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United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Multiple Property Documentation Form

This form is for use in documenting multiple property groups relating to one or several historic contexts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. For additional space use continuation sheets (Form 10-900-a). Type all entries.

**A. Name of Multiple Property Listing**

Short North Multiple Property Area.

**B. Associated Historic Contexts**

Street car Related Development 1871-1910

Automotive Related Development 1911-1940

**C. Geographical Data**

The Short North area is located in Columbus, Franklin County, Ohio. It is a corridor of North High Street located between Goodale Street and King Avenue. The corridor is situated between the Ohio State University Area on the North and Downtown Columbus on the South. The Near North Side National Register Historic District is situated immediately to the west and Italian Village is local historic district to the east. King Avenue has traditionally been a dividing line between the Short North and University sections of North High Street. Interstate 670 which runs parallel with and under Goodale forms a sharp divider between Downtown and the Short North. Italian Village and the Near North Side District are distinctly residential neighborhoods that adjoin this commercial corridor.

☐ See continuation sheet**D. Certification**

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation.

Signature of certifying official

W. Ray Force  
SHPOL

Date

2/22/90

State or Federal agency and bureau

I, hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper of the National Register

Date

4/19/90

## E. Statement of Historic Contexts

Discuss each historic context listed in Section B.

### Introduction

The area known as the Short North is a section of North High Street located between Goodale Street on the south and King Avenue on the north, in the Near North Side of the City of Columbus. The Ohio State University neighborhood bounds the area to the north and Downtown Columbus bounds it to the south. Bounding it to the east and west are the late 19th - early 20th-century residential neighborhoods of Italian and Victorian Villages (included in Near Northside H.D., NR), respectively. Victorian Village began to develop as a middle class neighborhood in the late nineteenth and early twentieth century. The commuters who resided in the area built large stately homes. The Italian Village area was both a neighborhood of commuters and workers in area factories. The area is characterized by single and double houses built on small lots and narrow streets.

High Street originated in the first plan of Columbus in 1812, when it was laid out as the town's major north-south road. The city's northern boundary was drawn at Naughten Street (Nationwide Boulevard today) in 1834, and the land to its north remained undeveloped rural property until after the Civil War. An important step toward the development of North High Street was the establishment of the Columbus and Sandusky Turnpike Company in 1829, which was succeeded by the Columbus and Worthington Turnpike Company in 1849. Both turnpike companies used the same right of way that today forms High Street.

The earliest development along North High Street in the area known as the Short North, consisted of several large country estates built by prominent Columbus families. An 1842 map of the area shows the estates of the Buttles and Tappan families on the Turnpike. One source describes the area at this time as a bucolic, suburban lane "with trees, picket fences and landscaped grounds" (Prosser). Some of the tracts on which these estates stood were subdivided during the late 19th century, while others remained as large parcels into the early 20th century.

During the early 1850s, Capital University was established on a four-acre site at Goodale and High Streets (on the present I-670 right of way). In that same year, Lincoln Goodale donated a large tract of land for use as a public park. While the area was developing, it was also becoming isolated from the city to its south by construction of the city's first railroad line, the Columbus and Xenia Railroad, in 1851. The railroad tracks would be greatly expanded as additional lines were added in coming years.

A number of factors during the 1860s and 1870s began a pattern of development and commercial activity on the near north side that would last into the 20th century. First, construction

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of the railroad tracks attracted a number of factories to the area south of Goodale Street during the Civil War period. Industrial expansion continued in this area throughout the 19th and early 20th centuries, and was a major factor in spurring commercial and residential development in the Near North area.

A second factor was the expansion of the City's northern boundaries. The boundary was extended to Fifth Avenue in 1862, and further north to Glen Echo Ravine in the North Columbus area in 1871. This latter annexation included a linear tract between the Olentangy River on the west and the Cleveland, Cincinnati and Columbus railroad line on the east. North High Street is roughly halfway between these boundaries and formed a natural primary corridor for the area.

A third major influence on the development of North High Street was the establishment of the Ohio State University about a mile and a half north of Goodale in 1870. According to one source (Prosser), "the school opening prompted rapid, linear development along High from Russell to Eleventh, altering the natural pattern of steady growth that typified the rest of Columbus' peripheral areas at the time."

The development of North High Street was significantly influenced by the introduction of streetcar transportation. Horse-drawn streetcar service began in Columbus in 1863 and by 1872 extended north on High Street to Russell Street. In 1876, the North High Street line was expanded past Ohio State University. The horse-drawn streetcar was basic to the early patterns of development which occurred on High Street. Streetcar service was greatly improved during the 1880s and 1890s, first by construction of a viaduct over the bottleneck of railroad lines at the northern edge of downtown, and then by introduction of electric streetcar service in 1891.

