LATE 19th AND 20th CENTURY AMERICAN MOVEMENTS

Chicago, Commercial

MODERN MOVEMENT

Art Deco, Art Moderne

Materials: (enter categories from instructions.)

Principal exterior materials of the property: _____

FOUNDATION: STONE – limestone

CONCRETE

WALLS:

BRICK

STONE – limestone, sandstone

METAL – cast iron, tin, copper, steel, bronze, aluminum

WOOD – weatherboard, plywood/particle board

STUCCO

GLASS

SYNTHETICS - vinyl

ROOF:

ASPHALT

SYNTHETICS – rubber

WOOD – shingle, shake

OTHER – clay tile

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.)

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Summary Paragraph

The Downtown Sandusky Commercial Historic District is located in the commercial area of downtown Sandusky, Erie County, Ohio. The district, which is adjacent to the Lake Erie waterfront, consists of 56.18 acres. It is roughly rectangular in shape, is roughly bounded by Shoreline Drive to the north, Washington Row to the south, Hancock Street to the east, and Decatur Street to the west. The district consists of 104 buildings and also includes two public parks. Thirty-six properties within the district's boundaries were previously listed on the National Register of Historic Places as individual properties, multiple resource areas, or previously listed historic districts. The architecture in the district is dominated by mid-sized two or three-story buildings although some are taller and others are single story houses. Built primarily in the nineteenth and early twentieth centuries, the majority are of mill construction, with brick or stone walls / facades, flat roofs, and a cornice and/or parapet. Most of the buildings occupy the complete lot frontage, with facades abutting the sidewalks with a common setback. While some of the buildings are architect-designed, most of Sandusky's commercial buildings are vernacular and adopt elements of high style architecture popular at the time of construction or modification. Some of the styles found in the historic district include Italianate, Second Empire, Neoclassical Revival, Exotic Revival, and Art Deco, among others. The district topography is relatively flat but does slope downward toward the lake and its setting is defined by the scenic character of the Sandusky Bay. Although some storefront remodeling, surface parking lot and contemporary infill construction has taken place, the district as a whole retains integrity of location, feeling, association, design, materials, setting, and workmanship, and is a fine example of a downtown commercial district.

Narrative Description

The Downtown Sandusky Commercial Historic District has a rich collection of both vernacular and stylized historic architecture. With its buildings, history, setting, and location within the community, the downtown is deservedly unique. The original plat of Sandusky dating from 1818, known as the Kilbourne Plat, was done by a Freemason (Hector Kilbourne) who intentionally laid out a portion of the city in the shape of the square and compasses of the Masonic emblem (Figure 1). If referring to that plat, the area encompassing the Downtown Commercial Historic District begins at the uppermost point of the tallest compass and ends at the Lake Erie shoreline. Sandusky's early economic and demographic growth was greatly influenced by the natural environment and resources of the region. The commercial district was platted adjacent to the Lake Erie shore, which was further developed to keep pace with the increased traffic and commerce. Ideally suited for steamboat shipping and travel, Sandusky welcomed migrants into the downtown commercial district and beyond, and moved raw materials through the city for delivery throughout the Midwest.

There are 36 existing properties (all buildings) on the National Register that are located within the boundaries of the Downtown Commercial Historic District under one of the following designations:

- In March 1975, the Downtown Commercial Water Street District (101-165 E. Water St. and 101-231 W. Water St.) was added to the National Register and 14 contributing resources (building type) were included as part of that nomination. Since its listing, one of the buildings within the

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- boundary of the District (the Phoenix Building at 109-119 East Water Street) has been demolished.
- In October 1982, a Multiple Resource Area containing a total of 95 contributing resources (buildings and objects) were added to the National Register. Of the total amount, 9 contributing resources identified as part of that nomination are located within the downtown commercial district boundary.
- In January 1983, the Columbus Avenue Historic District (102-162 Columbus Ave.) was added to the National Register and 8 buildings were included as part of that nomination.
- In July 1976, the Engels and Krudwig Wine Company Buildings (at 220 E. Water St.) were added to the National Register under an individual listing.
- In May 1979, the Lucas Beecher House (at 215 W. Washington Row) was added to the National Register individually.
- In May 2003, the Independent Order of the Odd Fellows Building (at 225-237 West Washington Row) was added to the National Register individually.
- In June 2005, the Hotel Reiger (at 232 Jackson St.) was added to the National Register individually.
- In October 2009, the Feick Building (at 158-160 E. Market St.) was added to the National Register individually.

Much of a downtown's visual character rests in its architectural detailing and decoration. In downtown Sandusky, essentially six types of historic building materials have been used; stone, brick, cast-iron and ornamental sheet metal, wood, and terra cotta.

- Stone (sandstone, limestone, marble, granite or other building stones) is often found on the facades of historic buildings as an ornamental accent at corner detailing or quoins, sills or carved entryways; however, in Sandusky, due to the prevalence of limestone, most buildings have stone foundations and many feature stone as their primary building material. Sandusky is built on a fine limestone ledge and from its quarries was taken an excellent quality of building stone. From the refuse, commercial lime was made, while the better grades were used in road building and railway ballast. ¹ Due to its availability, native limestone is the most commonly used stone within the district. Examples include Bing's Hotel, Krudwig Wine Company, Fisher Hall, Graham Drug Store, and Moss Building.
- Brick can be found on buildings of almost any date and can range in detail from elaborate cornices and bold window arches to decorate storefront piers. Lake sand and gravel supply was practically inexhaustible. Adding to the level of visual interest is brick patterning and the arrangement of how bricks are laid. Examples include the Moss Brother's Bank, 14-130 East Market Street, the Kugel Building, J.H. Herman Co., 216 East Water Street

¹ Ways, Ed. And Geo. J. Lehrer, ed. "Our City Sandusky 1824-1924" Centennial Executive Committee, page 70.

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- Wood has been used for building decoration in a variety of ways. Wood details are often subtle and include elements such as moldings around windows and near the roofline. These less ornate details are nevertheless important to the total façade. Examples include the Fisher Hall, William Robertson Wholesale Grocery, Cassedy West Building
- Cast-Iron facades are typically seen at the first floor level store fronts as either part of an integral system or a cap to be installed onto structural steel framing members. Examples include the Facer's Store, Biemiller Building, Weeden-Reber Building
- Terra Cotta was used commonly from 1890 to 1930 as a decorative façade material. A ceramic material applied as a veneer or as part of a masonry unit, terra cotta offered flexibility in form, color and detail. Examples include the Star Theatre, Reiger Hotel, Hinde & Dauch Co.
- Ornamental Sheet Metal manipulated or pressed to emulate more expensive materials such as carved stone or wood. It was a relatively quick and economical way to apply an architectural visage to a commercial façade giving added dimension or substance to the structure. Examples include the William Robertson Wholesale Grocery, Kingsbury Building, Heminger Saloon, and the Laurence Building.

Landscaping in the district includes established /mature deciduous street trees in an assorted variety, decorative tree grates, brick paver patterning which uniformly outlines and accents the street tree line between the sidewalk and curb in geometric uniformity along both sides of Washington Row, Market Street, and Water Street up to Jackson (to the West) and Wayne (to the East). The brick paver pattern extends beyond Water Street on Wayne and Jackson just before Shoreline Drive where they stop abruptly. The decorative brick paver patterning exists within the Schade-Mylander Plaza and is extended beyond the terminus of Columbus Avenue with steps down onto Shoreline drive and pavers laid the full width of the Schade-Mylander Plaza with a brick paver pedestrian crosswalk on Shoreline Drive centered on the fountain within the Schade-Mylander Plaza and then further extends east to west along the northern side of Shoreline Drive the width of the Cedar Point slip. There is a brick paver crosswalk at Facer Park along the north side of East Water Street. Occurring along the blocks within the district beyond Wayne to the East and Jackson to the West, mature street tree plantings have a simple brick paver, planted flower base or strips of grass in otherwise uniform field of concrete. Large evergreen trees exist along the district's border on the north side of East Water where contemporary residential construction exists beyond. Full grass tree lawns with intermittent mature tree plantings exist on either side of Hancock between Market and Water. Full grass tree lawns with intermittent mature tree plantings exist on the east side of Decatur. The south side of Shoreline Drive is void of vegetation as a result of angled parking spaces existing along the backs of buildings; however, the north side of Shoreline Drive has intermittent plantings (some mature trees and other low profile planter beds) in front of businesses while the rest of the available land surface is paved in either concrete or asphalt. Lighting within the central downtown streets is accomplished through decorative pedestrian scaled lampposts whereas much taller utilitarian street light poles are common in areas beyond where decorative brick pavers and tree grates have been installed. The City maintains its own greenhouse and takes pride in the plantings on display within Facer's Park, the Shade-Mylander Plaza and throughout the downtown streets which provide a colorful display of foliage, flowers and ornamental grasses spring through fall. Ornamental fencing of a contemporary simplified style, bench seating and decorative metal waste receptacles all add to the charm of the district. Many of the commercial businesses have extended their storefronts through use of additional ornamental fencing to allow for patio seating along portions of the sidewalk. Supplemental planter boxes or urns at street front level or at upper-story window boxes exist throughout the district for added visual interest. Parking

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lots generally have shrubbery and trees planted at their perimeter to soften their appearance and some also have ornamental metal fencing.

BLOCK BY BLOCK DESCRIPTION

BLOCK #1 – North Side of Water Street to North side of Shoreline Drive between Decatur Street and Jackson Street (Resource numbers 1-4)

As the population increased, the mercantile district (Block 2) along Water Street expanded east (Block 1) and west (Block 3). This commercial block is linked to two of Sandusky's largest enterprises: The Hinde & Dauch Paper Company (formed in 1881 and eventually becoming one of the world's largest manufacturers of corrugated boxes) and the Kroma Color Company an independent watercolor company offshoot of its parent company the American Crayon Company. Both businesses occupied a six-story limestone building (demolished) just west of the district boundary; however, the Sanitary Paper Bottle Co. was an inter-related Hinde & Dauch business. Among the businesses housed in the buildings along this block were a lumber yard and planing mill, a meat processing facility, laundry, handle factory, tobacco and liquor warehouses, and railroad offices all in close proximity to port and railroad access.

1 309 West Water Street

James Woolworth Handle Factory

Erected: 1918

OHI No. ERI-1444-3

Contributing

(photos #0001 far left, 0002 – far left)

The building is a two-story red brick masonry building with a three part façade. Stone elements include its foundation, sills with lugs, water table and a cornice cap at the parapet. The building features brick detailing with a running bond brick pattern, low relief window surrounds in the header course and running bond, molded brick window hoods, a molded brick band course, and stepped brick corbels are found below a three-course high relief field of running bond brick and ledge. The window sashes have been replaced, a wood framed canopy was finished in bead board and cedar shake shingles and masonry openings at the ground floor level have been infilled with paneling to receive small windows and a door. Although the building has been modified, it retains historic integrity.

2 307 West Water Street

Sanitary Paper Bottle Co.

Erected: 1858

OHI No. ERI-1442-3

Builder: Smith & Parsons

Contributing

(photos #0001 - center, 0002 – second left)

The property is a three-story rectangular shaped limestone building with an ornamental cornice, rock faced ashlar, stone lintels, water table and a flat roof. Although some alteration has occurred, this is a good example of a mid-nineteenth century commercial warehouse constructed of Sandusky limestone.

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3 303 West Water Street

Commercial Building

Erected: 1858

OHI No. ERI-1441-3

Builder: Smith & Parsons

Contributing

(photos #0001 - third, 0002 – second right)

A three-story timber framed building, built by Smith & Parsons, features an arched cast iron storefront at street level, stone foundation and wall construction with stucco wall finish and decorative metal bracketed cornice. Exterior metal panels currently conceal a large portion of the stucco façade while the storefront and cornice are still visible. Although the building is partially concealed by contemporary metal panels it retains its historic integrity.

4 301 West Water Street

Sandusky Butter & Egg Co.

Erected c. 1920

OHI No. ERI-1440-3

Contributing

(photos #0001 – far right, 0002 – far right)

The present two-story building features a three-part façade with brick pilasters capped by stone at the outermost portions of the facade. The building has a concrete water table, exquisite masonry detailing throughout the façade in a variety of symmetrical and deliberate patterning including basket weave and checkerboard bonding patterns. Storefront modification has occurred with the installation of a more contemporary system within masonry openings. Louvered metal panels have been installed along a side elevation within masonry openings previously displaying windows. Associated hardware for signage and awnings and metal roof flashing have all been installed, yet the historic front façade is still able to be appreciated in its current form. Although the building has been modified it retains its historic integrity and exceptional masonry brickwork.

BLOCK #2 – North Side of West Water Street and East Water Street to south side of Shoreline Drive between Jackson Street to the west and Wayne Street to the east (Resource numbers 5-19)

These two city block of buildings within the downtown constitute the heart of the early mercantile district in Sandusky and, together, form the Water Street Commercial Buildings National Register District. The buildings along this side of Water Street comprise the most complete intact block of mid-to-late nineteenth century commercial buildings for the wholesale and warehouse use in downtown Sandusky. Water Street was the original mercantile center of the city, which later spread south along Columbus Avenue and east and west along Market Street. The backs of the Water Street buildings faced directly on the lake, but landfill has put them 150 to 500 feet from the present shoreline. Among the businesses housed in the buildings along this block were produce and commission merchants, dry goods, tailors and clothiers, milliners and dressmakers, hardware, iron and stove merchants, upholsterers and furniture dealers, wholesale and retail grocers, drug stores, boots and shoe merchants, and express (delivery) companies.²

5 225 West Water Street (at Jackson Street intersection – east side)

Freeland T. Barney Building (NR, 1975)

Erected c. 1870, 1892

OHI No. ERI-1826-3

Contributing

(photo #0001 - fifth, 0003 - first)

² Damm, Ellie. Water Street Commercial District NR Nomination, 1975.

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The three and one half story brick building at the northeast corner of Jackson and West Water Streets in downtown Sandusky was built about 1870 and underwent a major renovation in 1892 which included the addition of a Romanesque Revival facade. A continuous smooth faced sill and rusticated stone lintel exists at the 2nd floor sash. A smooth stone sill and rusticated stone arches exist over the 3rd floor windows and the attic story windows, which are smaller in size than those on lower floors, display a mix of square and round arch window spaces with a continuous smooth stone sill and rusticated lintel. Decorative brackets trim the upper most portion of the building. The building retains its historic integrity.

6 223 West Water Street

Wildman-Mills Buildings (NR, 1975)

Erected c. 1835, renovated 2016

OHI No. ERI-1832-3

Builder: Isaac Mills & Zalmon Wildman

Contributing

(photo #0003 – center,

0005 – seventh from right)

This three-story building and the two buildings immediately east, are likely the oldest commercial buildings still standing in Sandusky. “Hotel Kilbourne” lettering is below Italianate brackets that decorate the roofline, cast iron posts are at ground level, and windows have painted stone sills and lintels. Window replacements are compatible and a new rooftop penthouse is setback from the primary façade and painted a compatible color to the adjacent masonry. The building has been recently renovated with and contemporary materials incorporated into façade including lighting, signage and storefront glazing as well as a stepped back rooftop addition. 223 West Water Street retains historic integrity.

7 217 West Water Street

Wildman-Mills Buildings (NR, 1975)

Erected c. 1835

OHI No. ERI-1831-3

Builder: Isaac Mills & Zalmon Wildman

Contributing

(photo #0003 – center, 0004 – with scaffold)

This three-story building has cast iron posts at the ground level, with painted wall surface masonry, an expansive oriel window at the second floor which spreads across nearly the entire wall surface, three individual windows at the third story, and a projecting cornice with brackets and a pointed parapet with decorative finial. The building was recently renovated with many historic design elements reinstated where lost, and it retains historic integrity.

8 207-211 West Water Street

Wildman-Mills Buildings (NR, 1975), Stahl & Taubert

Erected c. 1835

OHI No. ERI-1830-3

Builder: Isaac Mills & Zalmon Wildman

Contributing

(photo #0003 – fourth from left, 0004 – center)

This three-story building features uneven bays that suggest some alteration during the last part of the 19th century, when Italianate styling was fashionable. The center cornice boards have brackets; each end of the roof line has a decorative cornice board extending above the roof line. At the ground level, there are cast iron posts which divide and support the façade as well as a contemporary storefront and awnings. The building retains historic integrity; only minimal alterations have occurred.

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9 201-205 West Water Street
Cassedy-West Building (NR, 1975)

Erected: 1867, 1884

OHI No. ERI-1829-3

Builder: Robert Cassedy

Contributing

(photo #0004 – fourth from right,
0005 – fourth from right)

This building is a three-story rock-cut ashlar façade trimmed with smooth cut limestone stone. Carved stone elements and brackets near the cornice add to the architectural appeal of this structure. The tonal qualities of the natural stone provide for an elegant and subtle color palette. The central windows rise slightly above the others typical of Renaissance Revival.³ Built by Robert Cassedy in 1867, the facade was changed somewhat by W.T. West in the 1880's. Only minimal alterations have occurred and they do not diminish the simple elegance of this building, retains historic integrity.

10 121 West Water Street
Laurence Cable Building (NR, 1975)

Erected: 1868

OHI No. ERI-1828-3

Contributing

(photo #0004 – fifth from left,
0005 – third from right)

A three-story vernacular painted brick building featuring three-part façade. At street front level, decorative metal pilasters and posts provide the frame for storefront display and transom glass. Contemporary awnings have been installed in same style as 201-205 West Water Street. On the upper floors, 2/2 double hung wood windows and decorative stepped sills and pointed window hoods. Direct applied painted signage on masonry are found between the second and third stories. At the roofline, a pronounced cornice with dentils exists and is painted to match the color palette of windows below. Only minimal alterations have occurred and they do not diminish the simple elegance of this building. The building retains historic integrity.

11 115 West Water Street
Stiles E. Hubbard Building (NR, 1975)

Erected: 1856

OHI No. ERI-1827-3

Architect: Sheldon Smith

Contributing

(photo #0004 – sixth from left,
0005 – second from right)

The property is a three-story Romanesque Revival style building. The arcaded first floor repeats the arches of the adjacent storefront at the corner of Columbus Avenue & Water Street. The upper floor window openings feature a stilted arch masonry treatment and pronounced stone sill. The rounded intersecting arcade muntin patterning exists within each tall narrow window opening location. Substantial brackets exist at roof line and are painted with more prominence than the projecting relatively flat cornice and molded brick string course existing below the brackets. Only minimal alterations have occurred and they do not diminish the simple elegance of this building, retains historic integrity.

³ Damm, Ellie. Treasure by the Bay: The Historic Architecture of Sandusky, Ohio. L Associated Presses, Inc, 1989, 53

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12 101-109 West Water Street

Hubbard's Block (NR, 1975)

Erected: 1854

OHI No. ERI-1439-3

Architect: Sheldon Smith

Contributing

(photo #0004 – seventh from left,

0005 – right)

The Romanesque-style four-story Hubbard's Block was designed by architect Sheldon Smith in 1854 and anchors the prominent northwest corner in the heart of downtown Sandusky at Columbus Avenue and Water Street. The building is made of limestone and sandstone with contrast being provided through the intentional regular coursed wall surface and smooth carved stone around the building's fenestration. At the street front level, three recessed entrances exist within arched openings and large display windows with transom exist in all others. Featured on the wall surface between the first and second floors are large blocks of tooled stone sunk panels with decorative stone corbels at each instance just above the termination point where two arcade arches meet. Arched windows are present on the second, third, and fourth stories. The arched double hung windows feature transoms and the bracketed cornice appears to be made of stone and ornamental metal.⁴ The building retains historic integrity; only minimal alterations have occurred.

13 Intersection of West Water Street, East Water Street, and Columbus Avenue

Schade-Mylander Plaza

Established ca. 1900

Contributing

(photos #0006, 0007 – center)

As seen on Sanborn maps, photographs and postcards, a public fountain was at the foot of Columbus Avenue in downtown Sandusky in the late nineteenth and early twentieth centuries, not far from the waterfront. The square where the fountain was located was often filled with activity as people gathered to meet the trains and boats as they arrived in Sandusky.⁵ This Schade-Mylander Plaza was established as dedicated greenspace along the waterfront and is located at the foot of Columbus Avenue between Water Street and Shoreline Drive. Steps lead to a fountain in the center of the park which is landscaped and largely covered in brick pavers. Although modified from original design intent, retains historic integrity and function.

14 101 East Water Street

Post, Lewis & Radcliffe Building (NR, 1975)

Erected: 1866

Contributing

(photos #0009 - left, 0011 – sixth from right)

Located on the northeast corner of E. Water St. and Columbus Avenue, this building anchors a prominent corner in the heart of downtown Sandusky. The three-story Romanesque Revival façade has since been modernized. Windows historically had rounded caps and there was a rounded dormer in the center of the roofline. Currently the building displays rectangular six-over-six double hung windows within masonry openings. The belt course, carved window sills and hand-tooled limestone pilasters with quoins on either side of the primary façade remain as does the cut limestone basement. Significant loss occurred to its east party wall when the Phoenix

⁴ Damm, Ellie. Treasure by the Bay: The Historic Architecture of Sandusky, Ohio. Associated Presses, Inc. 1989, 170

⁵ Ibid.

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Building was demolished several years ago; however, historic integrity at 101 East Water Street is still intact.

- 15 121-125 East Water Street
Biemiller Building (NR, 1975)
Erected: 1868
OHI No. ERI-1425-3

Contributing
(photos #0009 – center,
0011 – fifth from right)

This three-story brick building has a prominent Victorian bracketed cornice, hoodmolds and repeating arched storefront on the first floor. It also features a double transom and deep painted iron columns that feature three pairs of wood double entry doors centered on the façade between columns. The upper floor windows feature a four-over-four rounded arch sash and a carved stone sill. A stone belt course and stringcourse also exist. The projecting cornice is constructed from ornamental sheet metal. The building is currently vacant. The westernmost wall has experienced loss from the demolition of the Phoenix Building several years ago; however, historic integrity at 121-125 East Water Street has been preserved.

- 16 127-131 East Water Street
Weeden-Reber Building (NR, 1975)
Erected: 1853
OHI No. ERI-1426-3

Contributing
(photos #0009 – third from left,
0010 – far left)

This is an Italianate style three-story building. The storefront consists of cast iron columns and simplified glazing with metal infill panels and a single entrance through a pair of wood double doors. A limestone building with brick facade, second and third floors feature carved stone sills, tall one-over-one double hung windows with a half circle transom and hood top molding with stops. Decorative stone molding occurs beneath the metal cornice. The façade is not painted; however, the light red masonry exhibits a variety of color in its pattern. The property retains historic integrity, and only minimal alterations have occurred.

- 17 133-143 East Water Street
Reber Block (NR, 1975)
Erected c. 1852
OHI No. ERI-1427-3
Architect: George Reber

Contributing
(photos #0010 – second from left,
0011 – third from right)

This three-story building possesses a very monochromatic façade with the use of smooth-faced limestone throughout including the band course and carved cornice. The fields of limestone are elegantly defined through repetition of low relief triangular shaped pediments over upper floor six-over-six windows and plain lug sills below. The street front level features four different entrances all unique in design. Cast iron pilasters painted the same color as the upper floor sash repeat the entire length of the storefront. The storefront to the west is the largest and its entrance plane is straight with an awning over its entire length, at the center the storefront is curved and recessed, then a single entry door exist within that center portion and last a storefront similar in design to the first but with smaller display windows and a single entrance. Only minimal

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alterations have occurred and they do not diminish the simple elegance of this building, retains historic integrity.

18 149 East Water Street

William Robertson Wholesale Grocery (NR, 1975)

Erected: 1868

Contributing

OHI No. ERI-1428-3

(photos #0010 – second from right,
0011 - second from right)

This three-story Italianate-style commercial building features an intact storefront with tall windows and an arched entryway. The windows on the second floor feature a plain lug sill atop a sill course, rounded arch windows with intertwining arcade with eye muntin pattern and ornate hood top molding with keystone and stops formed from cement. The third floor windows are a slightly different shape with a segmental arched frame and uneven meeting rail resulting in a two-over-four sash. The cornice is substantial in size and includes a band course, frieze, ornamental molding, and tightly spaced corbels. Some modification has occurred at the storefront level with glass, framing and entry materials; however, its historic integrity and cast iron pilasters and brackets remain intact.

19 163-165 East Water Street

Fisher Hall (NR, 1975)

Erected: 1866-67

Contributing

OHI No. ERI-1429-3

(photos #0011 – far right, 0012 - far right)

This two-story Second Empire style limestone building has a cast iron storefront at its base, rounded arch window openings with semielliptical stonework surrounding very narrow and tall windows with an intertwined arcade muntin pattern and central balconette with sidelites and spider web fanlight and molded surround. The attic story, with a pair of segmental pediment dormers, has an asymmetrical gable roof. The exterior wall surface is roughly coursed Sandusky limestone. The building retains historic integrity; only minimal alterations have occurred. This building housed three express companies on the ground floor and a large public hall on the second floor. Various traveling musical and dramatic events were held at Fisher's Hall for fifty years.⁶

BLOCK #3 – North Side of West Water Street to south side of Shoreline Drive between Wayne Street and Hancock Street (Resource numbers 20-26)

As the population increased, the mercantile district (Block 2) along Water Street expanded east (Block 1) and west (Block 3). In the 1890's, Bear & Ruth had a pork processing, retail and shipping facility along this block. Eventually, they installed what is believed to be to have been the first mechanical refrigeration in Sandusky, cooling four floors for storage.⁷ Year later, a fire occurred along this block necessitating the removal of upper floors of 215-217 and 219 East Water Street which significantly impacted their character defining architecture. Among the businesses housed in the buildings along this block were coal sheds, meat processing and cold storage facilities, a tannery, a broom factory, a liquor warehouse and wine bottling & labeling facility all in close proximity to port and railroad access.

⁶ Damm, Ellie. Water Street Commercial District NR Nomination, 1975.

⁷ Hansen, Helen M. At Home In Early Sandusky: Foundations for the Future," 35.

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- 20 207 East Water Street
Commercial Building
Erected: 1956, remodeled: 1982 *Non-contributing*
(photos #0013 – far left, 0019 – far left)

The property is a single story brick commercial building with a running bond brick pattern. The remodeling of the building has changed the building considerably from its original appearance. No historic integrity survives and the building is considered a non-contributing resource.

- 21 215-217 East Water Street
Commercial Building
Erected: 1854, remodeled: 2013 *Non-contributing*
OHI No. ERI-1433-3 (from right) (photos #0013 – second from left, 0017 – fourth
Architect: Sheldon Smith)

Prior to the construction of Railroad Street, this was a Sandusky waterfront building. The existing brick façade is painted and has ornamental cast iron column wraps. Initially a two-story building, the upper level was removed reducing the building height to single-story. While the renovation was tastefully done, only a small percentage of historic integrity survives and the building no longer conveys its original three-story architecture. For those reasons, it is considered a non-contributing resource.

- 22 219 East Water Street
Commercial Building
Erected c. 1900, remodeled: 2013, 2017 *Non-contributing*
(photos #0013 – third from left, 0017 – third
from right)

The property is a single story red brick masonry building with a stone foundation. The brick is a running bond pattern, with brick pilasters at either end of the front façade. A rusticated stone sill and lintel at window opening and a rusticated lintel are found over the recessed entrance of the door. The roofline features a decorative metal cornice. The window is void of character defining detail and the front entrance also appears to be new although features a compatible wood door with a transom. While the renovation was tastefully done, only a small percentage of historic integrity survives and the building no longer conveys its original three-story architecture. For those reasons, it is considered a non-contributing resource.