These factors combined to spur the residential and commercial development of the North High Street area during the late 19th century. In the neighborhoods to the east and west of High Street, developers built modest apartments and rental houses to accommodate factory workers. Downtown commuters, taking advantage of easy access to the High Street trolley line, built attractive residences in the area as well. During the 1880s and 1890s, the area around Goodale Park and on Neil Avenue to the

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west of High Street became a prestigious residential neighborhood of large single-family homes. The development of the Near North Side neighborhood became one of the largest in the city, matched only by the Near East Side.

This residential development prompted corresponding commercial development on High Street, which became the primary commercial and transportation corridor for these neighborhoods. The commercial development was scattered in different locations along High Street at first. The corridor was too long and the surrounding neighborhoods too small to support commercial activity throughout the length of the corridor. (A similar but less intensive type of development occurred in other neighborhood corridors of the city, as well, such as West Broad Street in the Franklinton area and Main Street on the Near East Side.) Another factor that influenced North High Street's development was the large amount of estate and residential property which prevented commercial development on many of the larger parcels in the area.

These factors contributed to North High Street's development as a collection of small commercial districts and nodes. To assist the reader in identifying properties mentioned in this document, the following abbreviations will be used for the historic districts: S.N.H.D. - Short North Historic District, T.H.H.D. - Third Avenue and North High Historic District, F.H.H.D. - Fifth Avenue and North High Historic District

The first areas to develop were near Russell Street to the south and Fifth Avenue to the north. An 1889 map showed that subdivided lots suitable for commercial purposes were still confined to the area south of First Avenue and in the vicinity of Fifth Avenue. By 1900, these areas were fully developed and commercial buildings were also located at the Third Avenue intersection. The King Avenue and Second Avenue areas had begun to develop by 1910 and, by 1920, the widening of High Street had encouraged additional expansion and the district began to assume its present appearance.

Automobile traffic on High Street became an important factor in the development of the commercial area beginning in about 1910. Automobiles combined with the streetcars to create congestion, a problem that was heightened by the narrow width of High Street. The street remained only 66 feet wide, the width

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designated for the Columbus and Sandusky Turnpike when it was created in 1829. Through the efforts of local businessmen and the city, a street widening program was put into place between 1915 and 1923, allowing the growth of the area to continue.

By the 1920s, North High Street was developing not only as a neighborhood commercial center, but also as a center for car dealerships and service stations. These new businesses differed from the pedestrian and streetcar-oriented business clusters in the area. After the 1920s, when some of the area's largest buildings were constructed, commercial development along this section of North High Street was slowed. During the 1930s and 1940s, population and businesses began to move further north, beginning a period of decline in the Short North which has only recently begun to reverse.

In evaluating the eligibility of the Short North area for the National Register, it was compared with other late 19th and early 20th century commercial neighborhoods in the City of Columbus. Among the neighborhoods identified were East Main and Long Streets, West Broad Street (Franklinton), South Parsons Avenue, North Columbus, the Hilltop and Clintonville.

Of these, only three areas are considered possible National Register areas: the Short North, North Columbus, and Clintonville (South Parsons is already included in the Near East Side Historic District). The elimination of the other areas was based on the recommendation of consultants hired by the City of Columbus to develop historic contexts and identify areas of the city eligible for the National Register. Using the National Register Criteria, the consultants examined integrity and significance of neighborhood commercial areas around the city. The result of the analysis was that only four areas were eligible as districts or multiple property areas. The other areas generally lacked a substantial commercial component, consisting of just a few commercial buildings. Another problem with these areas is they lacked historic integrity due to unsympathetic alterations and demolition. All three of the eligible areas are located on North High Street, emphasizing the importance of this street as a primary commercial corridor in the city. In addition to the Short North, North Columbus is a two-block long potential district, and the Clintonville area is a potential early 20th century multiple property area. When compared with these

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neighborhoods, the Short North area is by far the earliest, largest and most intact neighborhood commercial area in the city. It provides an important illustration of the city's development and growth from the late 19th through the early 20th century.

The multiple property nomination for the Short North is based on two important contexts, described below. The first is Streetcar-Related Development of the area, which reflects its early growth as a neighborhood commercial and apartment district influenced by the streetcar. The second context is Automotive-Related Development, which relates the changes which occurred to the district in both form and function with the onset of the automotive age.

## E. 1. STREETCAR-RELATED DEVELOPMENT (1871-1910)

Streetcar transportation began in Columbus in 1863, with a short horse-drawn line in the downtown area. It was not long before an extension of the horsecar line was made on High Street north of Goodale, spurred by this area's growth as a commercial, residential and industrial area. The horsecar line was extended to Russell Street by 1872. The development of the North Columbus area and the location of Ohio State University further north on High Street in 1870 prompted the extension of this line to Glen Echo Ravine in 1876.