- 23 221 East Water Street
Commercial Building
Erected c. 1920 *Contributing*
OHI No. ERI-1435-3 (photo #0013 – fourth from left, 0017 – second
from right)

This is a two-story brick commercial building with architectural interest derived from how the brick was laid (coursework creating horizontal bands and stacking to create a full brick cornice) – not a variety of masonry materials. Masonry openings at ground level have received contemporary infill panels within a portion of each opening. Twelve-over-twelve windows with low relief brick surrounds in a soldier course (top) and header course (sides) pattern frame the

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masonry openings at the second level. The cornice is formed from high relief brick placement with stepped effect as it tapers. There is a stone sill at the parapet. Although the building has been modified, it retains integrity.

24 231-233 East Water Street

C.C. Keech's Tannery Building

Erected c. 1865

OHI No. ERI-1436-3

Contributing

(photos #0016 –first building on right,
0017 – far right)

The front façade storefront along Water Street is treated as a single compositional unit framed with eleven smooth faced Indiana limestone pilasters and a continuous band course using the same proportions of material. The surrounding wall surface is coursed, rock-faced Sandusky limestone or masonry openings for doors and windows with smooth limestone sills. Building entrances exist within the second bay on either side of the façade and consist of a wood framed opening with 6-lite half circle transom over an arched batten wood door with strap hinges. They removed the top two floors and used the structure as a sales and storage building for over 40 years. The Engels and Krudwig Wine Co. purchased it in 1934 and made a few changes by putting on large wooden doors with metal strap hinges and fan-shaped transoms to resemble a winery before locating their wine bottling and storage here.⁸ The second floor level continues the use of coursed, rock-faced Sandusky limestone over a carved stone intermediate cornice. Windows are simple one-over-one with rock-faced sills with lugs but are accented with a two course header in a contrasting shade of rock-faced stone. The façade is capped with a large painted ornamental metal cornice that includes a rope molding detail within its profile. Tie irons with square metal painted plates are visible on the primary elevations in several locations. A relatively small blade-style sign is mounted on the southeast corner of the façade. Although the building has been modified, it retains integrity.

25 255 East Water Street

Facer Park

Established ca. 1892

Contributing

(photos #0018, 0019 – center)

In the open space on Water Street at the foot of Hancock Street was park, created in 1892 by Samuel Facer, a livery-man and a councilman of the city. Facer personally did most of the work of getting the ground in shape and beautifying the park and he made a very attractive and lovely spot, containing a fresh growth of plants and flowers, all enclosed by an iron fence. At the entrance to the park, Facer placed a drinking fountain. Today, the fence is gone and so is the drinking fountain. Enhancements were made in 1995-96 with the addition of a gazebo.⁹ In 2007, the interpretive sculpture "The Path to Freedom" was dedicated within the park. Designed by artist Susan Schultz, the sculpture is constructed of steel, bronze and concrete, and includes eight narrative panels. In addition, a Light in the Harbor fiberglass lighthouse is located in the park. Light in the Harbor is a public art exhibit featuring 28 six-foot tall fiberglass lighthouses painted by regional artists. Representative of those found along the Lake Erie Shore, a number of miniature lighthouses, each with a specific theme, dot the landscape along Sandusky's downtown streets and parks. This example in Facer Park depicts an Underground Railroad night scene with

⁸ Hansen, Helen and Virginia Steinemann. "From the Widow's Walk" Volume II. Sandusky, OH, 1996, 91.

⁹ Ibid, 66.

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travelers following the North Star. Although modified from original design, it retains its historic integrity.

26 305 East Water Street

Commercial Building

Erected: 1920, remodeled: 1984, 2017

Non-contributing

(photo #0020- far right)

The property is a one-and-one-half story brick commercial building and is a good example of a one-part commercial block. The facade had received a contemporary stone veneer with storefront which was recently removed. The top half of the façade including cornice features intricate historic masonry detailing and two different color glazed brick with wrapped metal cornice. Secondary elevation masonry is a red common brick.

Block #4 – East side of Decatur Street to north side West Market Street, to west side of Jackson Street, and south side of West Water Street (Resource numbers 27-37)

This block served the downtown commercial district as development along Water spread further west. Several hotels and rooming houses had existed along this block and the heavily traveled Sandusky and Columbus Short Line Railway depot was located on its opposite intersection at West Water & Decatur which ran passenger trains daily to and from Columbus. On this block, at the intersection of Jackson and West Water Street was the Biemiller Opera House which drew crowds far and wide. Light industry existed on the interior whereas hotels, saloons, restaurants, an automobile garage and recreation center existed along the block along the street front.

27 110 Decatur Street (at Water Street intersection – south side)

John Mertz Manufacturing Co.

Erected: 1915

Contributing

(photo #0021 - left)

A brick masonry building with stone sills, stone caps at piers and stone coping along roofline. The two-story portion is comprised of four bays in width along Water Street and three bays in depth along Decatur Street with the center bay serving at the primary entrance. A single-story portion extends along Decatur Street by five more bays. Each bay has a pronounced brick masonry pier emphasizing verticality of the façade. Window openings have been partially infilled to receive smaller sash that does not fill the historic masonry opening. Contemporary roof flashing wraps over the edge of the stone. Although modified from its original design, it retains historic integrity.

28 112 Decatur Street

Commercial Building

Erected: 1840

OHI No. ERI-350-3

Non-contributing

(photo #0021 – right of center)

The building is a single-story brick commercial building with an asymmetric fenestration. It has a continuous sill course of stone above a rock-faced limestone foundation. The inscription panel says “ZECK” above the front door; however, it is unclear if it is a historic name. Stone infill has occurred within original masonry openings and contemporary entry system has been installed. Low relief masonry inset between top of masonry openings and cornice provide visual interest to

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façade. Poorly matched tuck-pointing has occurred near the cornice and contemporary metal flashing wraps parapet. Little historic integrity survives and the building is considered a non-contributing resource.

29 433 West Market Street

Ogontz Garage

Erected: 1911

OHI No. ERI-809-3

Non-contributing

(photos #0023 – far left, 0024 – far left)

The garage construction consisted of wood trusses, concrete floor and brick masonry exterior. The primary façade was divided into three bays and each bay had a three-part storefront at ground level although the center bay had a vehicular entrance and display windows on either side as well as a row of eight windows at a second floor level two paired on either end and four grouped to the middle. The outer bays only had divided lites of display glass with three large display windows with narrow clear glass transoms of equal width and the portion of storefront at the center continued the display windows and transom in the similar proportions around that vehicular entrance. The façade was further defined and emphasis of verticality was achieved through the use of low relief masonry fields around the fenestration. A pedestrian entrance featuring a pair of full lite doors and transom was located in the first bay of the secondary façade along Decatur. Windows centered within six bays continued down the secondary façade with an additional vehicular entrance located in each of the last three bays. The design was practical yet elegant and served its intended purpose well. The historic façade has been altered by the construction of a new EIFS storefront which was constructed over the historic. The design introduces a new shape to the roofline, eliminates 2nd floor sash, eliminates ground level storefront framing, changes the vehicular entry to a pedestrian and introduces smaller incompatible windows and an aluminum storefront door with painted masonry infill within historic masonry openings. Along the secondary elevation, masonry infill takes the place of windows and the pedestrian entry. While the overall massing, the original unpainted piers of American bond masonry, the sandstone sills and limestone foundation can be seen along Decatur the building looks noticeably different. The current façade treatment is not compatible with historic district. Little historic integrity survives and the building is considered a non-contributing resource.

30 419 West Market Street

Sandusky Recreation Center (Bogert)

Erected c. 1900

OHI No. ERI-808-3

Contributing

(photo #0023 – second from left,
0024 – fifth from right)

This two-story early 20th century commercial building features a three-part symmetrical façade and a buff colored glazed style of brick unusual for Sandusky. The stone foundation, continuous stone sill course at 2nd floor sash, inset stone accent squares within field of elaborate brickwork along storefront and cornice levels and stone roof coping which has been partially covered with contemporary metal flashing. The two outermost bays project further on the façade (approximately 3” in depth) than the center bay. The façade brick is a contrasting color to the red common brick used on secondary elevations. The front of the building is made more interesting through intentional brick patterning with running bond as the primary field but soldier and header course laid atop the storefront, 2nd floor and cornice levels, masonry rectangles with running bond fill created through header courses laid the width of the 1st and 2nd floor masonry openings but set centered between the top of storefront and bottom of 2nd floor levels. The same rectangular

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patterning exists centered between the top of 2nd floor and bottom of cornice; however, a basket weave pattern exists within each rectangle. Geometric design through low relief brickwork and stone insets exist at the storefront and cornice level. A header course of brick runs along the entire roofline just below the stone cap. Window and storefront replacements have occurred on the building façade, one masonry opening has been infilled with brick and contemporary awnings at storefront level have been installed; however, the masonry retains integrity as the building's primary character defining feature. Although modified from its original design, it retains its historic integrity.

31 403 West Market Street

Schlenk Building

Erected 1882

OHI No. ERI-807-3

Contributing

(photo #0023 – third from left,
0024 – fourth from right)

This two-story brick masonry building was an early restaurant (first floor) and hotel (upper floors). The building has a three part façade with storefront and intermediate bracketed cornice and stringcourse. Storefront has three sections which include a centered entrance and flanking display windows with bulkhead to either side. Tie irons are visible at the 2nd story on both the primary and secondary elevation. There are three double hung one-over-one windows at the 2nd floor and they feature a stone sill with lugs, flat wood spandrel transom panel within an arched opening and ornamental (carved) dripstone hood molds which join to form a band course. At the cornice, ornamental metal is used to form frieze, molding, roof cap and four consoles. Some incompatible tuckpointing has occurred and the storefront framing and glazing is contemporary; however, the overall composition particularly upper floor façade elements retain integrity.

32 333 West Market Street

Hemminger Saloon (NR, 1982)

Erected: 1884-1886

OHI No. ERI-806-3

Contributing

(photos #0023 – fourth from left,
0024 – third from right)

Listed on the National Register (Criterion C) in October 1982. This building was built in 1884-1886 for Jacob Hemminger for the purpose of a saloon.¹⁰ The Hemminger Saloon is a three-and-a-half story brick building with a stone foundation is designed in the High Victorian style and features a peaked tin cornice with brackets and a three-sided window with stone trim. The pilasters have carved stone trim. Windows have carved stone lintels in front; side windows have plain stone lintels. The first floor has a recessed door. A stone addition has been added in the rear. Although modified from its original design, it retains its historic integrity.

33 327 West Market Street

William Stubig Building

Erected c. 1945

OHI No. ERI-805-3

Non-contributing

(photo #0024 – second from right)

This property is a small single-story commercial building with a brick veneer façade and a wood shingle roof. The storefront and roofline modification has disguised and/or completely concealed

¹⁰ Owen, Lorrie. Dictionary of OHIO Historic Places, Somerset Publications, 1999, 358.

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most historic features. The front entry door was originally setback from storefront display plane and infill at foundation is visible noting setback door location. From rear elevation, original limestone building materials are visible. No commercial signage is currently displayed on the front façade. Little historic integrity survives and the building is considered a non-contributing resource.

34 325 West Market Street

Commercial Building

Erected: 1893

OHI No. ERI-804-3

Non-contributing

(photo #0023 – center left, 0024 – far right)

A two story commercial building, typical of time period with bracketed cornice at the roof line and three part facade. Exterior wall surface was form stone (in a stucco-like finish) but has since been concealed under contemporary vinyl siding. The original storefront has been removed and, in its place a new residential entry door and smaller window openings installed with infill wood framed wall construction below. Upper floor windows have been replaced and an awning at storefront level has been added. While the building's massing, its cornice detailing and its setback along the street are all consistent with historic, the overall integrity has been compromised through contemporary alteration. Little historic integrity survives and the building is considered a non-contributing resource.

35 165 Jackson Street

Commercial Building

Erected: 1981

Non-contributing

(photo #0025 – far right,
0026 – left of center)

A single story, brick, commercial building of contemporary design. It was built outside the period of significance and situated more deeply on the parcel than the historic building setback of adjacent buildings along Market Street. The building is considered a non-contributing resource.

36 121 Jackson Street

Commercial Building

Erected: 1957

Non-contributing

(photos #0026 – far right, 0027 - left)

A two-story commercial building of concrete block construction. The façade has been stripped of all character defining architectural elements and features a contemporary storefront, painted masonry and several new masonry openings for windows have also been introduced. The building is largely utilitarian in design. Little historic integrity survives and the building is considered a non-contributing resource.

37 306 West Water Street

Farmer's Hotel

Erected c. 1860

OHI No. ERI-1443-3

Contributing

(photo #0027 - right)

A two-story brick masonry which, historically, had an attached single-story dwelling to the rear of the property. Resting on a stone foundation, the side wall parapets extend beyond roof line of flat roof. The building has a simplified front façade treatment of painted running bond laid brick.

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The exposed side elevation is clad in vinyl siding. The storefront has a poured in place concrete ADA ramp to the door. Exposed steel beam and structural support columns are visible from the exterior on the storefront level. Windows have been replaced and contemporary light fixtures are installed at street front level. The second story windows have stone sills with lugs. A projecting cornice and gutter with no ornamentation at the roofline. Although modified from its original design, it retains its historic integrity.

Block #5 – East side of Jackson Street to north side West Market Street, to west side of Columbus Avenue, and south side of West Water Street (Resource numbers 38-45)

As the business district expanded, development migrated north on Water Street, south along both sides of Columbus Avenue and east and west along Market Street. By referring to Sanborn Maps, nowhere is this development more evident than this city block. Unfortunately, less than half of the commercial buildings along the street fronts remain and, today, surface parking consumes more than fifty percent of the city block.

Columbus Avenue saw significant growth in development between 1850 and 1880. In 1858, the West House hotel located on the southwest corner of Columbus Avenue and Water Street was opened just in time for the Ohio State Fair, which was held in Sandusky that year. Owned by brothers W.T. and A.K. West and at one point in time was the largest hotel between Cleveland and Toledo. The West House At five stories high, the West House was the tallest building on its block and was referred to by many as one of the best hotels between New York and Chicago. During the Civil War, William T. West and a partner, Philander Gregg, received a contract to build prison buildings and officers' quarters at the prison on Johnson's Island. Because the proximity of the West House to the confederate prison at Johnson's Island, the hotel was almost always filled to capacity during the Civil War. Government officials who had dealings with the prison often stayed overnight at the West House after taking care of war business during the daytime. An article which appeared in the December 31, 1922 issue of the Sandusky Register stated that to William T. West and Abel K. West, "Sandusky is indebted for its first boulevard, its first cement pavement, the first open front store, the first mansard roof, even its first mahogany chairs." W.T. and A. K. West operated a general store in Sandusky in the 1840s. Theirs was the only store that remained open during Sandusky's cholera epidemic in 1849.¹¹ The West House abruptly closed in September 1914 for financial reasons. The hotel was torn down in 1919. Today, the Schine United State Theatre occupies the former site of the West House.

Along this city block, commercial businesses shared party walls and lined Columbus Avenue, Water Street and West Market with only two horse carriage alley interruptions. Development along Jackson was clustered toward the center to accommodate two wider carriage alleys which led to the core. Among the numerous businesses housed in the buildings along this block over the years were butchers, bakers, clothiers, jewelers, printer, a lady's dining room, druggists, sleeping rooms, hotel, billiards hall, bank, dressmakers, dentists, tailors, notions, confectionary, stationary and fine paper store, queens ware, gun repair store, carpet store, restaurants, social hall and bowling was even offered within the State Theatre for a time.

Of particular note, at the southeast corner of West Market and Jackson was the Bing Hotel (later changing names to the St. Charles Hotel in the 1890s) where, in the early part of the twentieth century, the three-and-one-half story Cable Block would be built. In addition to the Cable Block's downtown office space, Lodge rooms, dance hall and restaurant, on December 17, 1906, it introduced the Majestic Theatre to

¹¹ Sandusky History blog. "William T. and Abel K. West," March 5, 2013. Sandusky Public Library.

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Sanduskians within its ground floor – a nickelodeon-type early movie house, with occasional vaudeville. The Cable Block was razed in 1973. In 1915, the H.C. Millott designed Alhambra Theatre (later renamed The Schade Theatre and then again The Ohio) opened along the 200 block of West Market Street right next to the Cable Block.

38 129-139 West Market Street

Laurence Building

Erected c. 1880

OHI No. ERI-795-3

Contributing

(photos #0033 - left, 0035 - left)

The property is a three and one half story brick commercial building, built around 1880 and restored in 1978. Storefront modification has occurred with introduction of masonry where storefront glazing and transom historically existed; however, the contemporary alterations do little to detract from the building's overall elegance in design. With a symmetrical composition, the upper floors feature a pair of two-story oriel windows clad in ornamental metal and dentil molding. There are simple 1/1 double hung windows on the second and third stories. There is a transom windows on the 3rd floor which have leaded glass in an intertwining arcade pattern. The attic story is accented through an arcade of stone arches atop a stepped brick corbels and carved stone cornice. Stone banding in both smooth and rough finish places horizontal emphasis on façade whereas stone quoins and masonry pilasters with carved stone capitols provide verticality. Although modified from its original design, it retains its historic integrity.

39 127 West Market Street

Commercial Building

Erected c. 1890

OHI No. ERI-794-3

Non-contributing

(photos #0033 – second from left, 0035 – third from right)

This three-story commercial building has a rectangular shape, a limestone foundation and limestone walls. However, the entire front facade has undergone two generations of significant alteration; first, skinned in metal for streamline appearance and then, more recently, has received a more compatible but markedly contemporary EIFS treatment to simulate the look of smooth faced limestone with quoins, window surrounds and recessed mortar joints, storefront columns and a stepped cornice. Windows are arranged west of center to align with the storefront. Windows are simple double-hung and are replacements to historic. An upper floor entry is located on the east side of the front façade at storefront level. Storefront system is also contemporary but exists within the historic plane of the original. Although compatible to district, the building does not retain historic integrity.

40 113-123 West Market Street

Schade Building

Erected c. 1880

OHI No. ERI-793-3

Non-contributing

(photos #0033 – third from left, 0035 – second from right)

This is a three-story commercial building with rectangular shape, brick foundation and walls; however, the entire front facade has undergone two generations of significant alteration; first, skinned in metal for streamline appearance and then, more recently, has received a more compatible but markedly contemporary EIFS (synthetic) treatment to simulate the look of smooth

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faced limestone with low relief horizontal banding and vertical blocks to define bays, low relief window surrounds with keystones, geometric patterning on storefront level columns, and a denticulated cornice. The synthetic material is tinted in select locations to add contrast to the façade. Windows are simple double-hung replacements. Only a single centered recessed entrance exists at the street front level. Little historic integrity survives and the building is considered a non-contributing resource.

41 101-103 West Market Street

Commercial Building

Erected c. 1900, remodeled: 1975

Non-contributing

(photos #0033 – fourth from left,
0035 – corner building)

This two-story commercial building is situated on the northwest corner of West Market & Columbus Avenue. The façade has been largely modified and is now clad in synthetic material (EIFS) giving the appearance of stucco. The horizontal banding exists at the signage level above the recessed entrance at the corner and continues on both primary facades and terminating just before the second recessed entrance on West Market toward the rear of the building. The windows have all been replaced with contemporary fixed aluminum window void of muntins and contemporary awnings exist on select windows at street front level. On the wall surface between upper floor windows, vertical ribbing constructed from the same synthetic material along with a continuous sill and lintel. Little historic integrity survives and the building is considered a non-contributing resource.

42 151-157 Columbus Ave.

Commercial Building

Erected c. 1880

OHI No. ERI-281-3

Contributing

(photos #0035 – far right)

This two-story stone commercial building features smooth and molded stonework at the storefront level and, at its second floor, rusticated limestone wall surface with arched stone second floor windows. The building originally had a third floor but it was torn off. Simple two course stone coping exists at the roofline. An intermediate cornice with brackets divides the first from second floor. Storefront glazing has been updated but masonry openings have all been retained and remain in their historic plane. Although modified from its original design, it retains its historic integrity.

43 139-145 Columbus Avenue

Commercial Building

Erected c. 1900, remodeled: 2013

OHI No. ERI-278-3

Non-contributing

(photos # 0036 – far right partial, 0038 – center
behind foliage)

Originally a three-story commercial building, it is now a single-story building with sloped asphalt roof overhangs and a modified storefront. The front façade has a three part glazed brick storefront with recessed entries. Little historic integrity survives and the building is considered a non-contributing resource.

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44 129 Columbus Avenue

Wilke Building, Wilcox Company

Erected c. 1880

OHI No. ERI-277-3

Contributing

(photos #0038 – center)

Originally built in the 1880s, in the early 1900s Carl H. Wilke purchased the building, and added a low relief brick façade and three-part storefront with prismatic glass transoms. The transom is covered with signage panel and it is unclear whether prismatic transom glass remains in place. The inscription panel displays the name Wilke. The storefront has been altered. A stone band divides the first and second floors and third floor windows have stone sills. Although modified from its original design, it retains its historic integrity.

45 101-109 Columbus Avenue

Schine United State Theatre (NR, 1982)

Erected: 1928-1929

OHI No. ERI-270-3

Contributing

(photo #0039 – right)

The building was listed in the National Register in October 1982 under Criterion C. This building is a late 1920's movie palace with embellishments typical of the period. The theatre has curved gables topped with an anthemion motif. Two rows of carved roping adorn each arch and

stone urns exist between the arches and at the upper roof line. The roof line between the arches has a cornice frieze topped with pineapple decorations. The store fronts have been altered and the box office moved from the lobby to the front of the building in the 1930s. Although modified from its original design, it retains its historic integrity.

Block #6 – East side of Columbus Avenue to North side East Market Street, to West side of Wayne Street, and South side of East Water Street (Resource numbers 46-58)

The buildings along the eastern side of this city block which front Columbus Avenue collectively make up the National Register listed Columbus Avenue Historic District which, together, comprise the most complete intact block of late nineteenth and early twentieth century commercial buildings for the retail and professional trades in Sandusky. After the Civil War, the commercial center of the city spread south along Columbus Avenue from Water Street. Among the businesses housed in the buildings along this block over time were druggists, clothiers, restaurants, banks, a barber shop, bookstore, framer, hardware, bakery, theatre, large department stores, social clubs and halls, bowling alley and newspaper. Just after the turn of twentieth century, the southwest corner of Columbus Avenue & East Market was home to the three-story Cook Block and the northwest corner of Wayne and East Market was home to the three-story Kunz Block.

On March 31, 1939, the entire block of East Market Street burned, sparing the buildings facing Columbus Ave. and Till's Country Store on Wayne Street. The fire started on Market Street in the M.R. Herb Co. and spread through to the south side of the 100 block of Water Street. This fire remains the largest in Sandusky's history and engulfed the following businesses; Cohns, Sears, Frankels, McLellans and M.R. Herb Co., all on East Market Street, before spreading to businesses on Water Street including Ackley's Band and Orchestra headquarters. After the 1939 fire, the affected Water Street block sat undeveloped with the exception of an automobile car lot and building which was constructed at the west end of the

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block; however, the building was torn down in 1978 to make room for a city parking lot.¹² Alternatively, the affected Market Street block, heavily traveled on the daily interurban line, was quickly rebuilt to include the buildings that exist along its frontage today. When looking at the entire city block as a whole, buildings range in age from 1850 to 1980 and, along Columbus Avenue and East Market Street represent two very important periods of Sandusky's commercial prosperity along active horsecar, train and interurban lines.

46 102 Columbus Avenue

Graham Drug Store (NR, 1983)

Erected: 1868

OHI No. ERI-271-3

Contributing

(photo #0041 – far left)

Significant for its Second Empire architecture, this sandstone four-story building has a mansard roof with decorative dormers typical of the style. A wide cornice board with brackets decorates the roof line. A belt course separates the second and third floors as well as the first and second floors. The windows are flat-headed but all have arched or semielliptical panels at the head. The second and third floor windows are similar in design but not scale to the windows on the adjacent building to the south. The first floor has been covered in form stone probably in the 1950's when it was popular. A large blade sign hangs at the northwest corner centered between the belt course and frieze. A continuous awning at street front level runs partially across the Water Street façade and fully along the Columbus Avenue façade as well as two adjacent buildings to the South along Columbus Avenue. The building retains its historic integrity.

47 104-106 Columbus Avenue

Frank Schnaitter Tailoring Co. (NR, 1983)

Erected: 1873-1874

OHI No. ERI-272-3

Contributing

(photo #0041 – second from left)

This three-story building with Victorian detailing is similarly faced in sandstone as each building on either side for uniformity. There is a wide cornice board with brackets at the roof; a sandstone belt course separates each floor. The sandstone face matches the building to the south and is similar to that of the building to the north. The second and third floor windows are arched and are similar in design but not scale to the windows on the building to the north; the windows are similar in design and scale to the windows on the building to the south. The building retains its historic integrity.

48 110 Columbus Avenue

Women's Building (NR, 1983)

Erected: 1873-1874

OHI No. ERI-273-3

Contributing

(photo #0041 – third from left / center, 0042 – far left)

This three story building features a wide cornice board with brackets at the roof; a belt course separates the first from second and second from third floors. The sandstone face matches the building to the north. The second and third floor windows are arched and are similar in design and scale to the windows on the building to the north. The building retains its historic integrity.

¹² Hansen, Helen M. At Home In Early Sandusky: Foundations for the Future. Sandusky, Ohio 1975, 31.

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49 114-124 Columbus Avenue
Moss Building (NR, 1983)

Erected: 1861
OHI No. ERI-274-3

Contributing
(photos #0041 – fourth from left,
0042 – fourth from right)

This vernacular building has always served as shops. A barber shop has been located here for over seventy-five years. At the roof there is a large stone cornice with stone brackets. Windows on the second and third floor have stone sills and lintels; the storefront has formstone (not original) on the north side and brick on the south. The building retains its historic integrity.

50 126 Columbus Avenue
Moss Brothers Bank (NR, 1983)

Erected: 1853, 1914
OHI No. ERI-276-3

Contributing
(photos #0041 – right of center,
0042 – fourth building on left from corner)

This limestone commercial building acquired a brick façade in 1914 when it became a hardware store before World War I. It was originally built for Moss Brother's Bank and bought by Donahue in 1914. It served as a hardware store for 10 years before becoming a restaurant and bar. The three-story, Roman brick building with intricate masonry coursing also retains its prismatic glass transom at the storefront, brick piers and spandrel, stone trim and cornice with brackets at the roof line and inscription stone displaying "DONAHUE" at the cornice. The building retains its historic integrity.

51 136 Columbus Avenue
Star Theatre (NR, 1983)

Erected: 1914
OHI No. ERI-279-3
Built By: John D. Kessler

Contributing
(photos #0040 – partial far left,
0042 – third back from corner)

The façade is Flemish bond brick with white terra cotta trim bands. The cornice with brackets at the roof line is interrupted in the center by atone detailing "THEATRE". On the north side, the second (top) floor extends over an alley. The building still retains its historic integrity.

52 142 Columbus Avenue
Union Bank (NR, 1983)

Erected: 1853
OHI No. ERI-280-3

Contributing
(photos #0040 – second on right,
0041 –seventh from left)

The mansard roof, which gives the building a Second Empire appearance, was a modernization of about 1870 and has gabled arched dormer windows on the third floor. The façade is stone with a small brick portion at the bottom of the modern storefront. Although modified, the building still retains its historic integrity.

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53 150-162 Columbus Avenue
Cooke Building (NR, 1983)
Erected: 1850, 1853
OHI No. ERI-282-3

Contributing
(photos #0042 – corner building)

Sandusky's Cooke Block is located at the northeast corner of Columbus Avenue and Market Street. The large Italianate brackets on the eaves are an eye-catching feature. The second and third story windows on the Columbus Avenue and Market Street corner are arched unlike the other remaining second and third floor windows. An overhang with brackets separates the first and second floor on the corner portion with arched windows. The corner portion with arched windows is a newer addition to the building and had a tower until the 1924 tornado destroyed it. A renovation of this building is planned. The building retains its historic integrity.

54 119 East Market Street
Commercial Building
Erected: 1879
OHI No. ERI-760-3
Builder: Charles Cooke

Contributing
(photos #0042 – far right, 0047 – center)

This is a two story commercial building with Eastlake detailing with three part façade. At ground level, the storefront retains its historic plane but has been altered with the introduction of contemporary entry glazing/framing, structural steel and crude signboard over presumably the area where a transom and smaller sign board would have existed. A bracketed cornice band separates the first from second floor on the front façade with the embossed letter "C" carved into the stone emblems at either end (the "C" standing for "Cooke" – the name of the builder). The running bond masonry and stone elements are painted. The windows of the façade are equally spaced. The outside pair are a flat-headed window with curved corners whereas the center pair are round arched windows. All sash are one-over-one with ornamental carved stone hoods with central crowns. The cornice has large decorative brackets in the eaves. Although it has been modified from its original design, it retains its historic integrity.

55 127-133 East Market Street
Commercial Building
Erected c. 1941

Contributing
(photos #0047 – partial far right, 0048 – third from right)

This is a single-story masonry commercial building erected after the fire of 1939 in the Art Deco architectural style. The asymmetrical façade is clad in smooth faced Limestone with flutes in five locations dividing the façade vertically but otherwise lacks any applied ornamentation. Contemporary panels exist over transom at both storefronts and it is unknown whether glazing exists beyond. Although modified from its original design, it retains its historic integrity.

56 161 East Market Street
Graefe Building
Erected c. 1940

Contributing
(photo #0048 – second from right)

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Erected after the fire of 1939, this two-story building with brick masonry construction with smooth limestone cladding with Art Deco and Art Moderne architectural styling. The façade is symmetrical at the second floor level; however, the first floor storefront configuration is asymmetrical and appears to be partially modified. The second floor level features one-over-one metal casement windows and translucent glass block. The front façade has a horizontal emphasis through sill course, stone lintels at second floor and coping at interrupted roofline; whereas, horizontal emphasis is achieved through limestone fluting. Although modified from its original design, it retains its historic integrity.

57 189-191 East Market Street

Commercial Building

Erected: 1940

Non-contributing

(photos #0048 – far right)

This is a single-story commercial building in the Art Moderne style with a curved corner and an asymmetrical fenestration. Largely modified along the primary facades, the building retains little architectural detail. Divided by a small roof overhang, wood paneling is run vertically on the lower half of the front façade while the upper half features a surface applied EIFS treatment with painted pilasters. The pilasters, roof shingles and cornice are all painted the same color. Windows only exist on the bottom half of the façade. Because of integrity issues, the building is a non-contributing resource to the district.

58 100 East Water Street

The Citizens Banking Company

Erected: 1986

Non-contributing

(photo #0012 – left)

This is a large, three story commercial building with a metal mansard roof. The façade is brick, a horizontal band of stone runs across the first and third story, first floor windows have large rounded caps, and third story windows have large pointed caps. The building possesses a degree of architectural integrity; however, the building was built outside the period of significance, hence, it is a non-contributing property to the district.

Block #7 – East side of Wayne Street to North side of East Market Street, to West side of Hancock Street, and South side of East Water Street (Resource numbers 59-70)

This block served the downtown commercial district as development along Water Street spread further south and east. Several wine-making and transportation related commercial businesses existed within this city block some of which included; wine cellars, cooperage house, carriage house, wine business office, and for the American Wine Co. and Engels & Krudwig – the two winemakers with holdings along this block which also had fermentation rooms, press rooms, and wine rooms noted on Sanborn Insurance Maps at those business locations. By late 1800s, the Goosman's Livery & Transfer Co. was presiding over a large section of the block along the center of Wayne Street frontage. George and Peter Goosman operated a hack line and a livery service which, for a fee of twenty five cents, would take passengers to any part of Sandusky. The hacks were stationed at Sandusky's railway depots when the trains arrived in town, to be ready to transport travelers to their destination. The Goosman brothers also ran a livery service and sold feed at their business.¹³ On the 1905 Sanborn Map, the three-story Exchange Hotel

¹³ Sandusky History blog. "Goosman Transfer Company," June 23, 2016. Sandusky Public Library

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(later called Wayne Hotel, the St. Lawrence and the Porterhouse Hotel) can be seen at the southeast corner of the Water Street and Decatur intersection which, in the Sandusky City Directory was marketed as a City Hotel and saloon. The hotel was used as a hospital during the cholera epidemic in the city, the newspaper reported. Then, during the Civil War, the hotel served as the barracks for Union troops. In later years, it housed a candy factory and nightclub. In 1977, a fire gutted the hotel and the building was condemned.¹⁴ The Wayne Hotel was razed in 1985.

Additional commercial businesses existed along both sides of Market and Wayne Streets because the horsecars and eventually electric streetcars would travel this path along their routes.

Two dwellings exist along the west side of Hancock and one remains today. Among the commercial businesses housed in the along this block were; a cobbler, a grocer, a restaurant, a millinery, a butcher and a wine office, a car dealership, an auto sales and service station.

59 160 Wayne Street

Commercial Building

Erected: 1930, remodeled: 2009

Non-contributing

(photo #0060 – first on left)

A single-story commercial building noted as having hollow concrete or cement block wall construction on the 1945 Sanborn. The façade has been significantly altered to the point that all original wall materials are concealed beneath siding and all windows and doors have been replaced with contemporary systems. No historic integrity survives and is a non-contributing resource to the district.

60 215 East Market Street

Commercial Building

Erected c. 1860

OHI No. ERI-770-3

Contributing

(photo #0060 – right of center),
0062 – far right)

This building is a one and a half story style commercial building of brick construction in running bond pattern with Greek Revival influence such as flat sandstone lintels and sills, cornice return with heavy entablature façade symmetry. Two retail storefronts exist at the ground floor. A retractable fabric awning exists across the first floor storefronts below the sign band (currently not in use). Window replacement has occurred at the second floor sash, a small painted brick addition with chimney exists to rear of building and a covered entrance with steps exists on the east elevation. Overall façade elements and materials display historic integrity, and it is a contributing property to the district.

61 223 East Market Street

Commercial Building

Erected c. 1910

OHI No. ERI-771-3

Contributing

(photos #0061-second from left)

This building is a two-story rectangular shaped brick masonry commercial building includes dedicated entries for lower and upper floor occupants, a centered oriel window on the second floor and an ornamental bond brick cornice with corbels and an interrupted pediment. The

¹⁴ Smith, Kristina. Lost Sandusky. The History Press, Charleston SC., 2015, 48.

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windows are simple one-over-one windows, have smooth stone lintels and rock-faced sills with lugs. Some window infill with glass block has occurred on the east elevation and two small additions exist at the rear elevation; one wood framed and the other stone. Although modified from its original design, it retains its historic integrity.

62 231 East Market Street

Commercial Building

Erected c. 1910

OHI No. ERI-772-3

Contributing

(photo #0061 – third from left)

This is a wood-framed two-story commercial building that includes dedicated entries two steps above street level for lower and upper floor occupants within a protruding first floor flat roofed portion along the street front. The first floor commercial storefront has a recessed entry with two large show windows and bulkhead to either side. Four elongated diamond-shaped panels exist within the sign band and are painted a contrasting color. The bulkhead is clad in vinyl siding (presumably wood clapboards exist behind to match upper floor wood siding). A secondary entrance at the western end of the storefront that provides access to the upper floor is located within the historic masonry opening but has been modified to receive a contemporary residential entry and light fixtures. At the second floor level, a bay window exists to one side and a simple one-over-one window to the other. There are deep Italianate style roof brackets on the front gable. Although modified from its original design, it retains its historic integrity.

63 243 East Market Street

Griswold-Wagg Motor Company Building

Erected c. 1910

OHI No. ERI-773-3

Contributing

(photo #0061 – right of center)

This three-story, 20,000 square foot building was built with reinforced concrete and brick retains the following; yellow running bond masonry along its front façade, a carved stone stringcourse exists just below the first floor windows. The symmetrical midsection of the building has masonry piers and spandrel with one-over-one sash and smooth sandstone sills and lintels both with lugs. Within the head of the spandrel are corbelled brick. The cornice displays stacked ornamental bond masonry and brick corbels which terminate six courses from the stone capped parapet. Modification has occurred at the ground floor level with the introduction of a storefront in the eastern one-third where the vehicular bay once existed and along the other two-thirds where showroom display glass with masonry bulkhead had existed. A singular canopy runs across the façade dividing the first floor from the second and is in use. The brick side elevations are blank due to the proximity of neighboring buildings and are painted white. It does appear that the yellow face brick wraps around to the side elevation with masonry quoining where transitions to common brick but is difficult to appreciate in its current monochromatic tone. Although modified from its original design, it retains its historic integrity.

64 247 East Market Street

Commercial Building

Erected c. 1910

OHI No. ERI-776-3

Non-contributing

(photo #0061 – right)

The building is a two-story commercial building with red brick laid in running bond. Significant alteration has occurred on all facades. Along the street front, at ground level, original storefront

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configuration no longer exists and, instead, features two generations of alteration detectable through masonry tuck-pointing and incompatible brick replacement. Masonry infill within a three part storefront is evident, cutting in smaller masonry openings to accommodate non-historic windows at the first floor level is evident and a veneer stone installation within former non-historic door openings also exists. At the second floor level, historic masonry openings still retain their sandstone sills; however, incompatible replacement sash and infill wood panels have been set within the three openings. Contemporary fabric awnings also exist at the second floor level. Simple stone coping exists along the front façade parapet. Masonry on secondary elevation has been parged and new window openings have been introduced. Original window openings do display attenuated brick arches and rough-coursed sills with lugs but the sash within the openings have been replaced with vinyl windows.

65 273 East Market Street

Commercial Building

Erected: 1953

Contributing

(photo #0062 – left of center)

This is a single-story commercial building with carved stone water table and yellow Roman brick in running bond pattern at the front facade and red common brick at secondary elevations. The storefront is composed of a recessed centered entry with transom, which is flanked by large show windows with returns and a masonry bulkhead. A large piece of metal flashing exists over the storefront where either a sign band or retractable awning may have existed. The entry with transom appears to be original whereas the framing for the surrounding show windows appears to be a later replacement. The roofline at the front façade is a stepped gable with sandstone parapet coping. The roofline for the structure beyond the front façade is a gable with asphalt shingle roof. Although modified from its original design, it retains its historic integrity.

66 279 East Market Street

Facer's Store (NR, 1982)

Erected: 1884

OHI No. ERI-777-3

Contributing

(photos #0062- right)

The building was listed in the National Register in October 1982 under Criterion B & C. Located one block from Sandusky Bay, Facer's Store is a two-story rectangular Italianate style building constructed of brick with a limestone foundation. This building has iron grillwork on side and rear doors and an iron grillwork balcony on the east side. Ornamental scrollwork on the façade is zinc painted. The building has an intricate system of cast iron columns and sandstone beams, held together by the brick outer walls. A fireplace with a slate mantel is located in the store room. Stone window sills are throughout and stone lintels on the side and rear window features. The building retains its historic integrity.

67 119-121 Hancock Street

Herman Engels House (NR, 1982)

Erected: 1885

Contributing

(photo #0065, center)

The building was listed in the National Register in October 1982 under Criterion B. The Herman Engels House is a three-story brick dwelling designed in the Second Empire style. Built in the Second Empire style, the house possesses a mansard roof with a decorative curb, rounded arched

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dormer windows which have fluted pilasters and finials, double front entry doors which have iron grillwork and a transom. The double porch replaced the original canopy and entrance around 1920. The original stone steps remain. ¹⁵ The building is listed on the National Register and retains a high level of historic integrity. Although its function has always been and remains residential, its association with the Engel's & Krudwig Wine Co. warrants its inclusion in the district.

68 220-236 East Water Street

Engel's & Krudwig Wine Co. Buildings (NR, 1976)

Erected: 1863

Contributing

OHI No. ERI-1434-3

(photos #0014 – far left)

Listed in the National Register in 1976 under Criterion A and C. The Engels and Krudwig Wine Company represents the largest and most well-known of the more than twenty wineries established by German immigrants in the Sandusky area. ¹⁶ The portion of the building fronting East Water Street has a large rounded double doorway with a keystone and a single wounded arch wooden door with a small stained glass window in the east façade. The building retains its historic integrity.

69 216 East Water Street

Kunzman's Carriage Factory

Erected: 1918, remodeled: 1983

Contributing

(photo #0014 – left of center)

A single-story, brick masonry one-part commercial block with a running bond pattern. Low relief brick piers frame the contemporary building entry with decorative awning at the center of the façade topped by a soldier course, stretcher course, rowlock course and capped with a single piece of sandstone the width of the entry to provide color contrast against the dark masonry brick. Two large masonry openings exist on both sides of the entry and feature a stone water table and simulated board and batten style metal siding exists above and below the centered two-part plate glass window to fill the entire opening. Occurring just above the storefront is a lintel course (laid in soldier course) which is terminated on either end by a pair of stretcher bricks with a pair of header course laid between. There is no cornice; however, a raised course of brick molding (laid in header and rowlock course at the outermost edge and stretcher course in the lower relief innermost edge) forms an elongated rectangle stretching the width of the outside edge of each storefront masonry opening. The façade has a simple stone cap which has been wrapped in contemporary metal roof flashing. Although modified, it retains its historic integrity.

70 212 East Water Street

Kerber Bros.

Erected c. 1840

Contributing

OHI No. ERI-1432-3

(photos #0014 –far right)

This two-story masonry building features common brick bonding pattern accented with a rowlock course over the entire first floor level masonry opening, stone accent blocks at ground level piers and stone lintels and sills at the second floor level. A two-toned painted ornamental metal cornice, which includes simple molding patterns, flat panels, modillions, and brackets

¹⁵ Owen, Lorrie. Dictionary of OHIO Historic Places, Somerset Publications, 1999, 348.

¹⁶ Owen, Lorrie. Dictionary of OHIO Historic Places, Somerset Publications, 1999, 348.

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capped with rosettes is interrupted by a central pediment which has its own with brackets and simple molding patterns as well as an ornamental plant motif. Setback from the front façade, a rooftop addition exists toward the back half of the building. Vinyl siding has been installed along the side elevations and rooftop addition. The store front has been altered sympathetically to accommodate both pedestrian and vehicular entry and contemporary lighting has also been installed in each of the three storefront bays. Although modified, it retains some historic integrity.

Block #8 – Corner Hancock Street & East Water Street and corner of Hancock Street & East Market Street (Resource numbers 71-72)

The northern half of this block had a much earlier impact on the downtown commercial district than its southern half. The Bing Hotel located along Water Street was built in 1878 and was an important early commercial asset providing lodging for lake travelers. The first proprietor was William Bing, hence the name of the establishment; however, by the mid-1880's, the thirty-room hotel's name had officially changed to Lake View House. By 1908, the hotel was being used as a wholesale grocery. In 1940 it changed uses again to as A.H. Vogel & Co.'s Cake Decorating business, later the building converted back into a hotel and, today, functions as a high-end condominium building.

The ground floor commercial business with 2nd story residential above on the northeast corner of Hancock and East Market likely arose as a result of the horse car, omnibus and eventually interurban lines that all ran down Market. For some time, residential dwellings existed along the east side of Hancock between the two resources noted within our district boundary; however, they have since been razed to accommodate resident parking at the Lake View House.

71 301 East Market Street

Commercial Building

Erected c. 1890

OHI No. ERI-778-3

Non-Contributing

(photo #0064 – far right)

This is a two-story brick masonry commercial building which exhibits Victorian styling including a pair of oriel windows with shaped wood shingles - one on the primary façade fronting Market and the other along Hancock and prominent chimneys with exaggerated decoration. Stone detailing helps to further accentuate the façade; stone sill and banding occur at the storefront, stone sill course at second floor level, stone lintels above second floor sash, stone surround at attic story oval window, and stone corbels, coping and chimney caps at the roofline. Ornamental bond and corbeled brick exist at the cornice. In the mid-1980s, a substantial single-story masonry addition was constructed on the building's east wall which greatly increased the building's footprint. Due to the incompatible single-story addition along the building's east elevation, the property as a whole, the building does not currently contribute to the historic district.

72 300-302 East Water Street

Bing's Hotel (later Lakeview Hotel) (NR, 1982)

Erected: 1878

OHI No. ERI-1437-3

Contributing

(photo #0020 – far right)

The building was listed in the National Register in 1982 under Criterion A and C. Bing's Hotel is a rectangular three-story building, built in the Romanesque Revival style around 1878. It features

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a cornice with stone dentils and a stone string course. Windows are four-over-four double hung with a two-lite arched transom. The windows are further accented by arched cut stone lintels and narrow stone sills with lugs on the exterior and shutters on the interior. The large addition to the rear was built in 1884 and likely when it attained its present size. Decorative iron balconies exist along the Water Street façade. The storefront detailing at street level is built with contemporary materials but mimics historic materials. The building has been renovated within the past decade, but still retains its historic integrity.

Block #9 – East side of Decatur Street to north side of West Washington Row, to west side of Jackson Street, and south side of West Market Street (Resource numbers 73-77)

As the commercial activity spread outward from Columbus Avenue and transportation allowed for greater distances to be traveled with ease, small to mid-sized commercial buildings were introduced among single family dwellings along West Market between Jackson Street and the Public Market House located just beyond Decatur. By 1905, the city block within the defined boundary of the commercial district had roughly an equal number of dwellings (9) to businesses (8) whereas, by the late 1920s and early 30s, only three dwellings remained and ten businesses exist along the same portions of street front. Among the commercial developments in the early part of the twentieth century was the construction of the Ivanhoe Theatre in 1914-15 (called the Plaza Theatre by 1916) located on the west side of Jackson Street, the Beilstein Steam Laundry by 1915 along the west side of Jackson Street beside the theatre and then the Star Journal (later Sandusky Register) newspaper building in 1920-21 at the southwest corner of Jackson & West Market Street. Eventually, the Plaza Theatre was demolished so that the Sandusky Register's annex could be built. The smaller commercial businesses existing along West Market to the west of the Star Journal building were eventually demolished to accommodate surface parking for newspaper staff whereas the ones which remain have been largely modified.

73 434 West Market Street

Commercial Building

Erected: c. 1900, remodeled: 2003

Non-contributing

(photos #0023 – far right first building)

The building is a two-story wood framed vinyl-sided structure with a gable standing seam metal roof. At the storefront level, an EIFS-like product has been applied with raised sills and lintels over storefront window openings in the same material. The primary entrance fronts West Market but a secondary commercial entrance also exists along and Decatur Street at ground level. A residential entrance for the upper floor exists at the rear elevation accessed by an external stair. The building retains little historic integrity, and is a non-contributing part of the district.

74 233 Jackson Street

The Beilstein Co.

Erected c. 1914

Non-contributing

(photo #0029 - center)

This is a two-story brick masonry commercial building. A façade attempt at “modernization” introduces exposed structural steel, corrugated metal roof materials and mosaic tile wall treatment at a carport-style entry. Original building shape and architectural features exist beyond the façade; however, they are completely obscured. The building retains little historic integrity, and is a non-contributing part of the district.

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75 314 West Market

Star-Journal Building with Production Building Annex

Erected: 1921

Contributing

OHI No. ERI-803-3

(photo # 0034 – far right)

At the time of construction, this building was built in the modernistic style with Gothic design influence. This 4-story fireproof building was built in 1921 and was constructed of stone, concrete and steel and the building includes a sprinkler system and elevator. The exterior is tool-finished Bedford limestone giving it a collegiate Gothic architectural style. The main entrance of the building leads to a lobby 20-feet in height supported by Gothic pilasters and cornice. The sympathetic two-story production building addition along the Jackson Street elevation added over 4,300 square feet to the building when it was constructed. While some modification has occurred, the building retains its historic integrity.

76 416 West Market Street

Commercial Building

Erected: 1961

Non-contributing

(photo #0023 – right and third back)

A single-story brick building with a running bond pattern and cornice. The building was remodeled in 1990. While brick masonry and stone sills and stone roof coping remain, the front entry with surround, windows throughout and storefront framing are comprised of contemporary replacement materials. The building retains little historic integrity, and is a non-contributing part of the district.

77 422 West Market Street

Commercial Building

Erected: 1952

Non-contributing

(photo #0023 – right and second back)

Initially two separate buildings, a single-story (east portion) and a two-story building (west portion) have been combined into one business with a common address. They are further connected visually on the exterior with a singular treatment and, structurally, on the interior at the party wall. The exterior front facades have received a modernization using contemporary surface-applied material with segmented pediments applied above ground floors windows. The secondary elevations have been clad in vinyl siding. The buildings have been so largely modified from how they appeared historically that they do not retain historic integrity.

Block #10 – East side of Jackson Street to north side of West Washington Row, to west side of Columbus Avenue, and south side of West Market Street (Resource numbers 78-87)

This block exists along the main artery of the commercial downtown along its Columbus Avenue frontage and, while approaching the downtown commercial district from Washington Park, its frontage along West Washington Row is in full view and consisted of stately single family homes and gardens. One of those residences, the home of Eleutheros Cooke was built in 1843-1844, at the southwest corner of Washington Row and Columbus Avenue. After Eleutheros Cooke died, Sandusky attorney Rush Sloane purchased the home and, in 1878, he had the house dismantled, stone by stone, and reassembled at what is now 1415 Columbus Avenue (outside of the commercial downtown). Mr. Sloane gave the home to his newlywed

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son Thomas and his wife Sarah, who was a granddaughter of Eleutheros Cooke.¹⁷ The other residence of note was the Lucas Beecher house which has noted ties to the Underground Railroad but also a beautiful garden extending to the corner of Jackson Street. The lot was large and included part of the land on which the Hotel Reiger would eventually be built. Lucas & Janet Beecher died in 1882 and their heirs sold the garden grounds to the Independent Order of Odd Fellows' and, in 1889, the cornerstone was laid for the building that still stands on the southwest corner of Jackson & West Washington Row.

In the latter part of the nineteenth century, the commercial activities of the downtown and influx of visitors had helped to spread the business district further south along Columbus Avenue as well as east and west along Market Street from Columbus Avenue. This growth spurred the construction of the Sloane House on the original site of the Cooke house in 1881, a four-story Victorian architectural masterpiece capable of accommodating 150 guests. The Sloane House was a popular gathering place for business meetings, wedding receptions, and family gatherings. Several businesses were in operation at the street level including a drugstore. The Sloane House was demolished when Lasalle's opened a store in downtown Sandusky in the late 1940's. This site is now the location of an office building for Erie County. At the corner of Columbus Avenue and West Market Street, where the Erie County parking garage now resides, was the site of the Sandusky Customs House & Post Office from 1857 until 1927. To the rear of the Sandusky Customs House was the downtown Fire Station which later functioned as a downtown Police Station. Today, the site is a surface parking lot. Tall yet narrow three-story buildings existed along the Market & Jackson street frontage until demolition occurred to make way for the Hotel Rieger at the southeast corner of Jackson and Market Streets in 1912, it was Sandusky's first "fireproof" hotel. In 1932, the Beecher house was leased to the Commodore Denig Post. 83 for use as their club house.

Since Washington Street did not go through the square at Washington Park, a horse-drawn carriage line came down Columbus Avenue from Water Street turned west on Washington Row and went past the Sloane Hotel and the Beecher house. They turned south on Jackson Street to proceeded outside the business district along Central Avenue and on out to North Depot Street, ending at McDonough Street where the Lake Shore & Michigan Southern Railroad station was located. This route was then reversed.

¹⁸

Among the commercial businesses housed over the years along this city block were; a photo gallery, hotels, a veterinary surgeon's office, saddlery, cobbler, millinery, post office, department stores, fire and police department, telephone exchange, tailor, barber, furniture store, clothiers, grocer, lawyers, jeweler, billiard hall, restaurant, and social clubs. In addition to single family dwellings, there were also tenement and rooming houses along this city block in the earlier days of Sandusky's downtown before the commercial growth spread south and west of Columbus Avenue.

78 232 Jackson Street
Hotel Reiger (NR, 2005)
Erected: 1912
OHI No. ERI-615-3
Architect: Henry Millott

Contributing
(photos #0030 – center, 0034 – center)

This masonry constructed building, with a steel and concrete supporting system, was erected in 1912. It was listed individually on the National Register in June 2005, under Criterion A and C. This five-story building, designed in the commercial style with Neo-classical elements spans twenty bays on the Jackson Street (west) façade and eight bays on the West Market Street (north)

¹⁷ Sandusky History blog. "When the Cooke House was on Washington Row," April 3, 2015. Sandusky Public Library.

¹⁸ Hansen, Helen M. At Home in Early Sandusky: Foundations for the Future," 24.

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elevation. The north and west elevations carry the same architectural characteristics. The building is basically defined by a three part system. Retail storefronts at ground level occur along the primary elevations with large display windows divided vertically by brick pilasters with Tuscan-like capitals. The second thru fourth floor levels lack ornamentation with one-over-one double hung windows with concrete sills. The top section of the building, at the fifth floor level is the most ornate. The brick work at this level is laid in a herringbone design within the arches. A pronounced cornice, supported by decorative brackets announces the parapet. The parapet repeats the same vertical divisions of the ground level with projecting pilasters but crowned at the top with finials. The terra cotta cornice elements were added in 1926 and are embossed with the letter "R." The building underwent a comprehensive rehabilitation in 2014-2015, and the building retains its historic integrity.

79 225-237 West Washington Row

Independent Order of Odd Fellows Building (NR, 2003)

Erected 1889

Contributing

OHI No. ERI-1343-3

(photo #0045 – left)

This building was listed on the National Register in May 2003 under Criterion A and C. Also known as the Ogontz Lodge 66, the building is a three-story blend of two architectural styles: Romanesque and Queen Anne Victorian. Romanesque elements include the rusticated masonry with margins found along the street front level piers, the heavy round arches at the third floor level, deep window reveals, the emphasis on horizontal through stone belt and sill courses, and windows in triplet groupings. Victorian elements include the setting of only two kinds (in this case finish) of stone against red brick for a polychromatic effect and ornamentation on flush panels at the cornice. While some modification has occurred, the building retains its historic integrity.

80 215 West Washington Row

Lucas Beecher House (NR, 1979)

Erected: 1847-1848

Contributing

OHI No. ERI-1342-3

(photo #0045 – second back from corner)

The Lucas Beecher House was listed on the National Register of Historic Places in May 1979 under Criterion B & C. Built in 1847-1848, this rectangular two-story Greek Revival style house is architecturally significant for its fine stonework and detailing and historically significant for its role as a station on the Underground Railroad, preceding the Civil War.¹⁹ The Beecher House is the only remaining early-19th-century dwelling within the commercial district that faces Washington Park and the courthouse square. When it was no longer used as a private residence, the house was used for half a century by the Commodore Denig Post of the American Legion. The building still possesses a high degree of architectural integrity, and is a contributing property to the district.

81 207 West Washington Row

First Federal Savings and Loan of Lorain

Erected: 1969, remodeled: 1978

Non-contributing

(photo # 0045 – third right from corner)

¹⁹ Owen, Lorrie. Dictionary of OHIO Historic Places, Somerset Publications, 1999, 334-335.