With the advent of horsecar transportation in this area, the pleasant, mid-19th century residential character of North High Street began to change. The horsecar was basic to the pattern of commercial development which occurred on High Street. Small-scale commercial groupings were built to correspond with horsecar stops during the 1870s and 1880s. As a result, concentrations of businesses developed at important crossroads such as Goodale Street, Third Avenue and Fifth Avenue. The early commercial buildings were modest structures, built of brick or frame, that housed small neighborhood-oriented businesses such as a grocery, bootery, dry goods store and hardware store. Restaurants and saloons could also be found in the area.

Late 19th century commercial development along North High Street was spotty, with commercial groupings interspersed with vacant parcels and detached houses set back from the street. Future commercial construction would expand at these early business concentrations, and additional groupings would be added,

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establishing a pattern of development that would continue through the early 20th century. As a result, this area of North High Street developed in clusters of commercial buildings and never constituted a single contiguous district.

By the 1880s, the railroad lines to the south of Goodale Street were presenting a major obstacle to development of the North High Street area. As many as a dozen rail lines created a network of tracks and switches which impeded traffic. In 1888, a temporary viaduct restricted to horsecars was built, allowing easier access to the north side industrial districts and the University area and accelerating commercial development along this section of North High Street.

The city's streetcar system became electrified in 1891, providing better and faster service through the area, and a permanent viaduct was built over the railroad tracks in 1894. By 1899, an expanded streetcar network connected the north side to all areas of the city, and North High Street became one of the most convenient areas of the city. These improvements contributed to the commercial growth of North High Street as many earlier structures and vacant lots gave way to new development.

During the 1890s and early 1900s, a number of new buildings were constructed in the area as it grew to become one of the largest neighborhood commercial areas in the city. The small clusters of commercial buildings developed into larger commercial districts. In addition to small-scale enterprises, North High Street began to support more substantial businesses such as large clothing, dry goods and furniture stores that served a larger city market. In addition to retail uses, the area attracted banks and savings and loans, including the North Side Savings Bank, built in 1903. White Cross Hospital was built adjacent to the area in 1895, and City Directories indicate a number of physicians established their offices on the upper floors of North High Street buildings.

Buildings from this period tended to be larger structures that were two to three stories in height and built of brick. Upper floors were sometimes used by fraternal organizations, but most commonly as apartments or "rooms." By far, the most important secondary use established along High Street was residential apartments. In addition to second and third floor apartments, townhouses and courtyard apartment buildings began to

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appear, especially on side streets that were close to the High Street trolley line. Area apartments tended to attract people of modest means who relied upon the streetcar for transportation and took advantage of the commercial amenities of the district. A search of City Directories has indicated typical residents included factory workers, commercial travelers, and downtown clerical workers. Little effort was made to make North High Street into an area of luxury apartments. The Greystone Court Apartments (Near North Side Historic District) was the only attempt to place a better quality apartment building in the area.

The level of commercial development along North High Street during this period surpassed that of other streetcar corridors in the city. Mount Vernon Avenue and the North Columbus area developed into commercial districts, but other areas only attracted small and scattered nodes of commercial uses, including Long Street, Oak Street, West Broad Street and Parsons Avenue.

E.2. AUTOMOTIVE-RELATED DEVELOPMENT (1911-1940)

Automobile traffic became a factor in the development of the North High Street area about 1910. In many respects, development during the 1910's and 1920's did not differ dramatically from previous years. Large-scale commercial buildings continued to be built with apartments on upper floors and the same types of businesses continued to locate in the area. Nevertheless, the impact of increased automotive traffic on North High Street was evident in two important ways. The first was the widening of High Street to accommodate automobile traffic and the second was the introduction of new types of businesses that served the growing need for automobile-oriented services.

By about 1910, the combination of automobiles and streetcars had created tremendous congestion on North High Street, one of the most highly-traveled Columbus streets. This congestion was heightened by the fact that High Street was only 66 feet wide (the original right of way of the Columbus and Sandusky Turnpike). To correct the problem, the North Side Improvement Association succeeded in obtaining 10-foot easements from High Street property owners from Fifth Avenue on the north to approximately Poplar Street on the south. The city used the easements to conduct the street widening project between 1915 and



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1923, allowing the growth of the area to continue. Such a community improvement effort was unique in Columbus, reflecting the historical importance of North High Street as a primary transportation corridor for the city.

The 10-foot easement had little effect on the estates, undeveloped tracts and residential properties where existing setback was sufficient. For most of the area's commercial properties, however, the widening meant either the removal of entire buildings or their front sections. The facades of some buildings were reconstructed while others were given new early 20th century facades. Combined with the new buildings that were built during the 1920s, this "facelift" helped give North High Street its early 20th century appearance.