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This is a rectangular single-story brick masonry building with an attic story. Classical detailing in stone was incorporated at the front façade and includes fluted Doric columns fronting a low sloped portico, wall treatment, quoins, water table, window surrounds with hoods and recessed panels, roof cornice with inscription, pediment roof gable ends with dentils and a drive-thru with dentil molding and trim. An asphalt shingled roof includes four pediment dormers with multi-pane sash and a large copper roofed cupola with dentil molding and urn-shaped acroteria. The building possesses a high degree of architectural integrity; however, the bank was built outside the period of significance for the commercial district.

82 247 Columbus Avenue

Erie County Office Building

Erected: 1995

Non-contributing
(photo #0044 – center)

A multi-story office building clad in stone and glass curtain wall. A glass curtain wall atrium with metal roof connects this office building to the adjacent parking garage internally. The building possesses a degree of architectural integrity; however, the building was built outside the period of significance, hence, it is a non-contributing property to the district.

83 100 West Market Street

Erie County Building Parking Garage

Erected: 1995

Non-contributing
(photo #0044 – far right)

A multi-level concrete and steel parking garage clad in stone. Built adjacent to the Erie County Office Building with internal connection to that structure. Access drive on West Market but primary elevation fronts Columbus Avenue. The building possesses a degree of architectural integrity; however, the building was built outside the period of significance, hence, it is a non-contributing property to the district.

84 202 West Market Street

Commercial Building

Erected c. 1890

OHI No. ERI-797-3

Contributing
(photo #0034 – far left)

The building is a two-story nineteenth century commercial building with a three part façade. The façade includes a board and batten sided storefront, a field of yellow brick masonry dominated by a centered oriel window at the second floor level and a pronounced ornamental metal cornice. Visible on all of the secondary elevations as well as where it returns and terminates along the front facade is Sandusky limestone. Storefront modifications have occurred which alter the facade. The building retains its historic integrity.

85 206-210 West Market Street

Commercial Building

Erected c. 1910

OHI No. ERI-799-3

Contributing
(photos #0032 – fourth from right,
0034 – second from left)

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This is a three-story commercial building with elaborate masonry detailing. A perforated brick bonding pattern exists at the cornice, quoined surrounds at upper floor front façade window and segmentally arched openings at the third floor. The contemporary mono-chromatic paint scheme makes detailing like the rusticated window surrounds and the arcade of attenuated arches difficult to appreciate. The storefront modification is devoid of historic detail. Despite its alterations, the building retains its historic integrity.

86 214-218 West Market Street

Commercial Building

Erected c. 1880

OHI No. ERI-800-3

Contributing

(photos #0032 - center, 0034 – third from left)

This is a three story commercial building with stone foundation, painted running bond brick and carved stone lintels with brackets, stone sills with lugs and bracketed ornamental metal cornice. The ground level storefront has been altered significantly while the upper floors retain their historic configuration and materials. Despite its alterations, the building retains its historic integrity.

87 220 West Market Street

Third National Bank (NR, 1982)

Erected: 1914

OHI No. ERI-801-3

Architect: Henry Millott

Contributing

(photos #0030 – second back from corner,
0032 – second from right)

The building was listed on the National Register in October 1982, under Criterion C. Located in the center of Sandusky's commercial district, the Third National Bank is a fine example of Neo-Classical architecture. This bank is a three-story, rectangular shaped brick and stone building. It features a colossal portico in Ionic order with elaborate decorations and dentils. The double entrance is framed in festoon and topped with double cornucopias. Festoon also exist at the second floor sash. There is an unadorned roof line with an attic story. The building retains its historic integrity.

Block #11 – East side of Columbus Avenue to north side of East Washington Row, to west side of Wayne Street, and south side of West Market Street (Resource numbers 88-103)

This block exists along the main artery of the commercial downtown and, while approaching the downtown commercial district from Washington Park, its frontage along East Washington Row is in full view. In 1892, several houses existing along East Washington Row were demolished to make way for the four-story Mahala Block which would serve as the home to several businesses, organizations and a business college. Just after the turn of twentieth century, the southwest corner of Columbus Avenue & East Washington Row was home to the Kingsbury Block, the northwest corner of Columbus Avenue and East Market was home to the Stones Block, the northeast corner of Wayne and East Market was home to the Lea Block and the center of the city block along East Washington Row was home to the Mahala Block. The Kingsbury Block was home to dentists, physicians, attorneys, insurance companies, jewelers, Sandusky Telephone Company and many other businesses representative of local uses in a burgeoning nineteenth century community. A massive fire destroyed the Mahala Block and several other businesses

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along this block in November 1909.²⁰ New buildings were quickly constructed in their place which included the Dilgart & Bittner building, Griswold-Wagg Motor Co. and the Eagles Club along East Washington Row.

By the early 1920's, the prominence of this block within the downtown was indisputable. The newly merged Commercial Banking and Trust Company of Sandusky approached the Owners of the Kingsbury Block to acquire one third of its footprint (its southernmost parcel). A deal was made and, by 1923, partial demolition of the Kingsbury Block began so that the three-and-one-half story Commercial Banking & Trust Company building could be erected.

Buildings within this block that were located along Columbus Avenue and East Market Street had the benefit of daily street rail traffic. The block also contained the station hub for the widely popular Lake Shore Electric Railway Co.

While dates of construction and architectural styles range greatly along this block; all buildings are of brick masonry or limestone construction and exhibit exquisite attention to detail in coursing and design. This block also contains the tallest building within the commercial downtown district, the eight-story Feick Building.

A devastating fire occurred on January 5, 1960 along the 200 block of Columbus Avenue engulfing the two-story F.W. Woolworth building and the three-story S. S. Kresge Co. stores. Both were a total loss and a two story commercial building was constructed to fill the void. Among the commercial businesses housed over the years along this city block were; confectionaries, banks, interurban station, dance hall, social clubs, billiards, wallpaper & paint store, sporting goods store, sewing machine company, shoe store, five-and-dime stores, steam laundry, druggists, photographer, business college, furniture store, automobile sales/showroom, clothiers and even a grocery store.

88 202 Columbus Avenue

Stone's Block (NR, 1982)

Erected: c. 1870

OHI No. ERI-284-3

Contributing

(photos #0040 - center, 0054 - center)

This commercial building listed on the National Register in October 1982, under Criterion C. A large, ornate cornice with brackets at the roof line is interrupted in the center of the Columbus Avenue façade by an ornate gable. The second and third floors have tripled windows with arched tops in some instances and pointed in others. There is a fire escape on the West Market façade. The storefront has been altered; however, the building still retains historic integrity. This building was the first station for the Lake Shore Electric's interurban cars, as well as for the city's streetcar lines. This building was later the site of S.S. Kresge five-and-ten cent store.

89 216-220 Columbus Avenue

Commercial Building

Erected: 1961

Non-contributing

(photos #0054 - at right,
0055 - fourth back from right)

²⁰ Sandusky Register & Sandusky Library. A Pictorial History of the Early Years Erie County & the Erie Isles, 90.

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A two-story commercial building with a modern storefront, red colored running bond brick with light colored mortar used on the lower floor level whereas yellow colored running bond brickwork with an interrupting header course every fifth course exists with dark colored mortar on the upper façade. A large contemporary canopy is installed over the storefront. At the second floor level, one large masonry opening exists with a continuous stone sill to accommodate a bank of aluminum double hung windows. The building retains little historic integrity, and is a non-contributing part of the district.

90 234-236 Columbus Avenue

Whitworth Building

Erected: 1898-99

OHI No. ERI-286-3

Contributing

photos #0054 – partial far right,
0055 – third back from right)

The Whitworth Building is a Chicago Style commercial building with detailing on the primary façade that is reminiscent of Italianate and Romanesque influences evident elsewhere in the downtown district. The front half of the building is a 4 story masonry bearing wall structure with dimensional lumber floor and roof framing. The primary façade is of masonry design with structural piers and recessed bays at the 2nd and 3rd floors. Masonry detailing at the top of the recessed bays above the 3rd floor and in the sandstone lintels above the 3rd floor window openings give the appearance of dentils. The window openings at the 2nd, 3rd and 4th floors have sandstone lintels and sills as well as round stone pilasters between windows at the punched openings. Evidence of a bracketed cornice near the roof line and entablature above the 4th floor windows remain although the elements themselves have not survived. There are sandstone accents in the structural piers at the top and bottom of the recessed bays and a sandstone cornice at the base of the bays above the first floor storefront. The tall 1st floor storefronts were predominantly fixed glass picture windows and transoms with wood pilasters and frames, typical of the period, but have been subsequently modified to reduce the height of the windows and enlarge the signage bands. The wood frames have been replaced with aluminum and the masonry stools have been covered with wood paneling. An historic renovation is planned for this building and the façade treatment is compatible with historic design. Although modified, maintains appropriate setback along block and retains its historic integrity.

91 238-240 Columbus Avenue

Kingsbury Building

Erected: 1894

OHI No. ERI-287-3

Contributing

(photos #0055 – second back from corner,
0056 –far left partial)

The Kingsbury Block is a four-story building with full basement on a stone foundation which was, historically, (along Columbus Avenue) composed of four vertical bays defined slight setback of masonry on the 1st and 3rd asymmetrical bays flanking the large central portion of the façade with a tower (additional 5th story) at the 4th bay where Columbus Avenue and East Washington Row meet and three asymmetrical vertical bays along East Washington Row. Today, only three of the vertical bays along Columbus Avenue remain. The windows at the 2nd and 3rd floors are simple one over one double-hung wood sash whereas, at the 4th floor, the top double-hung windows are rounded. The primary elevation (facing Columbus Avenue) was, at one time, dominated at floors 2-4 by grouped wood windows. Chicago-style oriel windows existed on floors 2-3 in bay configurations with continuous dentil molding occurring at the cornice, a

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continuous sill course, tin aprons with Doric triglyph and wreath ornament also exist. At the fourth bay, where there exists only an angled two window configuration (both double-hung), it should be noted that prior to demolition of the substantial turreted portion of the building's footprint fronting Washington Row, this two-window configuration celebrated the center of the Kingsbury Block over the building's main entrance which also featured a portico. The façade demonstrates intricate masonry detailing and is comprised of a buff (roman) brick veneer with a very narrow joint profile laid in an elongated one-third running bond pattern. A substantial decorative bracketed cornice caps the façade and decorative metal elements can be seen on the façade. Like many buildings in cities and towns across the country, the Kingsbury Block does not belong to any one specific architectural style; instead, the building's commercial design borrows elements from several styles or fuses stylistic elements resulting in a hybrid composition. Storefront alteration has occurred but original framing evident in substructure and upper floor window openings are currently void of all sash. An historic renovation is planned for this building and the façade treatment is compatible with historic design. Although modified, the building maintains an appropriate setback along block and retains historic integrity.

92 256 Columbus Avenue / 115 East Washington Row

Commercial Banking & Trust Co. (NR, 1982)

Erected: 1922

Contributing

OHI No. ERI-1340-3

(photos #0055 – far right, 0056 – left)

Architect: Millott & Parker

The building was listed on the National Register in October 1982 under Criterion C. The only Beaux-Arts style building in the city, it was built in 1922 on the site of a recently demolished portion of the Kingsbury Block, and this four-story building has a red tile roof with an attic story. At the cornice, there are stone dentils and brackets. The front façade has monumental fluted columns with foliated tops and the pilasters in similar proportion along the secondary elevation are also fluted with foliated tops. Above the front door are carved stone cornucopias and the Commercial Banking & Trust Co. shield. At street front level along Columbus Avenue is a centralized entrance flanked by large 2-story window openings which continue along the secondary elevation on East Washington Row. Iron grillwork, flat metal spandrel and ornamental metal panels all add further architectural character to the facade. The building retains its historic integrity.

93 117 East Washington Row

Dilgart & Bittner Building

Erected: 1916

Contributing

(photos #0056 – center, 0057 - center)

Designed in the Chicago style, the building originally featured a three-part façade with the first floor functioning as the base, the middle stories the shaft and the upper floor and cornice the capital. The original storefront was in the same plane at the façade and the upper floor windows were three-bay Chicago style sash with fixed central light of plate glass flanked by narrower double-hung sash. There was an emphasis on verticality through low relief masonry detailing at the piers and the field of masonry between the storefront to 1st floor sash and 1st floor to 2nd floor sash. The cornice with raised parapet wall had a centered stone panel with inscription carved into it and, on either side of the panel, the walls were sloped down and notched at the outside corners of the façade, all with stone coping. The original detailing in the brick pilasters through low relief stop abruptly at the top of the third story windows with a smooth façade surface from that line of

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delineation up to the cornice. Masonry openings are consistent with historic but the storefront is now set back in a new plane and modernized, the windows have been replaced, and the cornice altered with the removal of the raised parapet. Although modified, the building maintains its historic setback along the block and retains its historic integrity.

94 135 East Washington Row

Griswold-Wagg Motor Co.

Erected: 1919-1920, remodeled ca. 1970

Non-contributing

(photos #0056 – center, 0057 – second back from corner)

The building facade featured a three-part façade as well as a three-part storefront divided by decorative piers. Double door entrances were at either side and, in the center at street front level, was a large glass and cast iron storefront with prismatic glass transoms with centralized operators. The second story window patterning featured a pair of windows over either entrance and then six windows each surrounded by decorative brick piers. Continuous sandstone bands broke up the façade above the storefront, below the 2nd story windows, in two locations near the cornice and at the parapet. Brick corbels and low-relief brick detailing added depth to the façade. However, in 1974, when Western Security Bank assumed occupancy, the building was completely remodeled and the exterior façade was significantly altered for a more modern appearance. Therefore, the building retains little historic integrity, and is a non-contributing part of the district.

95 165-171 East Washington Row

The Eagles Club & (later) **The Washington Building**

Erected: 1932, remodeled: 1970

Contributing

Architect/Builder: Alfred Schnurr

(photos #0051 – left of center, 0057 - right)

Commissioned by the Fraternal Order of Eagles, this three-story commercial brick building with running bond pattern was constructed just before the Depression with Georgian design influences and styling. The ornate stone entrance at the west side has an inscribed entablature that says “Washington” above the entry way. Only windows in the center of the second floor have Palladian style openings all others are rectangular in shape and feature an eight-over-twelve muntin pattern on the 2nd floor and eight-over-eight muntin pattern on the third floor level. Brick pilasters divide storefronts at the first floor and there is a cornice near the roofline. Although the building has been modified, it maintains its historic integrity.

96 172-186 East Market Street

Lea Block (NR, 1982)

Erected: 1895

Contributing

OHI No. ERI-768-3

(photos #0049 – far left, 0051 – far right)

The building was listed on the National Register in October 1982 under Criterion C. Located at the southwest corner of Market and Wayne Streets in Sandusky, Ohio, the Lea Block was built in 1895, at what is now 172 to 186 East Market Street. It was named for its first owner, James D. Lea, a prominent Sandusky business man. The three story brick structure on a stone foundation was built in the ornate late-19th-century Second Romanesque Revival style of architecture, and features rounded windows and corbeled brick and stone trim. The cornice of this rectangular commercial building has metalwork in a basket design divided by square brickwork with metal caps. The side elevation has round windows and rounded window caps, pilasters, metal

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decorations and metal lintels with medallions. Although the building has been modified, it maintains its historic integrity.

97 158-160 East Market Street
The Feick Building (NR, 2009)

Erected: 1907, altered 1923

OHI No. ERI-767-3

Architect: Purcell & Feick (original 3-story portion),

George Feick, Jr. (5-story addition)

Contributing

(photos #0049 – center, 0053 – far right partial)

This building was individually listed on the National Register in 2009 under Criterion A and C. The eight-story Feick Building was designed in the Commercial style and displays a three-part façade with the first floor functioning as the base, the middle stories functioning as the shaft and the upper floor and projecting cornice the capital, a classical tripartite arrangement. It was constructed in two major phases; the foundation and first 3 floors of the building were built in 1907 with the 5-story addition in 1923, making it the tallest building in Sandusky. The façade brick is a variegated yellow color and the subtle use of low-relief limestone trim lends some depth and texture to the facade. The original storefront was replaced in 1974 with the precast panel concrete and aluminum storefront seen today. On the upper floors, the three-bay façade features large Chicago-style windows that are typical of the style arranged in a distinctive grid pattern between narrow vertical piers and slightly recessed brick spandrels. The façade is capped on the eighth floor with a row of twelve arcaded windows that rest on the continuous stone sill.²¹ Although the building has been modified, it maintains its historic integrity.

98 152-154 East Market Street

Bittner Building

Erected c. 1905

OHI No. ERI-766-3

Contributing

(photos #0052 – far left,
0053 – left of center)

This building is an early 20th century commercial building with ornamental brickwork and extraordinary fenestration including a centralized oriel window on the façade. A fire escape on the west side of the front facade is shared with the adjacent building which has complimentary architectural styling. Stone elements include; sill course at second floor level, flat window heads with gauged stone and keystone detail at the second floor level, flat window heads with recessed carved panel and arched stone head at third floor level, lintel course at third floor level, an inscription panel that says “BITTNER” and stone coping along the battlement. A combination of rock-faced and smooth stone finish adds to the architectural interest of the façade. Upper floor sash are simple one-over-one in varying sizes. Transoms within the oriel window are multi-pane square grid pattern. The storefront features large display glass, recessed entry, signboard at transom level, a masonry bulkhead that matches the masonry used on upper levels and form stone pillars at either end. A corbelled brick cornice with ornamental metal dentil molding with cap exists in the space above the third floor lintel course and parapet just below the open masonry scuppers. Form stone is also carried across the top of the storefront just above the signboard and finished with a tapered bevel on the brick masonry. Although the building has been modified, it maintains its historic integrity.

21 Erie County Historical – National Register of Historic Places Feick Building nomination, Sandusky Public Library Clipping Files

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99 146-148 East Market Street

Commercial Building

Erected c. 1905

OHI No. ERI-765-3

Contributing

(photos #0052 – center, 0053 – center left)

This is an early 20th century commercial building with ornamental brickwork and extraordinary fenestration including a centralized oriel window on the façade. A fire escape on the east side of the front facade is shared with the adjacent building which has complimentary architectural styling. Stone elements include smooth sill course at second and third floor levels, flat window heads with smooth stone lintel and carved hood with dentils at the second floor level, flat window heads with rock-faced flat arch and lintel course at third floor level, rock-faced band course, rock-faced stone coping along stepped parapet and carved acroteria at its centermost step. Upper floor sash are simple one-over-one in varying sizes. Transoms within the oriel window are a multi-pane square grid pattern. The storefront features large display glass, recessed entry, signboard at transom level, a masonry bulkhead that matches the masonry used on upper levels and form stone pillars at either end. Form stone is also carried across the top of the storefront just above the signboard and finished with a tapered bevel on the brick masonry. A corbelled brick cornice with brick arcade detailing exists in the space above the band course and parapet. Three open masonry scuppers exist within the brick arcade (one at center and one at either end). Although the building has been modified, it maintains its historic integrity.

100 142 East Market Street

Commercial Building

Erected c. 1920

OHI No. ERI-764-3

Contributing

(photos #0052 – fourth from left,
0053 – center right)

This is a three-story stone building with Art Deco Detailing, smooth façade with recessed central entry flanked by projecting display storefronts, prismatic glass transom over decorative marquee at street level, intentional vertical emphasis through fluted detail, and low relief stylized geometric horizontal band near slight pointed shape roofline. A rooftop flagpole exists and is centered on the façade. Some window replacement has occurred at second floor level whereas third floor sash are the unique historic configuration with metal panel spandrel in the intermediate wall area between floors two and three. Form stone was applied at an unknown date to the stone wall surface surrounding the transom and just below the second floor sash. Although the building has been modified, it maintains its historic integrity.

101 138 East Market Street

Commercial Building

Erected c. 1910

OHI No. ERI-763-3

Non-contributing

(photos #0052 – center, 0053 – far right)

This is a three-story building with characteristics of the Art Moderne / Streamline Moderne style. The building features a deeply recessed central entrance with geometric tile, a paneled recessed bulkhead below projecting display storefronts and anodized aluminum framing. A low profile marquee divides the storefront from the contemporary material cladding majority of façade above and at the westernmost edge is a notched out remnant (an ornamental cast iron cap from a prior storefront) of the façade that once existed. It is unknown when this wall surface modification

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occurred but its treatment results in smooth clean lines stressing a horizontal focus through minimal detailing aside from pronounced upper floor window surrounds with keystone design. The building maintains its historic setback within context of street and its elemental styling is compatible but retains little historic integrity at the façade with introduction of contemporary material treatments.

102 136 East Market Street

Kugel Building

Erected c. 1910

OHI No. ERI-762-3

Contributing

(photo #0052 – third back from far right)

This three-story brick masonry building has an extraordinary level of low relief and contrasting brick coursework patterning. The storefront has been modified in an attempt to “modernize” with the introduction of colored metal panel at the bulkhead, wall and signboard, but retains its original configuration. The brick is brown and the primary field of masonry is laid in a running bond pattern with the introduction of other patterning including basket weave, header course, soldier course, stretcher course and ornamental bond to create vertical emphasis and geometric shapes between floor levels and along the cornice. At points where low relief patterning terminates, the bricks have mitered corners for perfect symmetry in the overall design. Mortar is a dark color and the tooling of joints is not flush so the brick remains the prominent feature. The only stone elements on the façade are the sill course at the second floor level, continuous windows with lugs on the third floor level, an inscription panel centered at the cornice which reads “KUGEL” and the stone coping at the parapet. Although the building has been modified, it maintains its historic integrity.

103 124-130 East Market Street

Commercial Building

Erected c. 1910

OHI No. ERI-761-3

Contributing

(photo #0052 – one left from far right)

This is a three-story brick masonry building with use of both high and low relief and contrasting brick coursework patterning resulting in an intricate masonry pattern throughout the façade. Some storefront alteration has occurred. The two part divided storefronts have both been modified and neither retain its original configuration, however, the westernmost storefront more closely matches its historic appearance. A sill course of stone exists below the second floor level at the same height as the adjacent building. Decorative tie irons are visible in three locations at the second floor level. The brick is red and the primary field of masonry is laid in a running bond pattern with the introduction of other patterning including basket weave, header course, soldier course, stretcher course and ornamental bond to create horizontal or vertical emphasis and geometric shapes between floor levels and along the cornice. High relief is used to create piers and low relief spandrel between floors two and three. At points where low relief patterning terminates, the bricks have mitered corners for perfect symmetry in the overall design. Mortar is a light color and the tooling of joints is flush so it, along with the brick, becomes a strong architectural feature of the façade. Stone sills exist below the third level windows. All windows are simple one-over-one double hung windows with exterior storms added. A stone stringcourse with brick corbels exist toward the top of the façade and the stone capped cornice is interrupted by a low sloped central pediment. The frame and cabling for non-historic projecting signage still

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exists but the signage itself does not. Although the building has been modified, it maintains its historic integrity.

Block #12 – South side of East Market Street (Resource numbers 104-106)

Early in Sandusky's history, this portion of the downtown was predominantly residential. By the turn of the nineteenth century, the business district was beginning to expand onto this block with the planned construction of a modest three-story masonry building earmarked for wine storage on the corner of Wayne and East Market which, ultimately, was not realized. By the mid-twentieth century, what had been built along the western half of block was a much more substantial three-story iron and wood-framed limestone and brick commercial building abutting the street front; whereas the eastern half of the block remained residential with moderately spaced single family dwellings setback from East Market. Among the businesses housed in this commercial building over the years were a liquor wholesaler, wine bottling department, furniture store, print shop, and wallpaper & paint store. By the 1920's, this section of the 200 block of East Market was referred to as the Schmidt Block and included commercial establishments and rooming houses over three-quarters of its street front while a few dwellings remained. On March 31, 1964, a single-story building beside the Schmidt Apartments and the easternmost portion of the Bing Furniture Store (formerly J.H. Herman Co.) caught fire and suffered irreparable damage forcing three businesses (Lombardy Music Store, the Sandusky Paint Company and Lermann Insurance Company) to find alternate permanent quarters. During the fire, falling rubble from the burned buildings damaged an underground heating tunnel which had supplied heat to the entire block. The heating plant was located within the building to the rear of 246-250 East Market.²² Today, only three buildings remain along this block and all single family homes have been demolished leaving surface parking lots to either side of the Schmidt Apartments, the easternmost lot at the corner of Hancock & East Market Streets is currently utilized in summer and fall months as a local farmer's market site.

104 202 East Market Street

J.H. Herman Company / The J.L. Hudson Clothing & Dry Goods Co.

Erected c. 1890

Contributing

OHI No. ERI-769-3

(photo #0059)

The building has a limestone foundation, red brick masonry on primary elevations and Sandusky limestone walls at the secondary elevations. The façade is broken up by masonry piers and the spandrel and the cornice is comprised of brick corbels and ornamental bond. The stone detailing occurs within the spandrel at the second and third floor levels at a sill course, at interrupted band course, across window openings in the same positioning as the meeting rail, and at the window heads. Alteration at the storefront level has occurred; shutters conceal sash and contemporary signage has been installed. The historic wall materials are believed to survive beneath its existing signage. Although modified significantly along the street front level, the building maintains overall good historic integrity.

105 (Located to the rear of) 246-250 East Market Street

Commercial Building

Erected c. 1870

Contributing

OHI No. ERI-775-3

(photo #0063 – only partially in view)

²² Sandusky Register "Begin Rebuilding At Site Of Fire," August 25, 1964.

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The construction of this small single-story building consists of a concrete floor, limestone walls and a concrete flat roof with a firewall 12" above the flat roof on the north and south elevations. There are two entrances into the building: the first is a single board and batten wood door with strap hinges and a stone lintel; the second is an early commercial storefront with a paneled door, transom and a double-hung sash set within a wood paneled wall. The window openings have large stone sills and lintels. One stone lintel has been removed and replaced with exposed steel and one window has been modified to receive louvers. It is set back from the street at rear of its property line. The building currently functions as the heating plant / boiler room for the Schmidt Apartments; however, it predates the construction of the Schmidt Apartments by forty-five years and the J.H. Herman Co. by twenty so it clearly had a prior use, unknown at this time. The building has been partially modified but maintains its historic integrity.

106 246-250 East Market Street

Schmidt Apartments

Erected 1915-1916

OHI No. ERI-774-3

Architect: H. C. Millott

Contributing

(photo #0063, and 0059 background)

The Schmidt Apartments is an excellent example of a commercial block apartment building that has the distinction of being the only surviving example of this property type within the downtown (the three-story Kunz Block at the northwest corner of East Market and Wayne was lost due to fire in the 1930's). Typical of this style, there are two distinct zones; commercial at the ground floor and residential above. The first floor is designed for commercial use and has two separate storefronts with considerable frontage along East Market for respective tenant space. Floors two and three provide multi-family living with a dedicated ground floor walk-up stair at street front level and eight separate living units located around the floorplan perimeter encircling a centralized three-story atrium at the core of the common area. Arts & crafts trim exists throughout common areas and built-in cabinetry exists within residential living units. There is also an attic story and basement. The rectangular shaped building features rock faced ashlar at the foundation level which was likely quarried onsite when excavating the basement. Painstakingly patterned brick masonry with stone accents exist on the floors above. Minor storefront modification has occurred through surface applied paneling installation. Undetermined if transoms are intact beyond contemporary panels; however, despite storefront alteration, overall massing is easily communicated and the façade retains a high percentage of integrity in workmanship and material. Subject property displays exquisite attention to detail and technical patterning through the use of deep red brick coursework and low relief masonry projections with light colored mortar and sandstone accents providing color contrast at the sill, column capitals, scuppers, cornice and tops of piers at the roofline. Recessed porches exist along the front; west and east elevations which are a character defining feature adding depth and visual interest to the exterior structure. Ground floor tenants have included E.S. Kiplinger Dentist (also a resident), Wagner Quarries and the Sandusky International College of Beauty. Although modified, the building maintains its historic integrity.

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

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

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Areas of Significance

(Enter categories from instructions.)

COMMERCE

TRANSPORTATION

ARCHITECTURE

Period of Significance

1835-1967

Significant Dates

1838

1848

1889

1938

1967

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Mills, Wildman (Builder)

Smith, Sheldon (Architect)

Hulskan, Peter (Architect)

Cable, Laurence (Builder)

George Feick & Sons (Builder)

Thomas Millar & P.J. Zeiher (Builders)

Millott, Henry (Architect)

Boldt Construction (Builder)

Millott, H.C. (Architect)

H. Millott & Parker (Architect)

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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 Downtown Sandusky Commercial Historic District is eligible for the National Register of Historic Places under Criterion A for its association with the commercial and transportation history of the city of Sandusky, Ohio; and Criterion C for its architectural significance, exhibiting examples that represent the various architectural styles popular during Sandusky's period of greatest growth and prosperity from the mid-19th to the mid-20th centuries. They predominantly include freestanding and attached two to four-story buildings. There are also a small number of single buildings and buildings taller than four stories as well.

The period of significance extends from 1835, the construction date of Sandusky's oldest surviving buildings within the downtown commercial district, to 1967, the year that downtown Sandusky was bypassed with the construction of Ohio SR 2.

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

EARLY HISTORY OF SANDUSKY

When the United States was formed, the colonies gave their western lands to the federal government with the exception of Connecticut. She retained a strip in northern Ohio called the Western Reserve. In 1792, 500,000 acres of this land was set aside to reimburse Connecticut residents who had suffered losses during the Revolutionary War. Since most damage was by fire, the section was referred to as "The Firelands." Many of these claims were sold and vast acreage was accumulated by speculators.²³ In 1805, using Native American trails, James Kilbourne made a journey through the country to explore the southern shore of Lake Erie, its bays and rivers. In order to locate a suitable point to establish a commercial depot between the central parts of Ohio and the eastern states of the Union, Kilbourne focused on the area between the most southerly bend of the Lake and rapids of the Maumee River. The settlement of the area came about primarily because its location made it a good site for trade and travel over both water and land. In 1810 the area, the site of the future town of Sandusky, was mostly prairie with scattered "islands" of trees. It was an occupied Native American village referred to by Pioneers as "Ogontz Place" after the great Chief of the Ottawa tribe. Camps were clustered around the bay shore. That same year, John Garrison, a farmer and storekeeper of New York State, visited "Ogontz Place" and decided the locale was destined to be an important center of business due to the excellent harbor. Garrison built a log cabin on the south side of what is today Water Street, west of Wayne. There he lived with his family and opened a store to trade with Native Americans, trappers, hunters, and an occasional settler.

23 Hansen, Helen. At Home In Early Sandusky: Foundations for the Future. 1975, 4.

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In 1811, James Kilbourne met Zalmon Wildman who, with his brother Seymour, had acquired title to 1,280 acres adjoining the South Shore of Sandusky Bay. In the year 1811, a town was to be laid out, a public sale of lots held, a boarding house and other buildings erected, a wharf built, roads established, as well as a post office, port of entry and light house; however, Native American disturbances were increasing in the area and people were apprehensive of the danger that finally culminated in the War of 1812. Alarmed by the rumors, Garrison took his family to Mansfield by sled that winter, not to return. The beginning of the city and further settlement of its commercial downtown was to be delayed until after the war.²⁴

Within the area of the current downtown commercial historic district, there were two or three log cabins. One had belonged to Chief Ogontz, the cabin that Garrison had built which was used for many years as the home for the Ebenezer Ransom family. The Ransom family boarded the workmen who were building the Wildman store as well as Moors Farwell, who was to manage the store. By the summer of 1817, Wildman's store and a small dock on the north side of Water Street was constructed. It was the first frame building in Sandusky. Watching the progress of the new village, Zalmon Wildman and his son identified the need to build a boarding house. Wildman traveled to Huron and offered a lot to William Smith if he would come to Portland and build a boarding house. Smith, who was an innkeeper in Huron, accepted the offer and built the first frame house, next to Garrison's cabin. Cyrus Marsh built the second frame dwelling on the southwest corner of Wayne and Water. Later he added a new front and opened the first hotel which he called "Steamboat Hotel" after the steamship "Walk-in-the-Water," which had begun making stops in the area in the fall of 1818.

In the spring of 1818, Hector Kilbourne, the first Master of Science Lodge No. 50, Sandusky, was hired to survey and plat a larger town called "Sandusky City." The plat was recorded June 5, 1818. This included the village of "Portland," which was discontinued. (The names "Portland" and "Sandusky" were used interchangeably for many years.) Kilbourne drafted the original plan of the city. He proceeded with well-defined ideas and painstaking care in making the original survey as well as giving names to the streets in honor of the statesmen, warriors and others prominent in the early history of the country. In laying out the city using a modified grid plan, Kilbourne ran the lines or streets in order to form a true representation of the Square and Compasses resembling the symbols of Freemasonry. The original plan of the city may be said to represent an open Bible, Square and Compasses. With Columbus Avenue at its center, the blocks and squares on either side of the avenue are equal in number and dimensions, except for the blocks along Water Street, which on account of the water or shore line indentation, slightly reduces the areas of each block when compared with the other blocks south of Market Street.²⁵

The first lawyer (Eleutheros Cooke) came to the county in 1817 and moved to Sandusky in 1821. Jennings & Darling built the first brick store on the northwest corner of Water and Columbus Avenue. They also built the first large dock in 1820. Dr. George Anderson moved to Sandusky from Venice (Ohio) and the villagers welcomed the arrival of a schoolteacher, Sally Stimpson. She taught in a log cabin behind the Steamboat Hotel. The first post office was in a shanty on Water Street in 1820 with Hector Kilbourne as the first postmaster. The first pioneer steam vessel (only 145 feet long and 27 feet wide) sailed on Lake Erie took place in 1818 arriving just off Cedar Point and was named Walk-In-The-Water.²⁶ The first pier in town was built by Wildman's agent, Moors Farwell, and was located midway between Wayne Street and Columbus Avenue.

²⁴ Frohman, Charles E. Sandusky's Yesterdays. 1967, 4-5.

²⁵ Kurtz, Karl W. California Freemason, Summer 1972, Volume 19 No. 3, 105.

²⁶ Wendt, Gordon. In The Wake of the "Walk-in-the-Water". 1984, 1.

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In 1822 Sandusky had about 300 residents and 25 houses and stores. A weekly stage route was established to Cincinnati through Columbus, and a turnpike to Columbus was planned. In addition to numerous schooners, the steamboat "Superior" was stopping on tri-monthly trips from Buffalo to Detroit and back, bringing passengers and merchandise. More businesses were opening up: commission merchants, dry goods dealers, a boot and shoe dealer, a hatter, a druggist, three attorneys, a baker, a saddle and harness maker, a cabinet maker, a tailor, a butcher, a lumber merchant, a tanner, and even a silversmith and watchmaker.

Sandusky became the seat of Erie County in 1838. Columbus Avenue, the primary artery into downtown Sandusky, was the heart of a growing community.²⁷ In addition to its primary function, the business district also served as the meeting place for industry and government, as well as a backdrop to clubs, civic groups, and secret societies.

COMMERCE

The Downtown Sandusky Commercial Historic District is significant in the area of commerce as the historical commercial center of Sandusky, Erie County, and the surrounding Lake Erie islands. Extant buildings in the Downtown Sandusky Commercial Historic District represent many of these commercial activities including merchandise, hardware, drug store, banks, law offices, medical offices, theater, post office, and newspaper. Transportation service and access were also major factors in downtown Sandusky's commercial success.

As early as 1829 there had been attempts made to establish a bank in Sandusky, but it was not until 1834 that the first bank was begun. Its first officers were William Townsend, president, and John Whitney, Treasurer. After two years, Oran Follett followed in office and put the institution on a sound footing.²⁸ Resources within the Commercial District affiliated with banking include; #50 – Moss Brothers Bank, #52 – Union Bank, #87 – Third National Bank, #92 – Commercial Savings & Trust, and #97 – Citizens Banking Company.

Sandusky had been a city for 10 years when in June 1855 W.D. Root decided it was time to publish a city directory. Root's operation was delayed when he found he had to first number the houses which he did by assigned numbers going east and west from Meigs Street and south from Water Street. His system of numbering appears to have been based on lot numbers. The city was renumbered in 1880 and again in 1915-16 which is reflective of the street numbers we use today. In his "Preface" Root states: "Originally a directory was simply an alphabetical list of names of the inhabitants of a city, with their several places of abode, but later years have witnessed much improvement, by adding to the city guide a business directory and such local matters of information as would be of interest to the citizens of the place." This information has also proved of value to modern historians and genealogists. The first twenty pages give a picturesque description of this area. The advertising pages are numerous and fascinating. The business directory lists many businesses we would expect, such as grocers, druggists, etc. but some are antiquated: manufacturers of boots and shoes of which there are 15; two carriage manufacturers; three saddle and harness makers; two candle and soap manufacturers; as well as three photographers, four livery stables and six milliners and dress makers. The city had 19 law firms and 19 physicians and surgeons. There are 12 hotels listed.²⁹

27 Davidson, Ron. Images of America: Sandusky Ohio. 2002, 29.

28 Ways, Ed L. and George J. Lehrer "Our City, Sandusky, 1824-1924," 8.

29 Hansen, Helen and Virginia Steinemann. From the Widow's Walk – A View of Sandusky. 1991, 51-52.

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In addition, Sandusky very early on became a strong cultural center. From 1854 to 1860 it was headquarters for the Cosmopolitan Art and Literary Association, a national organization devoted to the dissemination of magazines and original art works. Its galleries were in the Hubbard's Block (Resource #12) on the northwest corner of Water Street and Columbus Avenue. By 1855, there were already three public halls within the downtown and an opera house was built in 1877. In the late nineteenth and early twentieth century, Vaudeville was the main source of entertainment, particularly for the working classes. Performers of many types traveled together on the circuit from city to city, presenting their acts as part of a variety program in local theaters. For as little as ten cents, people could spend an afternoon or an evening (sometimes there were two shows a day) watching singers, dancers, jugglers, magicians, comedians, and who knows what other type of performers -- and perhaps even get to see a movie with the price of admission. Being along the railroad lines between major cities such as Chicago, Cleveland, and Buffalo, Sandusky had the good fortune of having many big stars of the time stop in Sandusky for a performance.³⁰ The Biemiller Opera House on the corner of Jackson and West Water Street was the major venue for vaudeville performance in the downtown; however, many smaller theaters in town offered vaudeville shows including; (19th century after the Civil War) Norman Hall, Fisher's Hall, and Link's Hall; and in the 20th century, the Majestic Theater (at the east corner of Market and Jackson Streets within the Cable Block) and the State Theater on Columbus Avenue. Silent movie and motion pictures became a craze which called for buildings built especially for them. Sandusky had five downtown motion picture theaters; the Ohio (formerly the Schade Theatre) on West Market, the Plaza on Jackson Street (demolished), and the Schine United State Theatre (Resource #45) and Star Theatre (Resource #51) on Columbus Avenue. But by the 1930s, with the advent of the "talkies" (sound motion pictures), the poverty of the Great Depression, and, later, World War II and television, Vaudeville faded in popularity until it was just a memory.

Sandusky holds a position of importance as a port of entry. Thousands of men were employed in the spring and fall catching, cleaning, packing and shipping fish from the waters of Lake Erie and Sandusky Bay. The water front [north of Shoreline Drive just beyond the historic district boundary] was lined with great warehouses, where the fish were received in fall, frozen and shipped during the winter to all parts of the United States. In 1901, over 8,000,000 pounds of fish were frozen every year in downtown Sandusky and an aggregate of \$1,000,000 worth of business transacted annually.³¹ Maritime activities supported the local economy and many businesses within the downtown commercial district. The commercial fishing business, or, fishing for revenue, began taking shape about 1837. It was at about the same time that the process of preserving by packing in salt was discovered. After the fisherman began salting and the efficiency of the salting process had been proved, something of a market was created for catfish and pickerel out of Sandusky Bay and fish houses, fisheries and salt houses were a common sight along the shoreline of the downtown waterfront even before Railroad Street was filled in during the early 1850s. In 1867, the freezing of fish was begun as an experiment and grew steadily on a commercial basis. In 1888, the annual volume frozen had reached 3,715,000 pounds.³² Among the early commercial fishing enterprises in downtown Sandusky were: J. Spencer in 1851, Jackson and Post in 1856, Adolph and Zollinger in 1856, Hosmer and Company in 1857, Casper Boight in 1864, Schact and Nielson in 1866, Bear and Ruth in 1873, A.J. Stoll in 1877, Henry Lay and Company in 1880, and Zistel Fish Company in 1907. In a 1918 publication it was stated that Sandusky is the largest fresh fish producing point in the world. Here the greatest variety of fresh water fish are caught and marketed; live fish being shipped to the eastern states.³³

30 Sandusky History blog. "When Sandusky was a Stop on the Vaudeville Circuit," January 26, 2013. Sandusky Public Library

31 Reynolds, James C and Chamber of Commerce. Official Illustrated Guide and Souvenir of the Islands and Sandusky, 1901

32 Sandusky (Ohio). Sandusky Area Sesquicentennial 1818-1968, 45.

33 Centennial Executive Committee. "Historical Sketch and Official Souvenir Program of the 100th Anniversary of the Incorporation of the City of Sandusky, Ohio.", 72.

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In addition to the maritime industries already noted, the early industrial history of Sandusky is closely related to other natural resources of the area. Abundant forests located close to easy transportation made lumbering and wood products a thriving industry. Lumber, in the rough or as finished products, was the leading raw material for many years with several lumber yards located along the waterfront and northwestern quadrant of the downtown district. The manufacture of handles, spokes, wheels, carriages, wagons, furniture, tools, barrels and other wooden wares were made in factories that gave large employment in Sandusky. Primitive saw mills, ship yards, and grist or flour mills made up the downtown's earliest manufacturing. The water flowing into Lake Erie provided power for the early grist mills. Grapes were planted intensively on the Lake Erie islands beginning in the 1850's which led to the establishment of a large wine industry and importing of native grapes for processing, bottling and distribution with decades of great success until Prohibition after World War I. The fish, fruit and wine businesses created a demand for cooperage, and there were a number of shops in the city within the downtown district dedicated to the manufacturing of barrels, boxes, buckets and baskets.

Each winter as commercial fishing stopped, the freezing of Lake Erie provided the basis for still another industry. Before the days of mechanical refrigeration, the ice industry was a large employer during the cutting season and Sandusky was one of the largest producers of natural ice. On Sandusky Bay, when the ice formed to the proper thickness, hundreds of men were employed cutting ice into blocks and storing it in ice houses. In 1868 the first large ice house was established. The ice houses were built with thick wooden walls filled with sawdust and were so well insulated that the ice was preserved all summer until cracked up and used to pack fish. As soon as the Sandusky bay was frozen to a depth of 18 inches or more, the ice harvest immediately began with horses pulling sharp-tipped cutters across the ice. Men followed with long saws to finish cutting the ice into cakes, and then with long poles the ice cakes were propelled through canals of open water cut through the ice to the various fish houses. There a conveyor carried them up to the top of the ice house, from which the heavy cakes slid down into place. Each fish company had its own ice house, and the railroads also stored their own supplies of natural ice to cool perishable freight in transit. In the cutting season, whole trains of cars were loaded at Sandusky for inland destinations. Companies like Wagner Lake Ice Company, C.A. Nielson Ice Company, and Consumers Ice Company shipped ice by the freight carload to all parts of the United States. The annual ice harvest in Sandusky Bay ended in the winter of 1935-36 when the Booth Fisheries building at the foot of Jackson Street by the Municipal Pier was filled for the last time with natural ice. Artificial refrigeration replaced the need for preserving winter ice.

With a wide variety of businesses and organizations in operation through the years, Downtown Sandusky was a bustling, enterprising town and shopping destination for the region. Businesses included grocery stores, post office, fire station, city hall, telephone exchange, newspaper, fraternal lodges & secret society meeting rooms/halls, an opera house, a business college, banks, doctors, dentists, lawyers, florists, photographers, barbers, jewelers, bicycle shops, cigar shops, steam laundry / dry cleaners, fine china & glassware houses, tailors, saddlery, blacksmiths, livery stables, automobile dealers and garages, movie houses, theaters, restaurants, wineries, hotels, rooming houses, music stores, book stores, furniture stores, drug stores, confectionaries, millinery and notions. In addition to small local businesses, such as the Henry Dehnel Co. (jeweler), C.L. Engels Company (dry goods), the Manhattan Clothing Store, Holzaepfel Brothers Sporting Goods, Perry and Bretz Clothing Store, M. and A. Lebensburger (men's clothier), Hanson's Restaurant, Neisner Brothers (five-and-ten store), Bechberger & Kubach (drugstore), Herb & Myers Co., Martin's Confectionary, Dilgart & Bittner (furniture store), Barney & Co. later Donahue Hardware Store, Byer Brothers (men's clothing store), Kugel Brothers (general dry goods), Hoover & Woodward Wholesale Grocers, Theodore Goessling Grocer, D.C. Powers (dry goods store), J. Krupp and Son, Ackley's Billiard Parlor, Dietz & Mischler (cigar store), Burns & Gove Jewelers, and

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Marsh Shoes just to name a few, chain stores including S.S. Kresge, F.W. Woolworth, Sears & Roebuck, A & P Food Stores, Lasalle's, J.C. Penney, Gray Drug had a presence within the downtown commercial district.

Cigar manufacturing in Sandusky was a prominent and thriving business enterprise in the late 19th century. An article in the January 30, 1904 issue of the Sandusky Evening Star reported that nearly three million cigars a year were produced in Sandusky. Eighteen factories in the city produced these cigars, employing about 175 workers. There was even a Sandusky Local of the Cigar Makers International Union.³⁴ Many of the factories had their own retail stores located within the downtown. Resources within the Commercial District affiliated with cigar and tobacco sales include; # 90 – former Dietz & Mischler Co. location within the Whitworth Building and #43 – former Henry Ritter & Sons store location.

Before the assembly-line process for automobile manufacturing was devised, in 1900, the Sandusky Automobile Company was established. Many garages, auto repair shops and car sales showrooms existed within the downtown commercial district. Resources within the Commercial District affiliated with automotive sales and repair include; # 29 – Ogontz Garage, #63 – Griswold-Wagg Motor Company Building and #94 Griswold-Wagg Motor Company Building.

Generally speaking, from the 1930s to 1960s, Sandusky experienced economic development after the industrial era which led to the increase of goods and service production within the commercial downtown as well as its industrial areas; however, by the mid-1950s, downtown Sandusky was losing business to new, outlying shopping centers. The opening of Sandusky Plaza on November 1, 1956, dealt a severe blow to the commercial downtown. Sandusky Plaza was located off Cleveland Road West, just east of the Sycamore Line and, in addition to offering 1,200 parking spaces, included Howard Johnson's, Pick-n-Pay, Sloane Bar and Grill, Lee's Barber Shop, Cleveland Fabric Shop, Plaza Hardware, Sterling Carpet, F.W. Woolworth Co., Norman Shoe Store, Zucker's Store for Men, the Cohn Store, W.T. Grant Co., Thom McCan, Van's Clear Sylk, Plaza Meats, Gray Drug Store, Moore's Store, French Tex Cleaners, and Kroger's for a convenient one-stop shopping experience.³⁵ Though some of the exits were still under construction at that time, Governor James A. Rhodes cut the ribbon when the Thomas A. Edison Bridge was officially dedicated on December 17, 1965, as part of the new Route 2 highway project. The completion of the U.S. 250 – Ohio Route 2 interchange, referred to by most locals as "the bypass," greatly assisted North Coast tourists to travel quickly to the lake, Cedar Point, and on to Toledo and Cleveland, without a lot of stop signs and speed reductions through populated areas that they had encountered on old Route 2; however, it effectively removed through traffic from downtown Sandusky in the 1960s (and beyond).³⁶

TRANSPORTATION

The site of the downtown Sandusky commercial district offered excellent opportunities for the development of transportation both by land and by water.

Water Travel and the Port of Sandusky Bay

³⁴ Sandusky History blog. "Cigar Making In Sandusky," August, 15, 2008. Sandusky Public Library

³⁵ Sandusky History blog. "Aerial View of the Sandusky Plaza in 1956" November 1, 2012. Sandusky Public Library

³⁶ Sandusky History blog. "Construction of the "Bypass" (Route 2)" August 1, 2016. Sandusky Public Library

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Lake Erie was a natural source of transportation. Soon after it was settled, Sandusky became an important transportation terminus on Lake Erie. With its natural harbor, Sandusky was capable of taking care of a large number of ships, and thus became a shipping station for various products.

The year 1818 marked not only the founding of Sandusky but the first steamboat on Lake Erie. She was the Walk-in-the-Water, which stopped in downtown Sandusky on August 27, 1818, on her maiden trip from Buffalo to Detroit. From 1818 until 1825, Sandusky was on the main line of steam navigation between Buffalo and Detroit. Lake commerce during this time was, to a large degree, concerned with the transportation of pioneer settlers westward into the frontier villages that rose along the lake shores and inland areas. With the pioneers, of course, came the necessities of life to support them in the wilderness. The first published list of exports in the "Clarion" (Sandusky's first newspaper and forerunner of the "Register") from the port of Portland (Sandusky) consisted of flour, whiskey, pork, cheese, hides, potash, flax, bacon, tobacco, mandrake and ginseng root (medicinal herbs) and fish.³⁷ The shipping industry provided the local commerce in the early days after Sandusky's founding with an established and prominent rating among other cities of Ohio.³⁸ People who traveled to Sandusky could board a steamer to several different port cities along the Great Lakes. Steamships soon became the major means of navigation on the lakes.

Throughout the period from 1846 to 1852 Sandusky advertised several non-stop side-wheeler lines and at least one propeller line direct to Buffalo. In 1853 and 1854, two 330-foot sidewheel steamers, described as floating palaces, were constructed by interests closely allied with the Mad River Railroad. During the late-1840s and early 1850s, through rail service was becoming available from Chicago to Buffalo which, in effect, meant all the way to New York. The Michigan Southern and Northern Indiana Railways had linked Toledo and Chicago while the Lake Shore Line was stretching to completion from Dunkirk, New York to Chicago. The Junction Railway from Cleveland to Sandusky, and the Lake Shore from Toledo to Sandusky were in the process of completion at this time also. It became increasingly apparent that the railroads soon would compete with their own boats, and certainly, with boats that they had sponsored during the completion of the westward track. As if all of this were not enough, the nation experienced a financial panic in 1857 which finished the big sidewheelers so far as Lake Erie was concerned. The screw propeller boats became dominant factors and picked up some of the waning passenger traffic and most of the freight trade from the sidewheel steamers. With the growth of the propeller trade, Sandusky gained several new services. The Erie Railway first operated boats in Sandusky in 1848. In 1853, the "Old Oswego Line" of boats made Sandusky their western terminal, docking at the Columbus Avenue pier. Eventually, the railway line boats gave way to steam barges.

Railroads within the Downtown

Around the same time that steamships came to dominate lake transportation, railroads arrived to facilitate overland travel to the west and the south. Railroads brought goods and people, both of which contributed greatly to the growth of Sandusky's downtown commercial area. Although various means of transportation were being used side by side, even the muleteer, the stage driver, the steamboat captain, and the canal packet captain all knew that the railroad was likely to outmode their vehicles.³⁹ With the upsurge in the railway system, it ultimately meant the decline of the stagecoach, freight wagon, pack train and canal.

37 Wendt, Gordon. In the Wake of the Walk-In-The-Water: The Maritime History of Sandusky, Ohio. 1984, 2.

38 Centennial Executive Committee. "Historical Sketch and Official Souvenir Program of the 100th Anniversary of the Incorporation of the City of Sandusky, Ohio." 1924, 70.

39 The WPA Guide to Ohio: The Buckeye State. Trinity University Press, 2014.

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Pioneer Sandusky residents recognized the importance of railroad transportation, and showed interest in railway lines being developed in Sandusky as early as 1826. Rail transportation made it easier for people to travel longer distances, and enabled the shipping of products, which in turn boosted local economies. Two significant events after 1835 led to even greater development of the Sandusky port and its downtown commercial district. These were the beginning of the Mad River and Lake Erie Railroad and the Monroeville and Sandusky City Railroad. Both of these railroads led into the center of the state and to the South, the Mad River eventually connecting with the Ohio River.

In 1826, the Ohio legislature granted a charter establishing the Mad River and Lake Erie Railroad to operate between Dayton and Sandusky.⁴⁰ The early 1830's saw several attempts to establish a route, but it was 1835 before contracts were let for the construction of the Mad River & Lake Erie Railroad.⁴¹ This was the first railroad commenced west of the Allegheny Mountains, and its completion was intended to usher in the dawn of a new era for Sandusky. On September 7, 1835, the first spike was driven by General William H. Harrison for the Mad River and Lake Erie Railway. The ceremony occurred near the intersection of Meigs and Water Streets, and the tracks ran westward on Water Street to the western end of the city, and thence, to the south, ultimately to Dayton and, by connection, to Cincinnati. In 1837 the first locomotive arrived in Sandusky by boat and was used to complete the road to Bellevue by May, 1838. By 1840, the Mad River and Lake Erie Railway extended south from Sandusky for 30 miles. A distinguished passenger on the line from Tiffin to Sandusky in the spring of 1842 was Charles Dickens who was exploring America's interior and later wrote about his experiences in his "American Notes".⁴² In 1846, the Mad River and Lake Erie's Sandusky-to-Bellevue line was joined with the Little Miami Railroad, completing the first through line from Cincinnati to Sandusky, 211 miles. The same year, Cleveland, Columbus, and Cincinnati were connected by 263 miles of railroad, and a road was completed from Cleveland to Pittsburgh. By 1850, the Mad River & Lake Erie Co. strung its rails for a 154-mile run between Sandusky and Dayton, Ohio. Its first locomotive, the *Sandusky*, determined the standard gauge of the State's railways. At the time of the Civil War, Ohio had more miles of railroad than any other State in the Union.

Hard on the heels of the Mad River came a second railway, first known as the Monroeville and Sandusky City and, later, as the Sandusky, Mansfield and Newark. Upon the completion of these two railroads, Sandusky became the first railhead connecting the original Ohio valley immigration route with the newly-established all-water route to the West. The new rail heads at Sandusky were also the first on Lake Erie.⁴³ For many years these two railroads fed the steamer lines that touched the city, and in several instances, they financed the steamboat connections.⁴⁴ Piers were operated by the Mad River Railroad at the west end and the Sandusky, Mansfield & Newark Railroad at the east end of the waterfront. These piers dominated the downtown Sandusky Bay for years. Iron ore, anthracite coal, lumber, limestone, and other cargoes began arriving at the piers. For a period of time, these railroads sponsored steamboat lines to the port until the installation of tracks along the south shore was complete. The steamboats, mostly side-wheelers, grew in size until they became veritable floating palaces, and by 1853, when the Mississippi and the St. Lawrence, each 330', were built to run in connection with the Mad River Railroad direct to Buffalo. These and similar large ships were doomed by the financial panic of 1857 and by the completion of the east-west tracks of the railroads along the lake shore which allowed direct New York to Chicago rail service.