The widening project created a period of renewed building activity in the Short North area and the number and diversity of businesses increased. A few wholesale operations and warehouses began to locate in the area, reflecting a northward movement of this type of business from the downtown. Examples included the Wegner Coffee Company (T.H.H.D. #7), Crane Cigar Company (F.H.H.D. #13), and the Fireproof Warehouse and Storage Company (T.H.D.D. #11 A,B). In addition, a number of service businesses such as plumbers and contractors were located in the first floor storefronts.

The first theaters in the area were built during this period, most notably the Garden Theater (F.H.H.D. #2), constructed in 1917. A large-scale office building was added to the streetscape with the 1923 construction of the Medical Science Building (S.N.H.D.), a professional medical building located adjacent to White Cross Hospital. A North Side Branch Library was located in the area in about 1925 (T.H.H.D.#16).

Residential development in the area continued, as some new apartment buildings were built and upper floors of commercial buildings continued to be used as apartments. The mix of residents remained essentially unchanged, including commercial travelers, railroad workers, downtown clerical workers and factory employees who continued to rely upon the streetcar for transportation.

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An important change related directly to the automobile was the addition of car dealerships, service stations and auto-related businesses during the 1910s and 1920s. Agents of the different motor car companies originally found storefronts in the area to be an excellent location to sell their automobiles. By the mid-1920s, several dealerships built their own free-standing buildings such as the Crane Motor Car Company building at 966 N. High constructed about 1918. Previously underused land to the north of Buttles attracted a concentration of dealerships, service stations and used car lots. These businesses were a departure from the traditional pedestrian and streetcar-oriented uses which had dominated the street.

Automotive development affected other areas of the city as well. Some growth occurred in other existing neighborhood commercial areas, while new commercial areas developed to serve newly-developing suburbs such as the Hilltop on the west side and Clintonville to the north. The Short North area of High Street, however, attracted a greater degree of development than these other areas.

The development of this area of North High Street continued unabated until the 1930s. By this time, the more affluent neighborhood residents were moving to the newly-developing suburbs to the north. With a deteriorating neighborhood base, many businesses began to decline. Car dealerships began to leave for larger sites farther out, and many large buildings began to house marginal businesses. Development in the area dwindled in the late 1930s and the early automotive era can be considered over by 1940.

**F. Associated Property Types**

**I. Name of Property Type** F 1. Commercial Architecture of the Streetcar Era, 1871-1910

**II. Description**

Commercial architecture of the streetcar era can be divided into two subtypes: A - Vernacular Buildings and B - Buildings with Stylistic Features. These subtypes share common features. Typically, they are brick, two to three stories in height, with one or more storefronts on the first floor and boarding rooms or apartments on the upper floors. Most have flat roofs with either cornices or large parapets. (It should be noted that buildings from this period may also be included as examples of F.2 - commercial architecture of the automotive era - if they have a High Street facade constructed during the street widening program of 1915-23.)

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**III. Significance**

Commercial buildings of the streetcar era are a tangible link to the expansion of commercial areas in Columbus brought on by streetcar-related neighborhood development. The buildings from this period illustrate the change from the sparse early commercial activity in the Short North in the first decade of the twentieth century. The majority of these buildings lack individual significance but, combined with the commercial buildings of the Automotive era they constitute the largest concentration of neighborhood commercial architecture in the City. Some of the buildings of this property type have individual historic or architectural significance. Most contribute to the significance of districts in the Short North Area.

**IV. Registration Requirements**

These buildings are noteworthy examples of the commercial architectural designs that developed in the Short North and the City of Columbus during this period. They provide insight into the design influences and developmental factors which molded the early development of the Short North. These properties will be eligible for National Register listing under Criterion C, based on craftsmanship, architectural design, or a combination of the two. If additional areas of significance are cited for a property, it may also qualify under Criteria A or B, depending upon the events, persons, or businesses associated with it. Buildings may qualify for National Register listing either individually or as part of a historic district.

To qualify for individual listing under Criterion C, a building must be a particularly good example of one of the property subtypes. For individual consideration, the building should exhibit outstanding craftsmanship or design

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The oldest existing buildings in the area are vernacular brick structures, with the exception of one frame structure (c. 1890). These buildings can be defined as vernacular because they lack details or elements characteristic of high style architecture. They built with simple forms and details. These buildings either lack very much ornamentation or their ornamentation cannot be classified as a particular style.

The facades of all remaining buildings built prior to 1900 were replaced with early 20th century designs as part of the street widening program, such as the Sells Building (c. 1890, 1915; S.N.H.D., #14) or Corrier Saloon (1920; F.H.H.D., #16). No vernacular facades built prior to 1900 have survived intact in the Short North area, since most buildings of this period had new facades added. However, a secondary elevation is visible on the Sells Building and other structures, providing some insight into its original design. Typically, these facades are built with plain brick, and have stone lintels and decorative corbeled brick cornices.

After 1900, many of these early 20th century structures are noted for their decorative brickwork. The quality of brick available improved and different colors were used to create a polychromatic effect on vernacular buildings. Details include beltcourses and continuous sills, flat and round-headed windows, and cornice details such as corbeling, dentils, crenellations, and diamond and sawtooth designs. A notable grouping of turn-of-the-century vernacular commercial architecture typical of this subtype is found in the row of six buildings at High Street and East Second Avenue (c. 1905; T.H.H.D., #s 4-9).

**Subtype B: Buildings with Stylistic Features**

Buildings with stylistic features are found less frequently on North High Street. Buildings with stylistic features in the form and placement of building elements are similar to vernacular buildings. The primary difference

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between the two is the use of ornamentation and building elements characteristic of the Romanesque, Italianate and Colonial Revival Styles. These buildings are not the finely designed and crafted examples of the styles that can be found in residential neighborhoods or Downtown Columbus. They are simplified versions of the styles characteristic of neighborhood commercial architecture throughout the City.

The only example of the Romanesque Revival is found in the Bank Block (1888; F.H.H.D., #20), which exhibits beltcourses of terra cotta ornament and arches of ashlar stone. Italianate buildings occur more frequently and share common features such as storefronts supported by iron columns or brick piers, upper floor windows with plain or incised stone lintels, and bracketed pressed metal cornices of elaborate design. The best examples of Italianate commercial architecture in the Short North are found in the Yukon Building (1888, S.N.H.D., #1), and the three buildings of the Goldmine-Feibel Block (1892; S.N.H.D., #2 A,B,C).

Colonial Revival architecture was also a stylistic influence in the area during the early 1900s. The Marnon Building (c. 1905; T.H.H.D., #2A), with quoins and keystone lintels, and the Rogers and Adams Building (c. 1905; F.H.H.D., #12), with its double-segmental arch keystone lintels and pilasters, are representative of this stylistic influence.

The facades of some of these stylistic facades (such as the Italianate Goldmine-Feibel Block and the Romanesque Revival style Bank Block) were moved back and preserved during the street widening program, while others had sufficient setback and were unaffected.

**Registration requirements, continued:**

characteristic of the property type. To qualify under Criteria A or B, a building should have strong associations with persons, businesses or events that are part of a described historic context. Properties ordinarily will also be located outside the boundaries of an eligible historic district. Buildings with minor changes or slightly altered first floor storefronts shall be considered so long as the architectural craftsmanship and features which give the

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building significance are not altered. Later facades from the automobile era will be considered if the original form and plan of the building are recognizable, the building retains architectural integrity, and the later facade has acquired significance in its own right (see registration requirements for F. 2.).

To qualify as a contributing building as part of a historic district, a building must be a good and intact example of one of the property types. It must contribute to the district in terms of its architectural character and physical relationship to other buildings in the district. Its history should have some relationship to the development which occurred during the streetcar era. Buildings with changes or altered first floor storefronts shall be considered so long as the alteration has not removed the basic distinguishing architectural features of the building. Later facades from the automobile era will also be considered (see registration requirements for F.2.). If a structure does not relate to the district as an example of a property type or because of age or substantial recent alteration to building fabric or character, it will be considered a non-contributing building in the district.

**F. Associated Property Types**

**I. Name of Property Type** F2 Commercial Architecture of the Automotive Era 1911-1940

**II. Description**

The basic form, size, plan and materials of commercial buildings did not change from the characteristics of commercial buildings during the streetcar era. The majority of buildings built during this period tended to be two to three story brick structures with storefronts on the first floor and apartments on upper floors. While brick is the most common facade material, examples of terra cotta and concrete are present as well.

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**III. Significance**

Commercial buildings of the automotive era are important in showing the major changes in the Short North era brought on by advent of the automobile. The automobile created traffic congestion that led to the widening of North High Street. As a result of the widening, many of the buildings of this property type have facades added after the widening of High Street or were constructed shortly thereafter. Many buildings are represent new specialized uses made possible by the advent of the automobile such as automotive dealerships and warehouses. The majority of the buildings of this property type contribute to the character of one of their historic district. There are, however, examples of individually significant buildings that fall into these categories.

**IV. Registration Requirements**

These property types will be eligible for National Register listing under Criterion C, based on architectural craftsmanship, design, or a combination of the two. If additional areas of significance are cited for a property, it may also qualify under Criteria A or B, depending on the events, persons or businesses associated with the property. Buildings may qualify for National Register listing either individually or as part of a historic district.