40 Davidson, Ron. Librarian. The Images of America: Sandusky Ohio. 2002, 11.

41 Sandusky City Directory, 1932-33, XIII

42 Sandusky (Ohio). Portraits from the past: souvenir book / Sandusky Area Sesquicentennial, Inc. Centennial Executive Committee. 1924, 54.

43 *Ibid.*, 52.

44 *Ibid.*

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During the years from 1850 to 1860, the railroad came into wide usage and connected downtown Sandusky to Ohio's interior. Sandusky in the early 1850's was the most important port on the southern shore of Lake Erie, possessing the only railroad connection with the Ohio River, while the largest steamboats daily discharged their vast loads of passengers and immigrants at Sandusky docks and depots. Railroad Street, whose name was changed in 1969 to Shoreline Drive, was cribbed, and by 1853 the railroad was using it instead of Water Street. Maps of the city printed in 1854 show that for a number of years the tracks actually spanned the water at the southern extremities of the slips before they were filled. For over a century, the downtown Sandusky waterfront has been dominated by long clusters of railway piers extending into the Bay.

Running along Railroad Street within the downtown commercial district was C.C.C. & St. L Railroad, the L.S. & M. S. Railroad and the B & O Railroad. The C.C.C. & St. L. initials stood for the Cleveland, Columbus, Cincinnati and St. Louis Railroad which was quite tedious to say so Sanduskians commonly referred to the line as "The Big Four" and the nickname stuck even though the railroad never formally adopted it as their corporate name. The C.C.C. & St. L. succeeded the Old Mad River and Lake Erie, Sandusky's first railroad. The C.C.C. & St. L., like the Mad River, ran to Springfield, Ohio, on the banks of Mad River which flowed into the Miami River and then the Ohio River. Along the way, it offered connections with many other railroads, including the main Big Four that linked Cleveland, Indianapolis and St. Louis, which it crossed at Bellefontaine and the other main Big Four line between Toledo and Cincinnati which passed through Springfield. The L.S. & M. S. initials stood for Lake Shore & Michigan Southern Railroad whose passenger depot was located within the downtown. The L.S. & M. S. eventually merged with New York Central lines, reflected on Sanborn maps. The railroad track farthest north was used by the Sandusky, Mansfield and Newark Railroad (S. M. & N.) which ran from Sandusky to Newark, Ohio. In 1869, the line came under the control of the Baltimore and Ohio Railroad, for which it became part of the mainline which is reflected on Sanborn maps.

In 1879, a new development in Midwest railroading brought even more activity to Sandusky. An incorporation of several lines in Ohio and Indiana resulted in the Lake Erie & Western Railroad. An extension was built which brought the Lake Erie & Western into Sandusky early in 1881. Sandusky then had two new originating long-distance trains. Sandusky was an important terminal of the L.E. & W. railroad activity until the line was purchased from New York Central interests by the Nickel Plate in 1922. It was at that time that passenger service on the L.E. & W. was abandoned and all freight operations from Arcadia, Ohio which had run to Sandusky were eventually diverted over to Bellevue. Last but certainly not least, chartered in 1889 and fully operational by 1893, the rail line which brought the greatest amount of tonnage and bulk shipments into the downtown was the Sandusky & Columbus Short Line which utilized the then abandoned pioneer path of The Mad River & Lake Erie.⁴⁵ With its depot located just outside the commercial district boundary at the corner of Water and Decatur Streets (now a surface parking lot), the Sandusky and Columbus Short Line Railway ran a daily service to and from Columbus. The Sandusky and Columbus Short Line Railway eventually became part of the Pennsylvania Railroad system through leases and mergers.⁴⁶ A city map of Sandusky from 1873 illustrates how Sandusky was unique from other Midwestern towns in regards to its railroad lines (Figure 2). The map illustrates a railroad line traveling into the central business district, roughly following present-day Shoreline Drive. The railroad's presence along the lakeshore illustrated the importance of Lake Erie to Sandusky's success.

⁴⁵ Ibid.

⁴⁶ Everett, Glenn D. The Streetcars and Interurbans of Old Sandusky, 1988, 42-43.

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Horsepower - Hansom Cabs, Omnibus and Horsecars

Originally, all of Sandusky's business places and industries were located along the waterfront in the central part of the city at Railroad Street, Columbus Avenue & Market Street. As the city grew so did its industrial areas which spread further east and west alongside the railroad tracks and made getting to work for the average person a real problem. So much so that employment opportunities were often found to be limited to the side of the city on which a person lived because walking to work and back, particularly on cold winter days, was simply too far. The typical factory or storefront worker did not have the means to purchase and feed a horse, nor any place to stable it. Additionally, in 1872, a new railroad was built through the southern edge of the city. Up until this time, the passenger stations for all five railroads which served the city had all been located near the waterfront (where Shoreline Drive is now) and were fairly easy to reach. This new railroad station, named North Depot Street, was not and it was a long way from downtown. Incoming passengers had to hire a hansom cab to reach the city's major hotels, or to get to their homes. A hansom cab was a horse-drawn carriage which carried passengers for a fee. Passengers had to send their baggage into the city by dray. A dray is a flatbed wagon pulled by a sturdy team of draft horses which would carry suitcases, trunks and other packages and boxes. Sandusky more than quadrupled in population from 1850 to 1890, growing from 5,000 inhabitants to more than 23,000 and there never seemed to be enough hansom cabs or drays, and passengers often had to wait an hour for one. The city of Sandusky was in desperate need of a local system of a public transportation.

In 1882, two enterprising young brothers, Charles A. Gilcher and William H. Gilcher, decided to meet this need by establishing the first intra-city transportation route via omnibuses. The Gilchers called their omnibus service the Herdic Lines. An omnibus was a large horse-drawn wagon fitted with a cab covered by a roof with glass windows along the sides. The Gilchers' omnibuses had small wheels in the front for easy turning, with the driver sitting on a seat above them. The rear wheels were six feet in diameter. The bus was entered by a rear door accessed by climbing three steps. Inside around the sides of the cab were benches that would seat ten passengers. If needed, three or more could stand while hanging onto a bar suspended from the roof. People wanting a ride would stand at a street corner and signal the driver who would rein the horses to a stop and collect the 10-cent fare. The passenger would climb aboard and, with the driver's command, the horses would take off. There was a small bell inside the cab so passengers could ring to signal to the driver that they wished to get off at the next corner. The omnibus was not very comfortable to ride as it bumped and jolted over the unpaved streets. Water Street, which was paved with cobblestones, was the only paved street in Sandusky in those days whereas all other streets were smoothed dirt. Each spring, the dirt roads were leveled by horse-drawn graders and sprinkled with oil to keep down the summer dust. In the winter, however, when the downtown Sandusky streets were covered with snow, the Gilcher brothers substituted runners for wheels and the omnibuses were transformed into sleighs. The cabs were not heated although straw was placed on the floor to help keep cold air drafts from coming in the cracks.

The Herdic Line took people along three different local routes. The first route operated from the West House downtown to the Lake Shore and Michigan Southern Railway depot on the south side of town. Since Washington Street did not go through the square, cars coming south on Columbus Avenue from Water Street turned west on Washington Row and then south on Jackson Street to Central Avenue and on out to North Depot Street, ending at McDonough Street where the Lake Shore & Michigan Southern Railroad station was located. The cars returned the same way.⁴⁷ The second route traveled from the West House to Oakland Cemetery. The third route was an east-west route, outside of the commercial district boundary, from the city's waterworks to Tiffin and Mills Streets. Sanduskians flocked to use the Herdic Lines because it saved them much walking.⁴⁸

47 Hansen, Helen. At Home In Early Sandusky: Foundations For The Future. 1975, 24.

48 Everett, Glenn D. The Streetcars and Interurbans of Old Sandusky, Ohio. 1988, 9-13.

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With immediate success realized, competition for the Herdic Line soon arose and, by 1883, a group of Sandusky businessmen formed the Sandusky Street Railway Company and obtained permission from the city government to start laying track for a horsecar line. Horsecars operated on steel rails and glided with much less friction to offer a smoother, faster ride for passengers. A horsecar could carry as many as 18 passengers. The first horsecar started up Columbus Avenue from the West House (at the corner of Columbus Avenue & Water Street) on August 3, 1883, carrying a group of city officials and business leaders, who pronounced the new mode of transportation a wonderful improvement that made Sandusky a truly modern urban center. The tracks went up Columbus Avenue to Hayes Avenue, out Hayes to North Depot Street and the new depot. There the car reversed direction and returned downtown. Soon the railway company extended its tracks to form a loop by going all the way across North Depot Street to Camp Street, then down Camp to Washington Street, east on Washington to Jackson, around the corner to West Washington Row and a connection with the Columbus Avenue track.

In 1888, the Gilcher Brothers gave up the competition and the omnibuses from their Herdic Line ceased operation after only six years of service.

The Sandusky Street Railway Company's horsecar line prospered and ran seven cars and 28 horses (14 husky teams); however, even as the horsecar lines were just getting underway in 1883, experiments were being conducted on running streetcars with electric motors rather than horsepower. Experiments were also undertaken to run them with steam engines, but boilers proved bulky and the engines belched smoke and cinders, and ashes fell on the streets. Steam engines also made too much noise. Electricity, smooth, clean and quiet was to be the mode of power for the future for downtown Sandusky transportation.

Electric - Street Railways and Interurbans

Sandusky in the early 20th Century had one of the most extensive systems of streetcars of any city of 25,000 in the United States. It also had frequent electric interurban service to Cleveland, Toledo and Norwalk with connections to scores of other cities in Ohio, Michigan and Indiana.⁴⁹

Intercity electric lines were direct outgrowths of city street railway systems, and development of electric traction in the 1880s resulted in rapid replacement of cable and horsecar lines and rapid construction of many new routes. Street railways in Sandusky were mentioned as early as 1868, but the first steps in the development of a street railway in Sandusky were taken only after the Sandusky Street Railway Company was formed in 1881, and ground was broken in 1883 for the first horse-drawn street car line in Sandusky. In 1889, a group of Sandusky businessmen, with great faith in Thomas Edison's latest experiments, organized the People's Electric Railway Company and began laying track for an electric streetcar line.

In the enterprise of street railways, Sandusky was in the vanguard of the cities in the country. How considerable the achievement was at that time is evident from the fact that it was not until 1884 that the first practical overhead trolley was built in Kansas City and in 1888 there were only 13 electric railways in operation in the United States and Canada. Sandusky's street railway system was composed of four different groups designed to cover the entire city. The "depot belt" connected the business section with the residence district and the New York Central, Pennsylvania and Big Four stations. A belt line over Columbus Avenue and Hancock Street, communicated with the Soldiers' Home. A cross-town line ran from the eastern end of the city over Monroe Street, Columbus Avenue, to Water Street, Washington Street, and Tiffin Avenue and westward to the city limits. A fourth line passed down West Monroe street from Columbus Avenue and then to the outer edge of the city.⁵⁰

⁴⁹ Ibid. book jacket

⁵⁰ Ways, Ed. L and George J. Lehrer. Our City Sandusky 1824-1924.

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Another major development intensified the need for public transportation in Sandusky. The Ohio state legislature selected a 300-acre site between Columbus Avenue and Milan Road a mile-and-a-half south of Sandusky as the location for a home to care for elderly Civil War veterans. The Ohio Soldiers and Sailors Home, now called the Ohio Veterans Home, opened its doors in 1889. A connection to downtown Sandusky by way of electric streetcar was accomplished at the Scott Street & Columbus Avenue intersection. There the passengers would have to transfer from the electric car to the horsecar line that took them the rest of the distance to the downtown business district or to the various train depots. The horsecars were soon replaced by electric cars, but the transfer point remained the same for several years.

Designed by L.D. Alcott, the electric line featured bright orange fourteen-passenger side-seat cars that were pulled by two-horse teams. The fare was 10 cents cash or three tokens for a quarter, a dozen for a dollar.⁵¹ The route was double tracked, and went from the West House (corner of West Water Street and Columbus Avenue) to the depot on North Depot Street, and back to the West House. The first electric cars began operating in 1890. These included a rather ungainly double-decked car in summer which proved popular because patrons could sit up under an awning on the roof and enjoy the breeze. J.O. Moss purchased the Sandusky Railway in 1885, and organized more lines across the city. The Peoples Electric Railway Line was built in 1890, with financial support mainly from Sandusky residents. The charter of the Sandusky, Milan and Huron Electric Railway, later the Sandusky, Milan and Norwalk Electric Railway, was applied for in 1892. The People's Electric laid track on West Market Street to Pearl Street and up Pearl to Tiffin Avenue, then out Tiffin Avenue to Mills Street. In the other direction, they laid a track on Lawrence Street to West Water, then east on Water Street all the way to Wayne Street. The track went up Wayne Street one block, then out East Market to Franklin Street and south on Franklin. The People's Electric Railway Company (Dubbed the "White Line" because of the color of its cars, the People's Electric Railway Company began operation in 1892 to the Soldiers' Home. In 1893, the Sandusky-Milan-Norwalk interurban electric railway line was carrying travelers along the route.⁵² Meanwhile, the Sandusky Street Railway Company moved quickly to substitute electric cars for the horsecars on its line so that, after 1893, the clip-clop of horses pulling the horsecars was no longer to be heard.⁵³ Less than ten years after it started operation, electric motors had replaced the horses. The street cleaning crews who were busy men in those days of horse-drawn vehicles were grateful for the advancement because the streetcars left no trail of horse manure behind.

By May 1893, the Sandusky, Milan, Avery and Norwalk Railway line began operating and connected with the local Sandusky lines through the use of separate rights-of-way, paralleling roads and the construction of stations. As time went on, the People's Electric soon extended its track up Franklin Street as far as the intersection of Huron Avenue and then turned west one block on East Madison Street to Hancock Street. The track then turned south to Milan Road all the way past Perkins Avenue to the gate of Oakland Cemetery. The Sandusky, Milan, Avery and Norwalk interurban enjoyed instant success and heralded the onset of a busy era of track laying all over Ohio and adjoining states.

There were four competing electric car lines in Sandusky; however, this was an era of merger, consolidation, and nonorganic corporate growth. The Everett-Moore Syndicate (a Cleveland-based collective of approximately 85 investors led by managers Henry Everett and Edward Moore), created the Lake Shore Electric Railway to build a line from Cleveland to Toledo and then on to Detroit. The new electric railway chose Sandusky as its hub on the corner of Columbus Avenue and East Market Street

51 Everett, Glenn D. The Streetcars and Interurbans of Old Sandusky. 1988, 20.

52 Frohman, Charles. The Milan Canal. The Ohio State Archaeological and Historical Quarterly. Milan and the Milan Canal. 1948, 237.

53 Everett, Glenn D. The Streetcars and Interurbans of Old Sandusky. 1988, 10.

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(Stone's Block). Their interurban cars entered Sandusky by way of the Soldiers & Sailors Home and came down Columbus Avenue to the downtown center. They then left by way of the People's Electric line to Tiffin Avenue and Mills Street from which point the Lake Shore laid tracks out to Venice Road and along Venice Road until it took off cross-country to Castalia, Fremont and eventually Toledo.

Lake Shore Electric Railway eventually absorbed through merger all the local streetcar lines operating within Sandusky. As a result of consolidation, line extensions by People's Electric down Market Street were stopped and its West Market and Pearl Street lines tore up whereas existing electrified horse car lines for Sandusky Street Railway were abandoned or tore up depending on location. By 1902, the Sandusky city streetcar system had been completed with lines in every section of the city. Sandusky's streetcars stopped at any corner where a passenger hailed them or where someone on the car wanted to disembark. By 1910, the interurban had become a major element in the transportation picture of the Midwest. An article in the April 2, 1920 issue of the Star Journal reported that the Lake Shore Electric would soon occupy the Wilke building. The headline stated that the new home for the Lake Shore Electric would be the "finest on system," as the stations in Cleveland and Toledo were not nearly as grand as Sandusky's new station. ⁵⁴When Columbus Avenue was repaved in 1925, the horsecar tracks laid in 1883 were replaced with stronger rails (Figure 5).

Passenger service accounted for approximately 80 percent or more of total revenues. The most important contribution that interurbans' had made was efficient and speedy service between rural areas and small towns and adjacent cities, breaking down the isolation of farms and small villages. Frequent service with numerous and convenient stops facilitated travel to market, to school, and to entertainment. The trend toward shopping in larger centers in preference to rural and village stores, which became so marked after the development of the automobile, was commenced by the interurbans. A shopping trip to a city 30 miles away became a simple and routine matter instead of a major and time-consuming excursion. Likewise, the benefit of easy access for weekend trips to a lakefront community like Sandusky which joined their interurban service with ferry service to Cedar Point also helped increase the popularity of amusement park and resort attractions. The Lake Shore Electric Railway Co. transported people to Sandusky from all points on the system, which included Cleveland, Lorain, Elyria, Norwalk, Bellevue, Fremont, Toledo, and many stops in between, while the steamer Arrow made two trips daily to Put in Bay, Lakeside, Kelleys Island, and Middle Bass Island.

In addition to carrying passengers, for three or four decades the interurbans carried a significant amount of freight. The operation was called the Electric Package Service and became so successful that the Lake Shore Electric Railway ran several freight trains a day. A large terminal was established in Sandusky for the Electric Package Service in a building (now demolished) on the east side of Wayne Street just north of Market Street. A spur track when back more than half the distance to Hancock Street. Whether the train had come in from Cleveland or Toledo, it would loop the block between Columbus Avenue and Wayne Street so as to be heading north on Wayne. If a car loaded with Sandusky freight was ready to be picked up, the freight train would go down Water Street, back up on the spur track, hook onto the car and back it up Wayne Street toward Market and leave it standing. Then the train would go forward and once again back up on the spur to leave a couple of cars for freight for Sandusky. Then off to Cleveland the freight train would go. The switching of cars was done with great speed and efficiency so as not to interfere seriously with auto traffic. While very fast and competitive in that regard, the Electric Package Service began to fade from competition with trucks because it could not make door-to-door delivery.

54 Sandusky History blog. "The Wilke Building in Downtown Sandusky" July 2, 2016. Sandusky Public Library.

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In the days before the Sandusky bypass was built from the new Sandusky Bay bridge east to Huron, all the automobile and truck traffic between Toledo and Cleveland on State Route 2 had to enter Sandusky at Venice Road, go down Tiffin Avenue to Washington Street, through the center of town, out Huron Avenue, to Warren Street and eventually to Cleveland Road. The heavy volume of traffic was tearing up Sandusky streets along this route. This was also the route taken by U.S. 6 through the city. A decision by the city of Sandusky to repave West Washington Street in 1932 brought about a transportation crisis. A double streetcar track ran down the center of the street and the street was in such poor condition from the heavy traffic it carried that a complete repaving job all the way down to the base was deemed necessary. This would have required the reconstruction of the whole track bed and replacement of rails. Rather than doing that, the Lake Shore Electric Railway decided to abandon its Washington Street tracks which subsequently resulted in the abandonment of the entire Tiffin Avenue line. Further, the Lake Shore Electric Railway made the decision to abandon its dual tracks on Water Street from Columbus Avenue to Lawrence Street. This portion of the system was no longer profitable either. The same Depression which was bringing financial ruin to the interurban system was also bankrupting the railroads. The Pennsylvania Railroad discontinued its daily train from Sandusky to Columbus and closed its station at the corner of Decatur and Water Streets, except for single freight agent who continued operating it until going into total bankruptcy. The Pennsylvania was absorbed by ConRail which, in turn, abandoned all the remaining railroad tracks that ran along the waterfront (now Shoreline Drive). The Sandusky streetcars no longer picked up any passengers along Water Street.

The Lake Shore Electric system now faced another crisis. Not only did local streetcars use the Tiffin Avenue, Washington Street and Water Street tracks, but the interurban bound to and from Toledo also used this route. The Lake Shore Electric Railway proprietors made a bold decision and decided to connect their track along Venice Road with the Columbus Avenue tracks. The project was called the Perkins Avenue cut-off. New track was laid from Venice Road to the south side of Perkins Avenue at its intersection with Old Railroad. In 1932, new railroad track destined to carry the Lake Shore interurban along the south side of Perkins Avenue to the intersection of Columbus Avenue where the double switch was put in for the cars to turn north toward the city's downtown or south to the car barns. The event attracted national attention. Here was an electric railway laying new track while so many others across the country were abandoning it. The investment worked for a bit but, ultimately, the influx of automobiles on city streets brought with them collisions and resulted in rising liability insurance as well as added track maintenance costs – neither of which the Lake Shore Electric Railway could afford. In short, it became harder and harder to maintain the tracks and keep the cars running on time or at a cost affordable to patrons. By 1934, the Lake Shore Electric Railway had abandoned large portions of their service area and Sandusky was left with just two streetcar lines. Two cars shuttling back and forth would maintain service between the Soldier & Sailors Home and downtown, operating on Columbus Avenue. At the Soldier & Sailor's Home, the car, a double-ender, would simply reverse direction and return. Downtown, it went around the block by way of Market, Wayne and Water Streets and headed back up Columbus Avenue. Interurban service continued to both Cleveland and Toledo from the downtown Sandusky hub, with Limiteds every two hours and Locals restricted to two in the morning and two in the late afternoon.

The great interurban era reached its peak in 1907, according to railway historians and there were optimistic forecasts for interurban track to be run coast to coast but that was not to be. The era of rapid expansion abruptly ended when the Great Depression struck and electric railways which were already in weak financial condition began to go into bankruptcy in mounting numbers. Railroads began to collapse into bankruptcy too. In a desperate effort to raise flagging revenue in response to pressures felt, the city of Sandusky raised fares on city streetcars to 15 cents a ride or four tokens for 50 cents. This was much more expensive than the three-for-a-quarter rate of the 1920s. It encouraged people to walk instead of

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paying twelve and one-half cents per ride. After all, wages were low for workers during the Depression. When Congress established the first minimum wage law for interstate commerce in 1937, it was only 25 cents an hour. A Sandusky streetcar token cost half an hour's pay at minimum wage. It is understandable how, in such difficult economic conditions why streetcar patronage within the downtown fell off and why trips to Cleveland or Toledo on an interurban from the downtown Sandusky hub became less frequent. In the early 1930s, soon after the city of Sandusky decided that Hayes Avenue must be repaved, the Lake Shore Electric Railway announced it would discontinue the car line and replace it with bus service. Soon the Lake Shore Electric Railway, like so many others throughout the nation, had to file for bankruptcy. On May 14, 1938, the end came. The last interurban car left Public Square in downtown Cleveland, filled with nostalgic riders who tearfully sang "Auld Lang Syne" as they moved through Sandusky for the last time. The streetcar and interurban era was over. All the cars were gathered into car barns at Sandusky and were eventually scrapped for their salvage value or sold to private collectors.⁵⁵

Few industries in the history of the United States have ever collapsed with the speed at which the interurban systems came to an end. In the 15-year period from 1927 through 1941, the great network built up in the previous 20 years had all but vanished, and most of the lines were abandoned between 1929 and 1937.

Automobiles & Bus Lines

The automobile was invented in roughly the same period as the interurban, but the latter progressed much more rapidly. Electric motors were simpler than automobile engines and were perfected more quickly, while mechanical difficulties and the lack of good roads held the growth of the automobile to a snail's pace for 25 years. World War I aided in the advancement of motor vehicles, due to technological developments required by the military, both for automobiles and airplanes. The decade of the 1920s saw the primary transition to the motor vehicle. By the end of the decade, the effects on interurban business had become so serious that many small lines had already been abandoned and doubts about the future of the industry were arising. In general, however, the system (including Lake Shore Electric Railway) was largely intact in 1930. The final blows against the industry were dealt in the 1930s, when the combination of the Depression and the continued growth of the automobile caused such a drastic drop in interurban revenues that in many cases they fell below operating cost.

After the Lake Shore Electric interurban ceased operations in the late 1930s, 129 Columbus Avenue became the bus station for the Lake Shore Coach Lines and, for a time, the Greyhound Bus Lines. During World War II, a U.S.O. Service Center opened in the rear portion of the Lake Shore Coach station.⁵⁶ As a form of public transportation, the Lake Shore Coach Company began operating buses between Cleveland and Toledo, via Sandusky, that ran, at first, on about the same two-hour frequency of the electric Limiteds. Gradually, patronage diminished for buses too. In 1943, the Lake Shore Coach Company became part of the Ohio Rapid Transit lines of Newark, Ohio, which operated local bus service in Newark, Mansfield and other cities, and in 1949 the whole operation became a division of Greyhound Bus Station.

Eventually, all public transportation to Sandusky vanished, except for an Amtrak train on the ConRail system and operates the old New York Central tracks from the city. Except for coal-carrying Norfolk Southern (formerly Pennsylvania) line, all railroad tracks going south or southwest from Sandusky have been torn up.⁵⁷

⁵⁵ Everett, Glenn D. *The Streetcars and Interurbans of Old Sandusky*, 1988, 83-87.

⁵⁶ *Ibid*

⁵⁷ *Ibid.*, 88.

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There are two main state routes that provide access to downtown Sandusky – the Grand Army of the Republic Highway (today U.S. Route 6) and the Sandusky-Norwalk Road (today U.S. 250). Firelands proprietors established the Sandusky-Norwalk Road immediately after they surveyed the land around 1810. In the 1820s mail was delivered to downtown Sandusky merchants via the mail stage using this route. The Sandusky-Norwalk Road enabled access from Sandusky to Norwalk, Mansfield, Mount Vernon and on to Columbus. In addition, a stagecoach ran along this route between Milan and Sandusky beginning in 1847.

U.S. 250 was not always the main artery into Sandusky and Cedar Point. In the 1930s and 40s, the traffic headed down U.S. 6 (historically referred to as the Grand Army of the Republic Highway) to the amusement park's old entrance, now the entrance to Sheldon Marsh State Nature Preserve.⁵⁸ As automobiles became more popular, more area residents began to drive their own vehicles instead of relying on public transportation. Local service of the Lake Shore Electric line ended in 1938 and was replaced by bus service (out of Wilke Building at 129 Columbus Avenue) because the railway shared public roads and couldn't compete with the increasingly popular and affordable internal combustion automobile and comprehensive system on all-weather roads.⁵⁹

The Lake Shore Coach Company began operating buses between Cleveland and Toledo, via Sandusky, that ran, at first, on about the same two-hour frequency as the electric interurban. Gradually patronage diminished for the buses too. In 1943, the Lake Shore Coach Company became part of the Ohio Rapid Transit lines of Newark, Ohio, which operated local bus service, and in 1949 the whole operation became a division of Greyhound Bus System.

Just into Erie County, US 6 overlaps Ohio State Route 269 and then intersects Ohio State Route 2 (formerly known as Inter-county Highway 2 until 1921 and State Highway 2 in 1922) is an east-west highway crossing most of northern Ohio. In 1967, the U.S. 250 – Ohio 2 interchange, by design, rerouted traffic around Sandusky on former US 6 alignment and spurred development along U.S. 250 (Figure 7). Cedar Point is largely credited for creating the demand for the highway's modern development along this highly traveled route. The bypass helped Cedar Point travelers make a more direct route to their amusement park destination but it effectively eliminated a significant volume of through traffic for the downtown commercial district with a significant and direct negative effect on local commerce as a result.

ARCHITECTURE

The Downtown Sandusky Commercial District is significant under Criterion C for its architectural significance, exhibiting examples that represent the various architectural styles popular during Sandusky's period of greatest growth and prosperity from the mid-19th to the mid-20th centuries. Using the most readily available building material, most of the earliest surviving buildings in Sandusky were carved from limestone which was found only twelve to eighteen inches below the surface of the ground. The above-ground basement was sometimes used on buildings in Sandusky because of the proximity of the limestone to the surface. Exposed basements are most notably evident from Shoreline Drive at the rear elevation of buildings fronting Water Street. It was easier and less expensive to clear away the soil and use the bedrock as the basement floor than to blast out a basement. German and Irish stonecutters came to settle in Sandusky due to availability of jobs and materials. Representative examples of buildings exhibiting native limestone are 307 West Water Street, 163-165 East Water Street, 231-233 East Water Street, and the street front level of 202 East Market Street and 246-250 East Market Street.