To qualify for individual listing under Criterion C, a building must possess outstanding elements of design or craftsmanship that exemplify one of the property types. To qualify under Criteria A or B, a building should have strong associations with persons, businesses or events that are part of the historic context. Properties ordinarily will also be located outside the boundaries of an eligible historic

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☐ See continuation sheet for additional property types

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## F.2. Property type description, continued:

As before, buildings from this period can be divided into two subtypes based on style: A - Vernacular and B - Buildings with Stylistic features. In addition, a third subtype is identified, based on function: C - Specialized Commercial Uses, including office buildings, theaters, warehouses, automobile showrooms and service centers. Buildings constructed for automotive uses were particularly important to the development of the Short North during this period. It should be noted that buildings included in this property type may also be included as examples of F.1. - commercial architecture of the streetcar era - if they are older structures with new facades added during the automotive era.

### Subtype A: Vernacular Buildings

Vernacular buildings of the automotive era built between 1911 and 1920 do not differ substantially from vernacular structures of the streetcar era. As during the streetcar era, vernacular buildings of the automotive era are characterized by the use of simple buildings forms and elements. Ornamentation is either minimal or cannot be classified as a particular style. Ornate brickwork characteristic of later streetcar era commercial buildings continue to be used between 1911 and 1920. Some examples include the JMR Building (1918; S.N.H.D., #9) and the Wallenheimer Building (1918; S.N.H.D., #12), which exhibit the same type of decorative brickwork as earlier structures. After 1920, vernacular buildings tended to become even simpler in design. One-story buildings such as the Dortmund Building (1923; F.H.H.D, #19) are plain structures with little ornamentation.

### Subtype B: Buildings with Stylistic Features

Buildings with stylistic features from the automotive era are similar to vernacular buildings in many respects. The primary difference is the use of ornamentation and building elements characteristics of one of the styles of the period including Colonial Revival (also popular during the Streetcar Era) Jacobethian Revival for the most part, Neo Classical Revival and Mediterranean were less frequently



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used. The influence of contemporary styles of the period including Prairie and Art Deco were used to a limited degree. These buildings are not "high style" examples that might be found in a residential neighborhood or Downtown Columbus. They are greatly simplified versions of the styles that are characteristic of the neighborhood commercial areas of the City. One important feature of this subtype is that new facades in these styles were frequently attached to older buildings constructed during the widening of North High Street. Colonial Revival features include multi-paned windows, keystone lintels, quoins, decorative brickwork, and brick or boxed cornices. Good examples of this influence in the Short North are the Garden Theatre (1917; F.H.H.D., #2 ) and the Borricklow Building (c. 1921; T.H.H.D., #3). Jacobethian-influenced facades are characterized by stone coping, stone window surrounds, mullions and decorative strapwork. Examples include the Creamer Building (1915, S.N.H.D., #15) and the Sells Building (facade 1915; S.N.H.D., #14). Not quite as common is the Mediterranean influence, characterized by false hipped roofs with barrel tile. An example of this style is located at 692 North High Street (c. 1920; S.N.H.D., #17).

The Neo Classical Revival style is characterized by the use of an entablature and pilasters. An example of this building can be seen in the Columbus Public Library building (C.1923; T.H.H.D. #16).. The influence of the Prairie style can be seen through the use of wide and plain overhanging eaves and multipaned over single paned windows. An example of the style is 1105 N. High Street (C.1905; F.H.H.D. #4). The influence of the Art Deco style can be seen in the design of storefronts which use Carrara glass. Most of these storefronts were added in the nineteen thirties. An excellent example of this storefront is the Creamer Building (C.1918; S.N.H.D. #15). The Medical Science Building (1923; S.N.H.D. #5) is an unusual example of an Egyptian Revival Style Building.

**Subtype C: Specialized Commercial Buildings**

Among the specialized commercial buildings in the North High Street corridor are car dealerships and service centers, theaters, offices and warehouses. Architecturally these buildings can be classified under Subtype A or B. The characteristics that define these buildings relate to their

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specialized uses. Most common are the auto-related buildings, reflecting the early 20th century automobile orientation of the area. Defining characteristics of the structures built to house dealerships are storefronts with large expanses of display windows to exhibit automobiles. Examples include the Crane Motor Car Company (c. 1918) and the Lake Motor Car Company Building (c. 1890, c. 1920; T.H.H.D., #13). In addition, buildings which provided automotive services sometimes included innovative features such as interior car ramps like those in the Crane Building or a drive-through storefront originally found in the Alemite Tire Company building (c. 1925; T.H.H.D., #1).

There were several buildings in the North High Street area that housed theaters during the 1920s and 30s. The most notable remaining structure is the Garden Theater (1917; F.H.H.D., #2). The only office building constructed during this period in the area was the Medical Science Building (1923; S.N.H.D., #5), built to house a pharmacy and medical offices. There were also a few examples of warehouses in the area, including the Crane Cigar Warehouse (1925; F.H.H.D., #13) and the Fireproof Warehouse (1913; T.H.H.D., #11).

**Registration requirements, continued**

district. Buildings with minor alterations may be considered so long as they do not substantially impact the craftsmanship or design features that make the property significant. Earlier buildings with facades added during this period will be considered eligible if the later facade has acquired significance in its own right and meets other registration requirements.

To qualify for listing as a contributing property a historic district, a building must be a good and intact example of one of the property types. It must contribute to the district in terms of its architectural character and

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physical relationship to the rest of the buildings in the district. Buildings with changes or alterations shall be considered so long as they have not changed the essential character of the building or the features that make it contribute to the historic district. Earlier buildings with 20th century facades will be considered a contributing structure if the later facade has acquired significance in its own right. If a structure does not relate to the district as an example of a property type or because of age or substantial recent alteration to building fabric or character, it will be considered a non-contributing building in the district. Buildings may also be considered contributing if their history is consistent with development which occurred during the streetcar era.

**F. Associated Property Types**

I. Name of Property Type F3 Apartment Buildings of the Streetcar and Automotive Eras 1871-1940

II. Description

Apartment buildings were built in the North High Street corridor beginning in 1880s. With one exception, they are located immediately adjacent to High Street on cross streets. They are free-standing structures which fall into two subtypes, A - Townhouses and B - Courtyard Apartments.

Subtype A: Townhouse Apartments

Townhouse Apartments consist of a series of two-story residential units with common walls and a uniform facade.

Townhouses in the Short North area contain from four to  
(continued)

III. Significance

Apartment buildings are a tangible link to the development of the North High Street area as a residential as well as commercial corridor. In combination with 2nd and 3rd floor living units, these apartment buildings illustrate the relationship between public transportation and multi-family, moderate-income housing. The apartment subtypes are characteristic of apartment buildings throughout the city of Columbus in the late 19th and early 20th centuries. These buildings are noteworthy examples of townhouse and courtyard apartment buildings. They provide insight into the architectural tastes and influences which shaped apartment construction in the late 19th and early 20th centuries.

IV. Registration Requirements

These properties will be eligible for National Register listing under Criterion C, based on architectural significance, if they exhibit craftsmanship or details characteristic of the property type. If additional areas of significance are cited for a property, it may also qualify under Criteria A or B for an association with businesses, persons or events important to the historic context. Apartment buildings may qualify for National Register listing either individually or as part of a historic district.

To qualify for individual listing under Criterion C, a building must be an outstanding example of one of the subtypes. To qualify under Criteria A or B, a building should have strong associations with persons, businesses or events that are part of a described historic context.

(Continued)

☒ See continuation sheet

☒ See continuation sheet for additional property types

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twelve units, are built of brick, and feature simple architectural details. In at least one case, separate residential buildings were combined c. 1914 to create a townhouse. Townhouses had uniform facades and were under single ownership. The townhouses found in the Short North District are very similar to others that can be found throughout the City of Columbus. From the 1880s to the 1920s it was common for Columbus developers to construct blocks of townhouse units. They were frequently built on or near streetcar lines. The townhouses of the Short North are generally vernacular buildings because they lack ornamentation or building elements characteristic of a particular style.

Townhouse apartment detailing generally corresponds to that used on commercial buildings in the area. The earliest townhouses date from c. 1890. They include 8-26 Russell Street, a 10-unit building with decorative brick cornice, incised stone lintels and stone stoops (c. 1890; S.N.H.D., #14B); and 15-23 King Avenue (c. 1900) five townhouses with staggered facades, mansard roofs and entrance porches. Properties built after about 1905 display more decorative brickwork that is similar in character to vernacular commercial buildings of the same period. Examples include the Marnon Townhouses (c. 1905; T.H.H.D., #2B-C) with polychromatic brickwork, quoins and corbeled brackets; and the Clark Place townhouses (c. 1910; 2-22 Clark Place) with staggered facades and diamond work.

**Subtype B: Courtyard Apartments**

Courtyard apartments first appeared in the early twentieth century are less common than townhouses in the Short North. The courtyard type was frequently used in apartment areas of the City most notably the Ohio State University area, East Broad Street area and the New Indianola Historic District. The latter areas are listed on the National Register. Typically, courtyard apartments are U-shaped with a central courtyard for resident use, or they may consist of two separate buildings facing a central courtyard.

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The North High Street area contains two examples of this building type. Greystone Court Apartments (c. 1907, Near North Side Historic District), one of the finest examples of this property type in Columbus, is a U-shaped building with an ashlar sandstone facade. The Hubbard Apartments (1914, T.H.H.D. #10 A,B) are more modest, consisting of two Craftsman-influenced buildings facing a central courtyard.