⁵⁸ Ibid

⁵⁹ Knutson, Katie. "U.S. 250 grows through eras of stage coaches, trains, cars", Sandusky Register, April 22, 2001, p. A-2. Sandusky Public Library clipping file

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Early Sandusky also had its share of brick and frame buildings. Large brick and lumber yards existed here and were used locally as well as exported.⁶⁰ Representative examples of brick and frame buildings within the District are prevalent and include 101-109, 129, 136, 202, 234-236, 238-240 Columbus Avenue, 121, 225, 301 West Water, 127-131, 216, 221 East Water Street, 110 Decatur, 129-139, 214-218, 333, 403 and 419 West Market, 124-130, 136, 146-148, 152-154, 158-160, 172-186, 215, 246-250 East Market, 232 Jackson Street, 165-171 East Washington Row and 225-237 West Washington Row. Character defining features of these types of buildings include: freestanding or attached with party walls; typically rectangular or square forms; oriented to the street, usually in lines or rows with a common setback usually fronting directly on the sidewalk; storefronts with cast iron and glass, typically including a transom, and the use of limestone. Examples of limestone and ashlar faced buildings within the downtown are 307 and 201-205 West Water Street, 163-165, 220-236, 231-233 and 300-302 East Water Street, 102 Columbus Avenue and on the lower levels of 202 and 246-250 East Market Street.

A unique feature of Sandusky's architectural inventory is its large number of limestone buildings erected during the 19th century in just about every style popular during that period. Sandusky is built on limestone, which is only about twelve to eighteen inches below the surface in the oldest section of the community. It was the city's most readily available building material. As a result, many stonecutters settled in Sandusky, and their works are evident all throughout the community. The architecture of these various buildings often followed the styles current in the residential neighborhoods. The Italianate, with its ornamental brackets, was popular. Vernacular buildings often showed their utilitarian purposes. Metal was sometimes used for façade decorations. Iron and later steel were also used increasingly in the construction of the structural framework. Specialized buildings, such as banks and theaters, had specialized architecture. Certain styles such as Second Romanesque Revival (sometimes called Richardsonian Romanesque) seemed only suited for monumental buildings. Many Sandusky buildings within the downtown are not conceived in simply one architectural style. All in all, the combined effort of all these styles was one of variety. No particular style seemed to outweigh another.⁶¹

The architecture of the district is varied, though much of it is of limestone and/or brick construction. Many of the buildings in the district were built and owned by the city's prominent business and civic leaders and typify vernacular commercial architecture of the time period. Elements of architectural styles represented in Sandusky from the 19th and mid-20th century include; Gothic revival, Renaissance Revival, High Victorian, Gothic, Italianate, Stick, Eastlake, Richardson Revival, Second Empire, and Queen Anne. Later styles such as, Beaux Arts, Neo Classic, Colonial Revival, Georgian Revival, Art Deco, Bungalow, and Art Moderne were also identified. Though storefront alterations exist, most buildings retain considerable design integrity and the collection, as a whole greater than its parts, typifies a mid-19th / early 20th century small legacy city's commercial business district. The district is important for its central role in the development of the community-at-large, with significant commercial, manufacturing and domestic buildings that date from 1835 to 1967.

The architectural development of the central business district also reflects some of the major periods of community growth and development and the major economic factors that contributed to the community's growth and development including the establishment of water and land travel. Natural disasters including the June 28, 1924 tornado, the Mahala Block fire which occurred on November 18, 1909 and others along Columbus Avenue and East Market Street each made significant contributions with regard to changing the existing architectural landscape in the commercial downtown.

⁶⁰ Damm, Ellie. *Treasure By The Bay: The Historic Architecture of Sandusky, Ohio*. Associated University Presses, Inc., 1989, Page 12.

⁶¹ Damm, Ellie. *Treasure by the Bay: The Historic Architecture of Sandusky, Ohio*. Associated University Presses, Inc, 1989, 71.

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CONCLUSION

As is the case in many mid-sized communities, Sandusky's economy has had to adapt to changes that have been brought about by the increased mobility and commercial options of today's society. While some buildings were demolished and others newly constructed, in recent decades, a more common trend has been the adapted-use or restoration of a number of historic commercial buildings. Recognizing that downtown Sandusky has a period of significance of over 150 years, change over time is not only typical but expected. The buildings and parks noted as contributing resources to this nomination have integrity of location because they are all located on their original sites and retain their historic relationships to the street patterns that were laid out in the Kilbourne Plat. The contributing buildings have integrity of materials because the original materials used in their construction are still evident – many of which are unique to this area. The buildings and parks noted as contributing resources to this nomination have integrity of workmanship with attention to detail. The downtown commercial district maintains a strong association with Sandusky's history and the importance of water and rail travel not only shaped its past but are clearly evident in its present physical character. Local groups are recognizing this inherent benefit and seek to capitalize on it for preservation-minded developments.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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Previous documentation on file (NPS):

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

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: Sandusky Library, Archives Research Center

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreeage of Property 56.18 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: |

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Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|-------------|------------------|-------------------|
| 1. Zone: 17 | Easting: 356697 | Northing: 4590645 |
| 2. Zone: 17 | Easting: 357284 | Northing: 4590884 |
| 3. | | |
| 4. Zone: 17 | Easting: 357379 | Northing: 4590630 |
| 5. Zone: 17 | Easting : 356805 | Northing: 4590388 |

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

The district is bounded by the south side of Shoreline Drive at the curb with the exception of the space directly in front of resource #13 (the Schade-Mylander Plaza) which extends beyond the curb to the waterfront slip; to the west, it is bounded by the west property line of 309 W. Water to the north curb of West Water Street then west to the east curb of Decatur Street; then south along east curb of Decatur Street to the rear property line of 434 Market; then east along rear property lines of 434, 422, 416 West Market; then south and east along property lines of 233 Jackson Street to the west curb of Jackson; then south along Jackson to Washington Row; then east along Washington Row to Wayne Street; then north along Wayne Street to the rear property line of 202 E. Market; then east along the rear property lines of 202, 246-250 Market Street; then north along east property line of 246-250 Market Street to East Market; then east along Market to the rear property line of 301 and 300-302 E. Market to east property line of 255 E. Water; then along east property line of 255 E. Water to Shoreline Drive; then west along Shoreline Drive to point of beginning.

Boundary Justification (Explain why the boundaries were selected.)

The district's boundaries are indicated on the accompanying sketch map.

The natural border to the south is Washington Park. The buildings surrounding and within Washington Park serve primarily municipal, religious or educational functions. To the north, the boundary ends at the north side of Shoreline Drive because the majority of historic architecture serving a commercial use along the shoreline on docks and piers has been lost and new construction with new use replaces it. To the west, the boundary extends to the east side of Decatur Street because the west side of Decatur is fully developed by a large industrial complex. To the east, the boundary extends to include structures existing on the east side of Hancock Street.

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The boundaries include all contiguous buildings and freestanding commercial structures that form the historic commercial core of downtown Sandusky. Private residences, which have always been closely woven into the fabric of the community are included where they adjoin historic commercial.

11. Form Prepared By

name/title: Sharon Trsek
organization: Marous Brothers Construction, Inc.
street & number: 1702 Joseph Lloyd Parkway
city or town: Willoughby state: Ohio zip code: 44094
e-mail strsek@marousbrothers.com
telephone: (440) 391-5420
date: August 24, 2017

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: Downtown Sandusky Commercial Historic District
City or Vicinity: Sandusky
County: Erie **State:** Ohio

Downtown Sandusky Commercial Historic District

Erie, OH
County and State

Name of Property

Photographer: Sharon Trsek

Date Photographed: July 2017

Photograph Number, Description and Camera Direction: Listed Below

Photograph # 0001 of 0066

Description: West Water Street (300 Block) looking toward Jackson Street

Camera Direction: Northeast

Photograph # 0002 of 0066

Description: West Water Street (300 Block) taken from Jackson Street intersection

Camera Direction: Northwest

Photograph # 0003 of 0066

Description: West Water Street (200 & 100 Block) taken from Jackson Street intersection

Camera Direction: Northeast

Photograph # 0004 of 0066

Description: West Water Street (100 Block) looking toward Columbus Avenue

Camera Direction: Northeast

Photograph # 0005 of 0066

Description: West Water Street (100, 200 and 300 Blocks) taken from Columbus Avenue

Camera Direction: Northwest

Photograph # 0006 of 0066

Description: Schade-Mylander Plaza looking toward Sandusky Bay

Camera Direction: Northwest

Photograph # 0007 of 0066

Description: Columbus Avenue taken from Shoreline Drive

Camera Direction: South / slightly Southeast

Photograph # 0008 of 0066

Description: Shoreline Drive and public ferry slip taken just East of Shade Mylander Plaza

Camera Direction: West

Photograph # 0009 of 0066

Description: East Water Street (100 Block) taken from Columbus Avenue

Camera Direction: Northeast

Photograph # 0010 of 0066

Description: East Water Street (100 Block) looking toward Wayne Street

Camera Direction: East / slightly Northeast

Photograph # 0011 of 0066

Description: East Water Street taken from Wayne Street intersection

Camera Direction: Northwest

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Name of Property

Photograph # 0012 of 0066

Description: East Water Street taken from Wayne Street intersection

Camera Direction: Southwest

Photograph # 0013 of 0066

Description: East Water Street (200 Block) taken from Wayne Street intersection

Camera Direction: East

Photograph # 0014 of 0066

Description: East Water Street (200 Block) looking toward Hancock Street

Camera Direction: Southeast

Photograph # 0015 of 0066

Description: Corner of Wayne & Water Street looking toward Market Street

Camera Direction: Southeast / slightly South

Photograph # 0016 of 0066

Description: East Water Street taken just before Hancock Street intersection

Camera Direction: Southwest

Photograph # 0017 of 0066

Description: East Water Street (200 Block) looking toward Wayne Street

Camera Direction: Northwest

Photograph # 0018 of 0066

Description: Public Art within Facer Park

Camera Direction: Southwest

Photograph # 0019 of 0066

Description: East Water Street looking toward Facer Park taken from Hancock Street

Camera Direction: Northwest

Photograph # 0020 of 0066

Description: East Water Street taken from district boundary line

Camera Direction: West / slightly Southwest

Photograph # 0021 of 0066

Description: Decatur Street taken from NW corner of intersection of West Water & Decatur Streets

Camera Direction: Southeast

Photograph # 0022 of 0066

Description: Decatur Street taken from NE corner of intersection of West Water & Decatur Streets

Camera Direction: South / slightly Southwest

Photograph # 0023 of 0066

Description: West Market Street taken just past Decatur Street outside of district boundary

Camera Direction: Northeast

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Name of Property

Photograph # 0024 of 0066

Description: West Market Street (300 & 400 Blocks) looking toward Decatur Street

Camera Direction: Northwest

Photograph # 0025 of 0066

Description: West Market Street taken from SE corner of intersection of West Market & Jackson Streets

Camera Direction: Northwest

Photograph # 0026 of 0066

Description: Jackson Street taken from NE corner of intersection of West Water & Jackson Streets.

Camera Direction: Southwest

Photograph # 0027 of 0066

Description: West Water Street taken from NW corner of intersection of West Water & Jackson Streets.

Camera Direction: Southwest

Photograph # 0028 of 0066

Description: Jackson Street taken from NE corner of intersection of Jackson & West Market Streets.

Camera Direction: South / slightly Southeast

Photograph # 0029 of 0066

Description: Resource #74 along Jackson Street which shows property façade as well as contrast with building setback to others.

Camera Direction: West / slightly Southwest

Photograph # 0030 of 0066

Description: Perspective view of Block 10 taken from the NW corner of Jackson & West Market Streets

Camera Direction: Southeast

Photograph # 0031 of 0066

Description: West Market Street looking toward Columbus Avenue and taken from SW corner of Jackson & West Market Streets

Camera Direction: Northeast / slightly East

Photograph # 0032 of 0066

Description: West Market Street (200 Block) looking toward Columbus Avenue

Camera Direction: Southeast

Photograph # 0033 of 0066

Description: West Market Street (100 Block) looking toward Columbus Avenue

Camera Direction: Northeast

Photograph # 0034 of 0066

Description: West Market Street (200 Block) looking toward Jackson Street

Camera Direction: South

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Name of Property

Photograph # 0035 of 0066

Description: Perspective view of Block 5 taken from NE corner of Columbus Avenue & East Market Street

Camera Direction: Northwest

Photograph # 0036 of 0066

Description: Peddler's Alley within the 100 Block of Columbus Avenue

Camera Direction: Southwest

Photograph # 0037 of 0066

Description: Bricks and mortar sculpture at terminus of Peddler's Alley

Camera Direction: West / slightly Northwest

Photograph # 0038 of 0066

Description: Columbus Avenue (100 Block) looking toward West Market Street

Camera Direction: Southwest

Photograph # 0039 of 0066

Description: Perspective view of Block 5 taken from NE corner of Columbus Avenue & Water Street

Camera Direction: Southwest

Photograph # 0040 of 0066

Description: Columbus Avenue (100 & 200 Blocks) looking toward East Market

Camera Direction: Southeast

Photograph # 0041 of 0066

Description: Perspective view of Block 6 taken from SW corner of Shade Mylander Plaza

Camera Direction: East / slightly Southeast

Photograph # 0042 of 0066

Description: Perspective view of Block 6 taken from SW corner of Columbus Avenue & West Market Street intersection

Camera Direction: North / slightly Northeast

Photograph # 0043 of 0066

Description: West Market Street taken from SE corner of Columbus Avenue & East Market Street

Camera Direction: West / slightly Southwest

Photograph # 0044 of 0066

Description: Perspective view of Block 10 taken from SE corner of Washington Row & Columbus Avenue intersection

Camera Direction: West / slightly Southwest

Photograph # 0045 of 0066

Description: West Washington Row taken from Jackson Street looking toward Columbus Avenue

Camera Direction: Northeast

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Name of Property

Photograph # 0046 of 0066

Description: Columbus Avenue taken from Washington Street within Washington Park (outside of district boundary)

Camera Direction: Northwest

Photograph # 0047 of 0066

Description: Resource #54 along East Market Street

Camera Direction: West / slightly Northwest

Photograph # 0048 of 0066

Description: West Market Street (100 Block) taken from SE corner of Wayne Street & East Market Street.

Camera Direction: Northwest

Photograph # 0049 of 0066

Description: West Market Street (100 Block) taken from NE corner of Wayne Street & East Market Street

Camera Direction: Southwest

Photograph # 0050 of 0066

Description: Streetscape close-up along West Market Street

Camera Direction: West / slightly Southwest

Photograph # 0051 of 0066

Description: Wayne Street looking toward East Washington Row taken from sidewalk near NE corner of Wayne Street & East Market Street.

Camera Direction: Southwest

Photograph # 0052 of 0066

Description: Partial view of East Market Street (100 Block) looking toward Columbus Avenue

Camera Direction: West

Photograph # 0053 of 0066

Description: View of Resources #98-102 along East Market Street

Camera Direction: South / slightly Southeast

Photograph # 0054 of 0066

Description: Perspective view of Block 11 taken from SW corner of Columbus Avenue & West Market Street intersection

Camera Direction: Southeast

Photograph # 0055 of 0066

Description: Columbus Avenue (200 Block) taken from SW corner of Columbus Avenue & West Washington Row intersection

Camera Direction: North / slightly Northeast

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Name of Property

County and State

Photograph # 0056 of 0066

Description: East Washington Row from Columbus Avenue looking toward Wayne Street

Camera Direction: East / slightly Northeast

Photograph # 0057 of 0066

Description: East Washington Row taken from Wayne Street looking toward Columbus Avenue and beyond to West Washington Row with terminus at Jackson Street

Camera Direction: West / slightly Southwest

Photograph # 0058 of 0066

Description: Wayne Street taken from terminus of East Washington Row (outside of district boundary)

Camera Direction: Northwest

Photograph # 0059 of 0066

Description: Perspective view of Block 12 taken from NW corner of East Market Street & Wayne Street intersection

Camera Direction: East / slightly Southeast

Photograph # 0060 of 0066

Description: East Market Street (200 Block) taken from SW corner of East Market Street & Wayne Street intersection

Camera Direction: Northeast

Photograph # 0061 of 0066

Description: Partial view of East Market Street (200 Block) looking toward Wayne Street

Camera Direction: Northwest

Photograph # 0062 of 0066

Description: View of Resources #65-66 along East Market Street

Camera Direction: Northwest

Photograph # 0063 of 0066

Description: East Market Street taken from NW corner of Hancock & East Market Street intersection

Camera Direction: Southwest

Photograph # 0064 of 0066

Description: Hancock Street taken from SW corner of East Market Street & Hancock Street intersection

Camera Direction: North / slightly Northwest

Photograph # 0065 of 0066

Description: View of Resources #67 and partial #68 along Hancock Street

Camera Direction: Northwest

Photograph # 0066 of 0066

Description: Hancock Street looking toward West Market Street

Camera Direction: Southwest

Downtown Sandusky Commercial Historic District
Name of Property

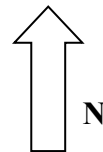
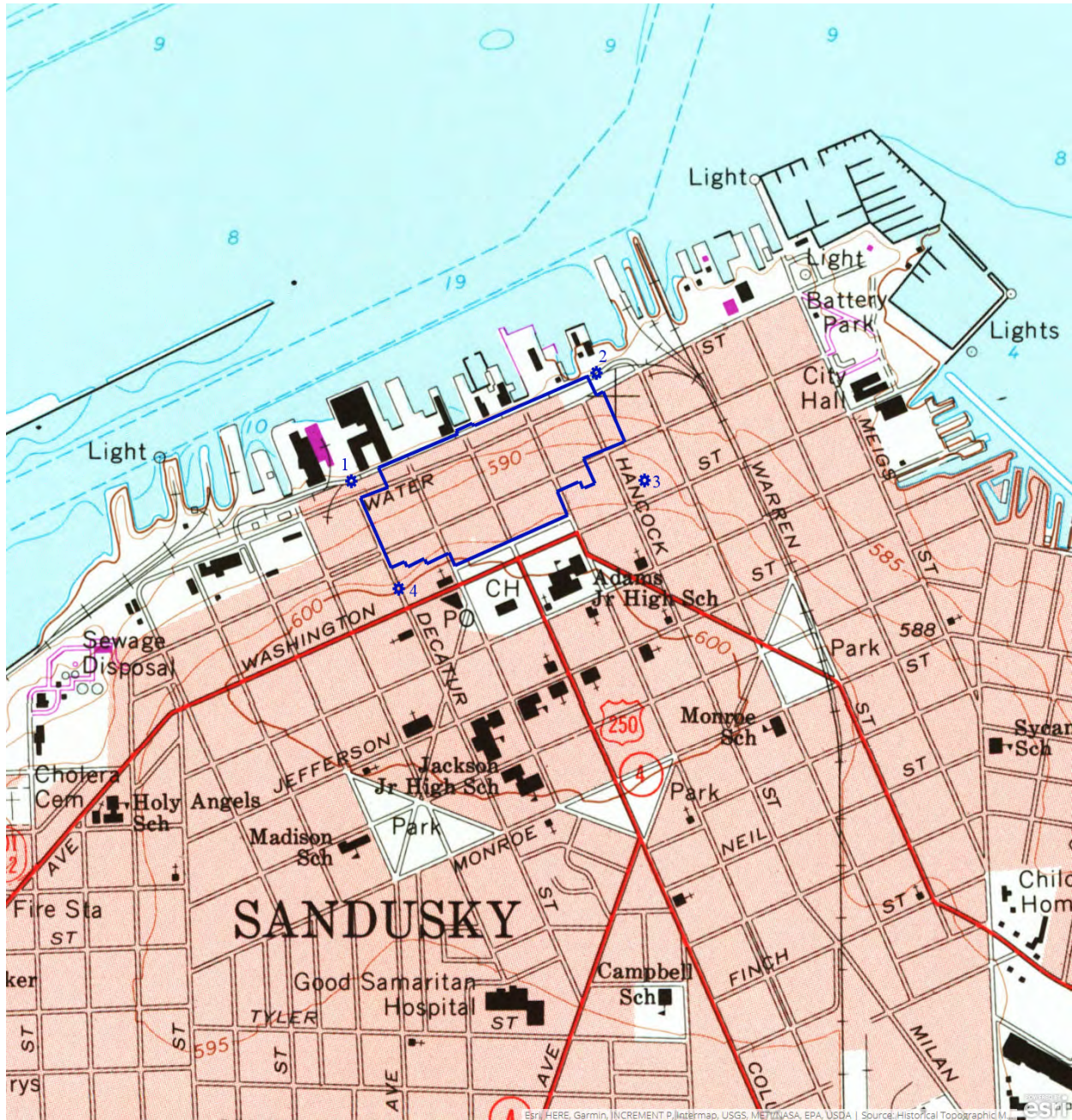
Erie, OH
County and State

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.

Downtown Sandusky Commercial Historic District
 Name of Property

Erie County, OH
 County and State



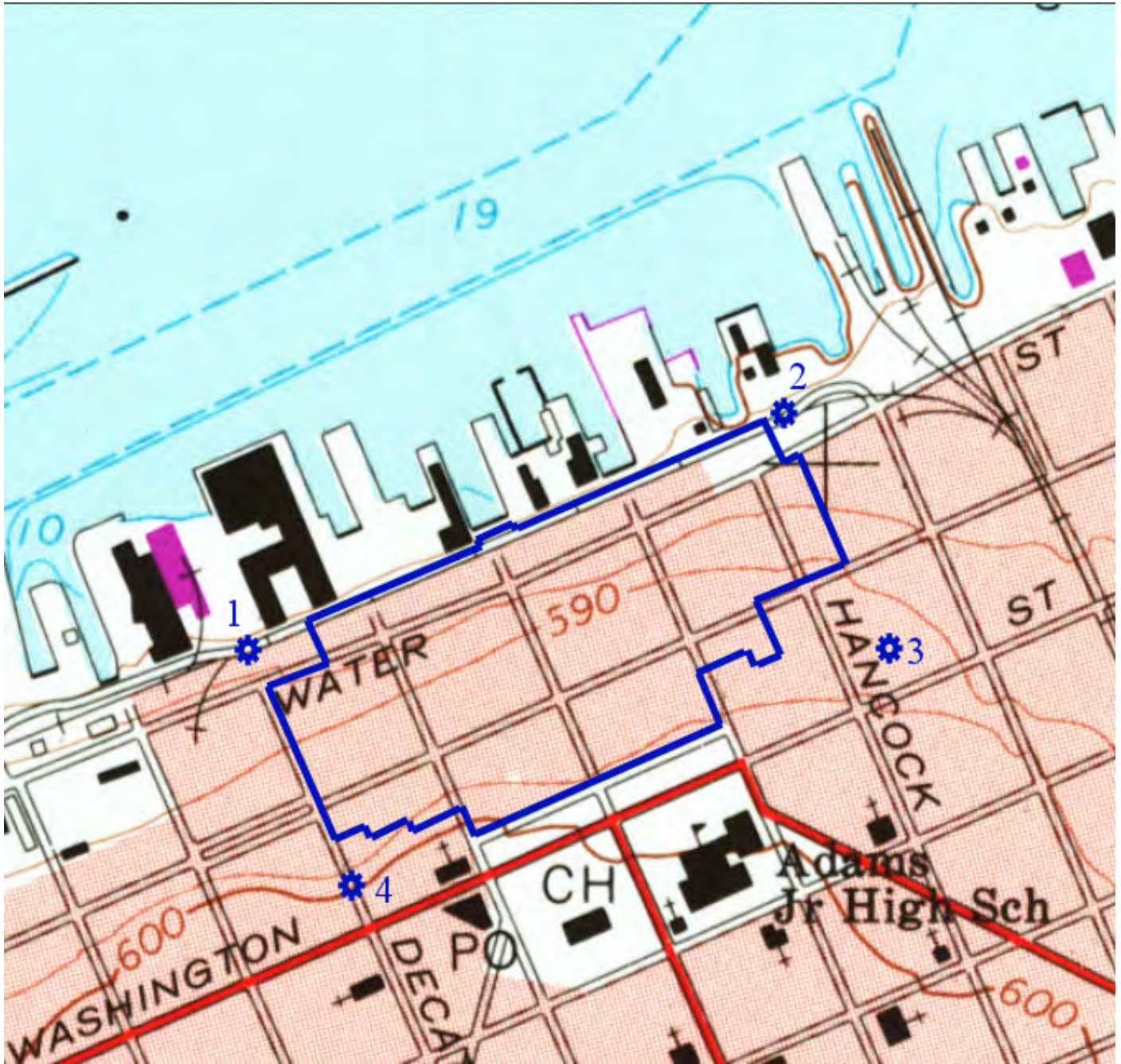
NAD 27

UTM: 1. Z 17 N 356697 E 4590645
 2. Z 17 N 357284 E 4590884
 3. Z 17 N 357379 E 4590630
 4. Z 17 N 356805 E 4590388

Map 1

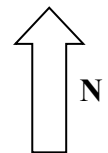
Downtown Sandusky Commercial Historic District
Name of Property

Erie County, OH
County and State



NAD 27

UTM: 1. Z 17 N 356697 E 4590645
2. Z 17 N 357284 E 4590884
3. Z 17 N 357379 E 4590630
4. Z 17 N 356805 E 4590388



Map 2

Downtown Sandusky Commercial Historic District
Name of Property

Erie, OH
County and State

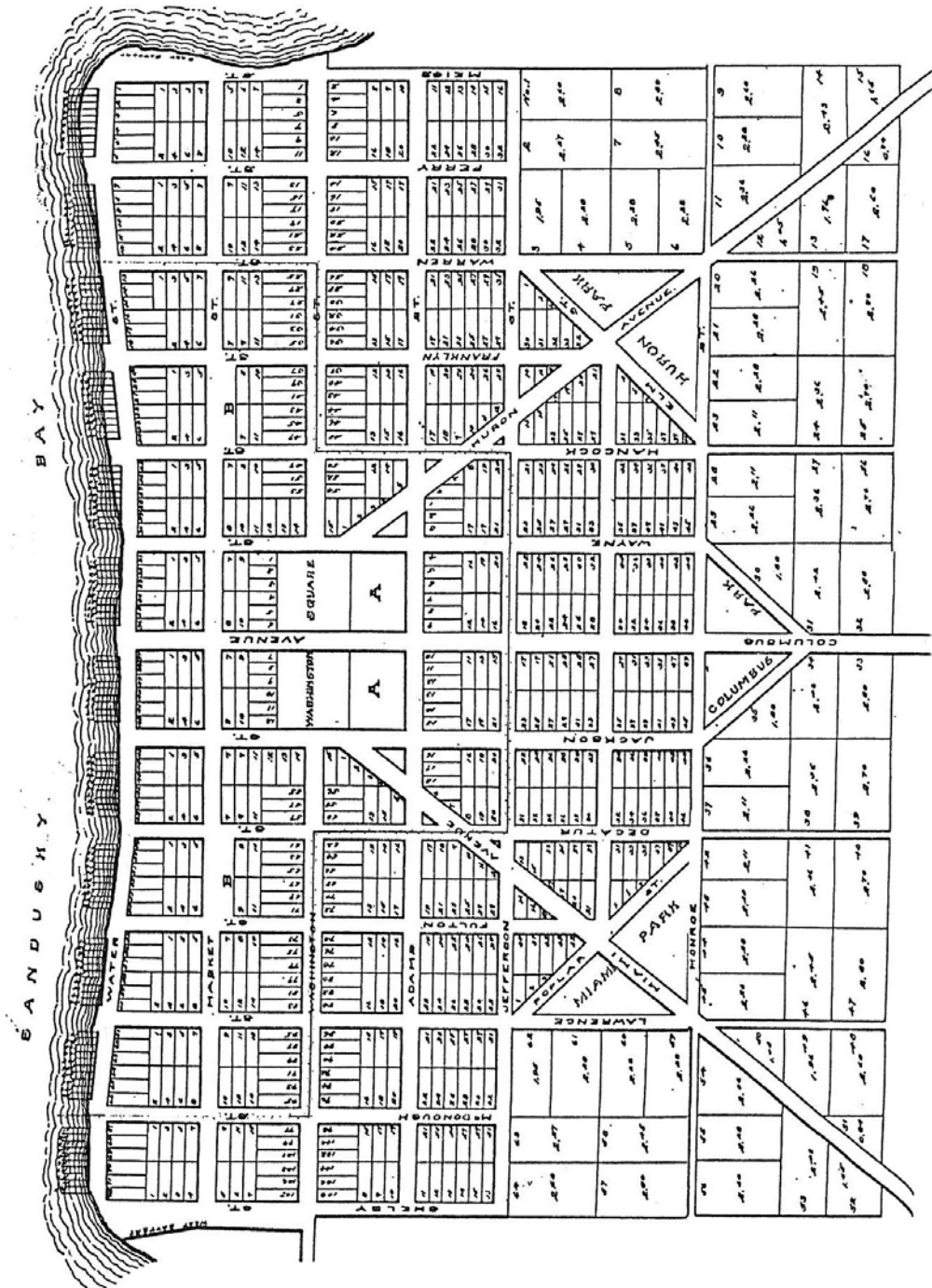


Figure 1: City of Sandusky Plat Map (1818). Courtesy of Erie County Auditor's Office.