Registration Requirements Continued

events that are part of a described historic context. Properties ordinarily will also be located outside the boundaries of an eligible historic district. Apartment buildings included in the nomination are generally unaltered and appear as when first constructed. Buildings with minor changes shall be considered so long as the building generally retains the design elements or details that give it significance.

To qualify as a contributing part of a historic district, an apartment building must be a good and intact example of one of the subtypes and it must contribute to the district in terms of its essential character and architectural features. Buildings with minor changes or alterations shall be considered so long as the general form of the building and features that make it contribute to the district are unaltered. If a structure does not relate to the district as an example of a property type or because of age or substantial recent alteration to building fabric or character, it will be considered a non-contributing building in the district.

**F. Associated Property Types**

- I. Name of Property Type F4 Civic, Fraternal and Religious Buildings of Streetcar and Automotive Eras 1871-1940

II. Description

As an area with considerable business and residential activity and access to public transportation, North High Street was a logical choice for the location of some civic, fraternal and religious buildings. This is the least common of all the property types. These buildings are consistent with examples found in other neighborhoods of Columbus. They vary from modest buildings to larger more monumental structures. The buildings are built in architectural styles both characteristic and uncharacteristic of the other property types. The North Side Branch Library building (c. 1925; T.H.H.D., #16) is the only example of a public

(Continued)

III. Significance

The civic, fraternal and religious buildings of this area serve to illustrate the diversification of uses within the North High Street corridor during the late 19th and early 20th centuries. They provide insight into the variety of functions which could be accommodated in this predominantly commercial area. These structures also reflect the building traditions which are typical for these property types in the City of Columbus. They are often examples of high artistic design and craftsmanship. These properties are noteworthy examples of civic, fraternal and religious buildings. They reveal much about the development of the North High Street area as a diversified business district and provide insight into the architectural trends of the period.

IV. Registration Requirements

These properties will be eligible for National Register listing under Criterion C, based on architectural significance if they are good and intact examples of the property type. If additional areas of significance are cited for a property, it may also qualify under Criteria A or B. Buildings may qualify for National Register listing either individually or as part of a historic district.

To qualify for individual listing under Criterion C, a building must be an outstanding example of one of the subtypes and representative of its period of construction.

(Continued)

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Description Continued

building in the area. Built in a neoclassical style, this one story building features an elaborate terra cotta facade. Similarly, churches were never common along High Street. The only church building known to have been built during this time is the Third Avenue Methodist Church (c. 1922; T.H.H.D. #14), a Late Gothic Revival structure.

Fraternal organizations maintained meeting halls in the North High Street area. Fraternal lodges were often built above commercial storefronts, such as three story Dennison Hall (c. 1890; T.H.H.D., #13). Other fraternal buildings were devoted exclusively to meeting purposes. An important example of a fraternal building of this type is the Masonic Temple (1918; N.R.). This Renaissance Revival building is credited to Columbus architect Frank Packard.

Registration Requirements Continued

To qualify under Criteria A or B, a building should have strong associations with persons, businesses or events that are part of a described historic context. Properties ordinarily will also be located outside the boundaries of an eligible historic district. Buildings with minor changes or alterations shall be considered so long as the alterations have not changed the character or features that make the property significant.

To qualify as a contributing part of a historic district, a building must be a good and intact example of its property type and representative of its period of construction. It must contribute to the district in its essential character and relationship to the rest of the buildings in the district. Buildings with minor changes shall be considered so long as the essential character and features which make it contribute to the district are intact. If a structure does not relate to the district because of age or substantial recent alteration to building fabric or character, it will be considered a non-contributing building in the district.



**G. Summary of Identification and Evaluation Methods**

Discuss the methods used in developing the multiple property listing.

The identification of the Short North area began in 1985 when the Columbus Development Department, using a Certified Local Government Grant, undertook a inventory of properties on North High Street between Goodale Street and Glen Echo Ravine. The survey confirmed that High Street was a unique resource with architectural and historic significance. The survey also identified the area between Goodale Street and King avenue as being distinct from the University and North Columbus sections of the street to the North. After completion of the inventory in 1986, Development Department staff began preparation of a multiple property and additional research, a nomination was completed in 1986 and submitted to the Ohio Historic Preservation office. OHPO staff identified additional work to be done in 1986, Development Department staff began to work on revisions to the original nomination using the new Multiple Property Documentation form to identify historic contexts and property types. The present document is a result of these efforts. Each aspect of the nomination was reviewed by, the Ohio Historic Preservation office staff and their comments were incorporated into the document. The completed project represents a long process of careful study evaluation and revision.

☐ See continuation sheet

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☒ See continuation sheet

Primary location of additional documentation:

- ☐ State historic preservation office  
☐ Other State agency  
☐ Federal agency

- ☒ Local government  
☐ University  
☐ Other

Specify repository: Columbus Development Department

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