Downtown Sandusky Commercial Historic District
Name of Property

Erie, OH
County and State

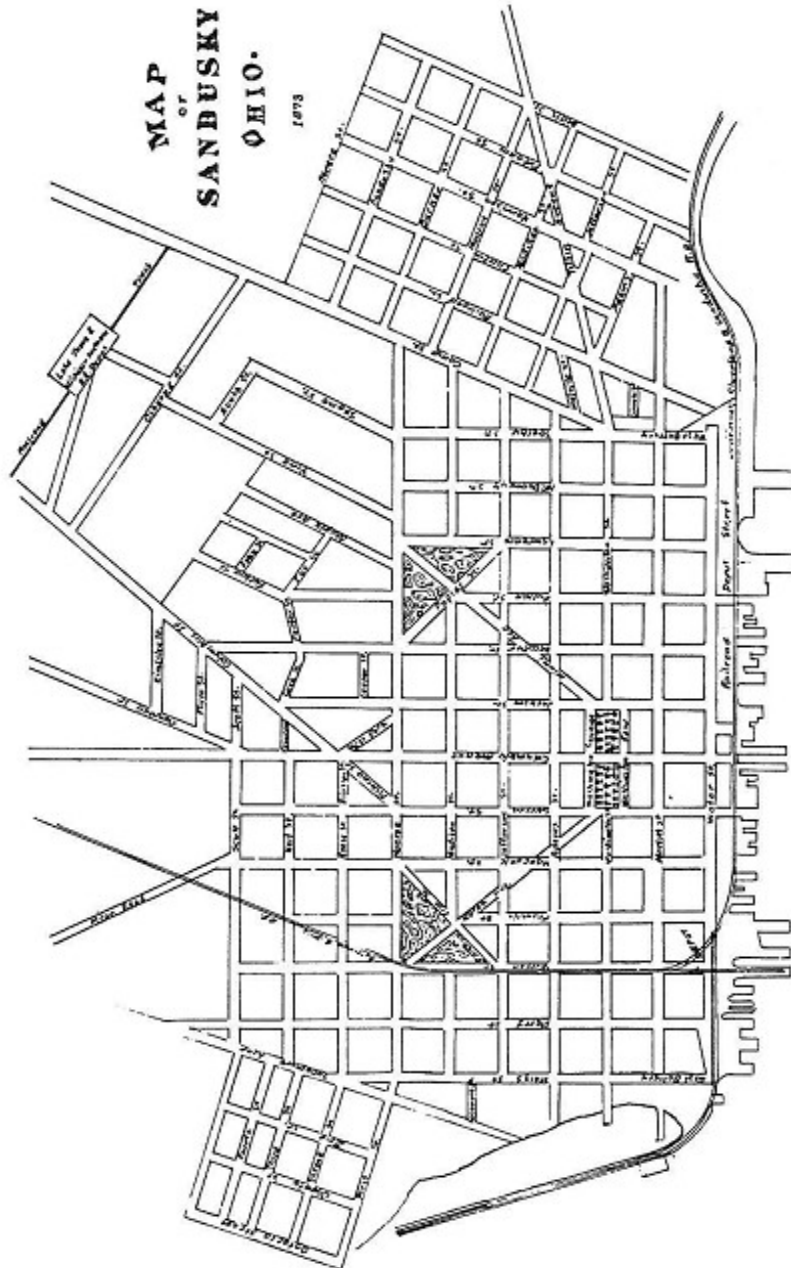


Figure 2: Map of Sandusky, 1873
Image courtesy of Sandusky Library Archives Research Center

Downtown Sandusky Commercial Historic District
Name of Property

Erie, OH
County and State



Figure 3: An historic postcard aerial view of Sandusky, date unknown. Image courtesy of Sandusky Library Archives Research Center.

Downtown Sandusky Commercial Historic District
Name of Property

Erie, OH
County and State



Figure 4: Foot of Columbus Avenue, circa 1900.
Image courtesy of Sandusky Library Archives Research Center

Downtown Sandusky Commercial Historic District
Name of Property

Erie, OH
County and State



Figure 5: Laying streetcar tracks on Columbus Avenue - April 24, 1929
Image courtesy of Face of Firelands publication

Downtown Sandusky Commercial Historic District
Name of Property

Erie, OH
County and State



Figure 6: A 1958 aerial photograph of downtown Sandusky looking toward the shoreline with Columbus Avenue at the center of the image. Image courtesy of Sandusky Library Archives Research Center.

Downtown Sandusky Commercial Historic District
Name of Property

Erie, OH
County and State



Figure 7: Aerial Photo of Construction of Ohio SR 2 Bypass around Sandusky, September 1963. Source: Tom Root Aerial Photograph collection – Sandusky Library Archives Research Center.

**Downtown Sandusky Commercial Historic District, Erie County, Ohio
National Register of Historic Places Historic District Nomination Property Information List**

Resource Number	NR Resource Category	Property Name	Property Street Address	Street Directional (N, S, E, W)	Property Street Name	Property Street Type (AVE.,BLVD, DR.,LN, RD, ST.)	Date of Construction	Style	Architect (if known)	Builder (if known)	C	N/C	Previously Listed
1	building	Commercial Building	309	W	Water	St.	ca. 1900	Late 19th & Early 20th Cent American			1		
2	building	Commercial Building / Warehouse	307	W	Water	St.	1858	Mid-19th Century		Smith & Parsons	1		
3	building	Commercial Building / Warehouse	303	W	Water	St.	1858	Mid-19th Century		Smith & Parsons	1		
4	building	Sandusky Butter & Egg	301	W	Water	St.	ca. 1920	Late 19th & Early 20th Cent American			1		
5	building	Freeland T. Barney Building	225	W	Water	St.	ca. 1870, 1892	Late Victorian			1		WS Nom
6	building	Wildman-Mills Buildings	223	W	Water	St.	ca. 1835	Mid-19th Century		Isaac Mills & Zalmon Wildman	1		WS Nom
7	building	Wildman-Mills Buildings	217	W	Water	St.	ca. 1835	Mid-19th Century		Isaac Mills & Zalmon Wildman	1		WS Nom
8	building	Wildman-Mills Buildings, Stahl & Taubert	207-211	W	Water	St.	ca. 1835	Mid-19th Century		Isaac Mills & Zalmon Wildman	1		WS Nom
9	building	Cassedy-West Building	201-205	W	Water	St.	1867, 1884	Mid-19th Century		Robert Cassedy	1		WS Nom
10	building	Laurence Cable Building	121	W	Water	St.	1868	Mid-19th Century			1		WS Nom
11	building	Stile's E. Hubbard Building	115	W	Water	St.	1856	Mid-19th Century	Sheldon Smith	Brother of Lester Hubbard	1		WS Nom
12	building	Hubbard's Block	101-109	W	Water	St.	1854	Mid-19th Century	Sheldon Smith		1		WS Nom
13	site	Schade Mylander Plaza	W Water, E Water, & Colum		Water	St.	ca. 1900	N/A			1		
14	building	Post, Lewis & Radcliffe Bldg	101	E	Water	St.	1866	Mid-19th Century			1		WS Nom
15	building	Biemiller Building	121-125	E	Water	St.	1868	Mid-19th Century			1		WS Nom
16	building	Weeden-Reber Building	127-131	E	Water	St.	1853	Mid-19th Century			1		WS Nom
17	building	Reber Block	133-143	E	Water	St.	1852	Mid-19th Century		George Reber	1		WS Nom
18	building	William Robertson Wholesale Grocery	149	E	Water	St.	1868	Mid-19th Century			1		WS Nom
19	building	Fisher Hall	163-165	E	Water	St.	1866	Mid-19th Century			1		WS Nom
20	building	West Marine	207	E	Water	St.	1956, 1982	Other (contemporary)				1	
21	building	Zinc Brasserie, Boom Town Coffee	215-217	E	Water	St.	1854, 2013	Mid-19th Century	Sheldon Smith			1	
22	building	Windau, Inc. Plumbing Heating Air Conditioning	219	E	Water	St.	ca. 1900, 2013	Late 19th & Early 20th Cent American				1	
23	building	Windau, Inc. Plumbing Heating Air Conditioning	221	E	Water	St.	ca. 1920	Late 19th & Early 20th Cent American			1		
24	building	Capitol Securities of America	231-233	E	Water	St.	ca. 1865	Mid-19th Century			1		
25	site	Facer Park	255	E	Water	St.	ca. 1892	N/A			1		
26	building	Commercial Building	305	E	Water	St.	1920, 1984	Late 19th & Early 20th Cent American				1	
27	building	John Mertz Manufacturing Co.	110		Decatur	St.	1915	Late 19th & Early 20th Cent American			1		
28	building	Commercial Building	112		Decatur	St.	1840	Mid-19th Century				1	



29	building	Ogontz Garage	433	W	Market	St.	1911	Late 19th & Early 20th Cent American		Dr. William Graefe		1	
30	building	Sandusky Recreation Center (Bogert)	419	W	Market	St.	ca. 1900	Late 19th & Early 20th Cent American				1	
31	building	Schlenk Building	403	W	Market	St.	1882	Late Victorian		Solomon Schlenk		1	
32	building	Hemminger Saloon	333	W	Market	St.	1884-1886	Late Victorian				1	MRA
33	building	William Stubig Building	327	W	Market	St.	ca. 1945	Too altered to determine		William Stubig			1
34	building	Commercial Building	325	W	Market	St.	1893	Late Victorian					1
35	building	vacant	165		Jackson	St.	1981	Other (contemporary)					1
36	building	Sandusky Glass	121		Jackson	St.	1957	Utilitarian / Non-Descript					1
37	building	Shore House Tavern	306	W	Water	St.	ca. 1860	Late Victorian				1	
38	building	Laurence Building	129-139	W	Market	St.	ca. 1880	Late 19th & Early 20th Cent Revival		Laurence Cable		1	
39	building	Commercial Building	127	W	Market	St.	ca. 1890	Late Victorian					1
40	building	Schade Building	113-125	W	Market	St.	ca. 1880	Late Victorian					1
41	building	Commercial Building	101-103	W	Market	St.	ca. 1900, 1975	Too altered to determine					1
42	building	Commercial Building	151-157		Columbus	Ave.	ca. 1880	Late Victorian				1	
43	building	Commercial Building	139-145		Columbus	Ave.	ca. 1900, 2013	Too altered to determine					1
44	building	Wilke Building	129		Columbus	Ave.	ca. 1880	Late 19th & Early 20th Cent American				1	
45	building	Schine State Theatre	101-109		Columbus	Ave.	1928-1929	Late 19th & Early 20th Cent Revival	Peter Hulsken	Thomas Millar & P.J. Zeiher		1	Indiv. Listed
46	building	Graham Drug Store	102		Columbus	Ave.	1868	Late Victorian				1	Columbus Ave. Nom
47	building	Frank Schnaitter Tailoring Co.	104-106		Columbus	Ave.	1873-1874	Late Victorian		Anton Buderus & Cornelius Schnaitter		1	Columbus Ave. Nom
48	building	Women's Building	110		Columbus	Ave.	1873-1874	Late Victorian				1	Columbus Ave. Nom
49	building	Moss Building	114-124		Columbus	Ave.	1861	Mid-19th Century		Horace & Augustus Moss		1	Columbus Ave. Nom
50	building	Moss Brothers Bank / Donahue Hardware	126		Columbus	Ave.	1853, 1914	Late 19th & Early 20th Cent Revival		G. Feick		1	Columbus Ave. Nom
51	building	Star Theatre	136		Columbus	Ave.	1914	Late 19th & Early 20th Cent Revival				1	Columbus Ave. Nom
52	building	Union Bank	142		Columbus	Ave.	1853	Late Victorian				1	Columbus Ave. Nom
53	building	Cooke Building	150-162		Columbus	Ave.	1850, 1853	Mid-19th Century		Wildman Mills		1	Columbus Ave. Nom
54	building	Commercial Building	119	E	Market	St.	1879	Late Victorian		Charles Cooke		1	
55	building	Commercial Building	127, 133	E	Market	St.	ca. 1941	Modern Movement				1	
56	building	Graefe Building	161	E	Market	St.	ca. 1940	Modern Movement				1	
57	building	Egger & Kirwan Law Offices	189-191	E	Market	St.	1940	Modern Movement					1
58	building	Civista Bank / Citizens Wealth Mgmt.	100	E	Water	St.	1986	Other (contemporary)					1
59	building	Subway Restaurant / Amarone Restaurant & Bar	160		Wayne	St.	1930, 2009	Too altered to determine					1

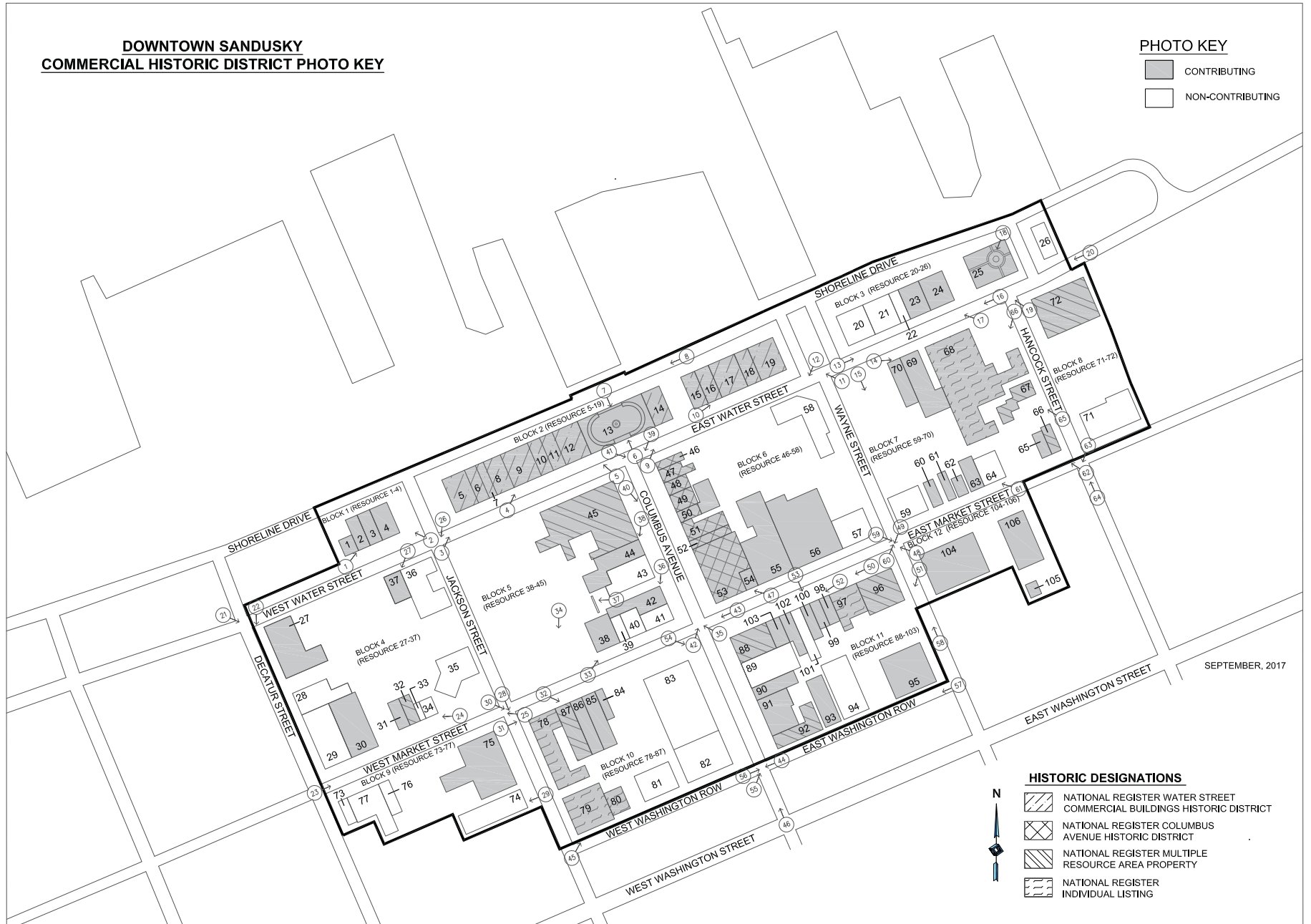
60	building	Rathke Tailoring	215	E	Market	St.	ca. 1860	Mid-19th Century			1		
61	building	vacant	223	E	Market	St.	ca. 1910	Late 19th & Early 20th Cent American			1		
62	building	vacant	231	E	Market	St.	ca. 1910	Late 19th & Early 20th Cent Revival			1		
63	building	Griswold-Wagg Motor Company Building (#1)	243	E	Market	St.	ca. 1910	Late 19th & Early 20th Cent Revival			1		
64	building	Apartments / Multi-Family	247	E	Market	St.	ca. 1910	Late 19th & Early 20th Cent American				1	
65	building	K&K Grooming	273	E	Market	St.	1953	Late 19th & Early 20th Cent American			1		
66	building	Facer's Store	279	E	Market	St.	1884	Late Victorian			1		MRA
67	building	Herman Engels House	119		Hancock	St.	1885	Late Victorian		Herman Engels	1		MRA
68	building	Engel's & Krudwig	220-236	E	Water	St.	1863	Mid-19th Century			1		Indiv. Listed
69	building	Irwin's Custom Canvas	216	E	Water	St.	1918, 1983	Late 19th & Early 20th Cent American			1		
70	building	Kerber Bros.	212	E	Water	St.	ca. 1840	Mid-19th Century			1		
71	building	Thrift Shop	301	E	Market	St.	ca. 1890	Late 19th & Early 20th Cent Revival				1	
72	building	Bing's Hotel	300-302	E	Water	St.	1878	Late Victorian			1		MRA
73	building	Commercial / Dwelling	434	W	Market	St.	ca. 1900	Late 19th & Early 20th Cent American				1	
74	building	Sandusky Register (newspaper storage)	233		Jackson	St.	ca. 1914	Too altered to determine				1	
75	building	Star-Journal Building	314	W	Market	St.	1921	Modern Movement			1		
76	building	Commercial Building	416	W	Market	St.	1961	Too altered to determine				1	
77	building	Commercial Building	422	W	Market	St.	1952	Too altered to determine				1	
78	building	Hotel Reiger	232		Jackson	St.	1911	Late 19th & Early 20th Cent American	Henry Millott	G. Wm. Doerzbach	1		Indiv. Listed
79	building	Independent Order of Odd Fellows Building	225-237	W	Washington	Row	1889	Late 19th & Early 20th Cent Revival			1		Indiv. Listed
80	building	Lucas Beecher House	215	W	Washington	Row	1847-1848	Mid-19th Century			1		Indiv. Listed
81	building	First Federal Savings and Loan of Lorain	207	W	Washington	Row	1969, 1978	Other (contemporary)				1	
82	building	Erie County Office Building	247		Columbus	Ave.	1995	Other (contemporary)				1	
83	structure	Erie County Building Parking Garage	100	W	Market	St.	1995	Utilitarian				1	
84	building	Guardian Mortgage & Investment Co.	202	W	Market	St.	ca. 1890	Late 19th & Early 20th Cent Revival			1		
85	building	Commercial Building	206-210	W	Market	St.	ca. 1910	Late 19th & Early 20th Cent Revival			1		
86	building	Commercial Building	214-218	W	Market	St.	ca. 1880	Late Victorian			1		

87	building	Third National Bank	220	W	Market	St.	1914	Late 19th & Early 20th Cent Revival	Henry Millott	G. Wm. Doerzbach	1		MRA
88	building	Stone's Block	202		Columbus	Ave.	ca. 1870	Late Victorian			1		MRA
89	building	Commercial Building	216-220		Columbus	Ave.	1961	Vernacular				1	
90	building	Whitworth Building	234-236		Columbus	Ave.	1899	Late 19th & Early 20th Cent Revival		John Whitworth	1		
91	building	Kingsbury Building	238-240		Columbus	Ave.	1894	Late Victorian		Heirs of Abel Kingsbury	1		
92	building	Commercial Banking & Trust Co.	115	E	Washington	Row	1922	Beaux-Arts	Millott & Parker Architect	Boldt Construction	1		MRA
93	building	Dilgart & Bittner Building	117	E	Washington	Row	1916	Late 19th & Early 20th Cent American		Dilgart & Bittner	1		
94	building	Griswold-Wagg Motor Company Building (#2)	135	E	Washington	Row	ca. 1970	Late 19th & Early 20th Cent American				1	
95	building	The Eagles Club / The Washington Building	165-171	E	Washington	Row	1930, 1970	Late 19th & Early 20th Cent Revival			1		
96	building	Lea Block	172-186	E	Market	St.	1895	Late 19th & Early 20th Cent Revival			1		MRA
97	building	Feick Building	158-160	E	Market	St.	1907	Late 19th & Early 20th Cent American		George Feik & Sons	1		Indiv. Listed
98	building	Bittner Building	152-154	E	Market	St.	ca. 1905	Late 19th & Early 20th Cent Revival			1		
99	building	Commercial Building	146-148	E	Market	St.	ca. 1905	Late 19th & Early 20th Cent Revival			1		
100	building	Commercial Building	142	E	Market	St.	ca. 1920	Modern Movement			1		
101	building	Commercial Building	138	E	Market	St.	ca. 1910	Modern Movement				1	
102	building	Kugel Building	136	E	Market	St.	ca. 1910	Late 19th & Early 20th Cent American			1		
103	building	Commercial Building	124-130	E	Market	St.	ca. 1910	Late 19th & Early 20th Cent American			1		
104	building	J.H. Herman Co.	202	E	Market	St.	ca. 1890	Renaissance Revival		G. Wm. Doerzbach	1		
105	building	Wagner Building LLC	Behind 246-250 E Market				ca. 1870	Late 19th & Early 20th Cent. Revival			1		
106	building	Schmidt Apartments	246-250	E	Market	St.	1915-1916	Late 19th & Early 20th Cent. American			1		

**DOWNTOWN SANDUSKY
COMMERCIAL HISTORIC DISTRICT PHOTO KEY**

PHOTO KEY

-  CONTRIBUTING
-  NON-CONTRIBUTING



SEPTEMBER, 2017

HISTORIC DESIGNATIONS

-  NATIONAL REGISTER WATER STREET COMMERCIAL BUILDINGS HISTORIC DISTRICT
-  NATIONAL REGISTER COLUMBUS AVENUE HISTORIC DISTRICT
-  NATIONAL REGISTER MULTIPLE RESOURCE AREA PROPERTY
-  NATIONAL REGISTER INDIVIDUAL LISTING









DURNE





101

WALKER

101

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101



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Red awning over a storefront window.

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NO LEFT TURN

GREEN STREET



PUBLIC
PARKING



BIG COUNTY
OFFICE BUILDING

347
BIG COUNTY
OFFICE BUILDING

GREEN STREET



LIBRARY

W. Main St

NO LEFT TURN

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127













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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Downtown Sandusky Commercial Historic District

Multiple Name: Sandusky MRA

State & County: OHIO, Erie

Date Received: 11/3/2017 Date of Pending List: 11/27/2017 Date of 16th Day: 12/12/2017 Date of 45th Day: 12/18/2017 Date of Weekly List:

Reference number: MP100001899

Nominator: State

Reason For Review:

Accept Return Reject 12/12/2017 Date

Abstract/Summary
Comments:

Recommendation/ Criteria Accept, National Register Criteria A and C.

Reviewer Patrick Andrus *Patrick Andrus* Discipline Historian

Telephone (202)354-2218 Date 12/12/2017

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

NATIONAL REGISTER OF HISTORIC PLACES
NPS TRANSMITTAL CHECK LIST

OHIO HISTORIC PRESERVATION OFFICE
800 E. 17th Avenue
Columbus, OH 43211
(614)-298-2000

The following materials are submitted on OCT 30, 2017
For nomination of the Downtown Sandusky to the National Register of
Historic Places: Commercial H.O.
Erie Co., OH

- Original National Register of Historic Places nomination form
___ Paper PDF
- ___ Multiple Property Nomination Cover Document
___ Paper ___ PDF
- ___ Multiple Property Nomination form
___ Paper ___ PDF
- Photographs
___ Prints TIFFs
- CD with electronic images
- Original USGS map(s)
___ Paper Digital
- Sketch map(s)/Photograph view map(s)/Floor plan(s)
___ Paper PDF
- ___ Piece(s) of correspondence
___ Paper ___ PDF
- ___ Other _____

COMMENTS:

- ___ Please provide a substantive review of this nomination
- ___ This property has been certified under 36 CFR 67
- ___ The enclosed owner objection(s) do ___ do not ___
Constitute a majority of property owners
- Other: Nomination must be listed by
end of year 2017



October 28, 2017

J. Paul Loether, Deputy Keeper and Chief, National Register
and National Historic Landmark Programs
National Park Service
National Register of Historic Places
Mail Stop 7228
1849 C St, NW
Washington, D.C. 20240

Dear Mr. Loether:

Enclosed please find one (1) new National Register nomination for Ohio. All appropriate notification procedures have been followed for the new nomination submission.

NEW NOMINATION

Downtown Sandusky Commercial Historic District

COUNTY

Erie

The enclosed disks contain the true and correct copy of the nomination to the National Register of Historic Places for the Downtown Sandusky Commercial Historic District, Erie County, OH.

Please note, this nomination must be listed before December 31, 2017 in order for several rehabilitation projects within the district boundaries to qualify for certain funding sources.

If you have questions or comments about these documents, please contact the National Register staff in the Ohio Historic Preservation Office at (614) 298-2000.

Sincerely,

for 
Burt Logan
Executive Director and CEO
State Historic Preservation Officer

Enclosures