

Advisory Council on
Historic Preservation
1522 K Street N.W.
Washington, D.C. 20005

November 15, 1976

Mrs. Judith T. Connor
Assistant Secretary for Environment,
Safety and Consumer Affairs
U.S. Department of Transportation
400 7th Street, S.W., Room 10101
Washington, D.C. 20590

Dear Mrs. Connor:

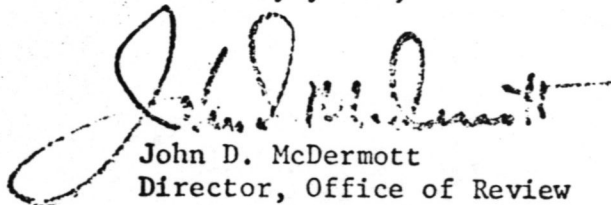
The Advisory Council has been informed that the Union Station Entrance, Columbus, Ohio, a property included in the National Register of Historic Places, was largely demolished on October 22-23, 1976, by the Battel Commons Corporation in order to facilitate development of the proposed Ohio Center Project.

Prior to the sudden and unexpected demolition, the Advisory Council understood that Battel Commons, Inc., was applying for funds from the Department of Transportation (DOT). Preliminary indications are that one application for assistance from the Federal Highway Administration, and possibly another application to the Urban Mass Transit Administration, were pending at the time of demolition.

The Advisory Council requests, therefore, that DOT investigate this matter and report on the status of any pending applications for Federal assistance as they relate to the Ohio Center project and Union Station Entrance, and that DOT provide this agency with an indication as to the applicability of the Council's "Procedures for the Protection of Historic and Cultural Properties" (36 C.F.R., Part 800).

Your immediate attention to this matter would be appreciated.

Sincerely yours,



John D. McDermott
Director, Office of Review
and Compliance

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Memorandum

DATE: November 23, 1976

SUBJECT: Report on Union Station Arcade, a National Register Site, in Connection with an UMTA Demolition Grant Application

In reply
refer to:

FROM: Environmental Affairs Specialist
Office of Environmental Affairs

TO: Director, Office of Environmental Affairs

The attached report is a resume of my visit to Columbus, Ohio, regarding the demolition of a National Register site, the Union Terminal Arcade, by an UMTA assistance applicant, the Battelle Commons Corporation.

The action taken by the applicant has been discussed by OST and UMTA legal counsel who recommended further investigation by our office. The comments, findings and recommendation in the resume are suggested as a guide for further action by TES regarding Battelle's application for funding. Also attached is a formal request for investigation by the Advisory Council on Historic Preservation.



Robert F. Crecco

Attachment

TES-72:RFCrecco:jtk:11/23/76:64298

cc:

TES-70 chron/subj.
Greg Wolfe, TGC-4
Dan Duff, UMTA/UCC-12

Multi-Modal Transportation Center at the
Ohio Center, Columbus, Ohio (TransCenter)

A. General Background

On July 28, 1975, the Battelle Commons Company (BCC), Columbus, Ohio, with the collaborative support of the Central Ohio Transit Authority (COTA) submitted an application for UMTA funding of TransCenter, a part of the Ohio Center, a multi-purpose, multi-use civic center developed by BCC for the City of Columbus. TransCenter, a key element of Ohio Center, is to facilitate citizen use of trains, buses, autos, and airlines, and future transit needs. As stated in the application, "An important element of the TransCenter concept involves the renovation/restoration/preservation of the West Arcade of the Union Station - a building now listed in the National Register of Historic Buildings."

The specific application is for \$1.5 million construction grant (complex total cost - \$80-85 million) on transit improvements for the Central Ohio Transit Authority at the Civic Center Complex. Battelle, the applicant acting for the City which owns the 27-acre Union Station and Arcade site, is a non-profit, community-urban redevelopment corporation formed for disposing \$37 million in funds designated by court action for the community out of the Battelle Memorial Fund. Upon completion of the Ohio Center, Battelle will turn the project over to the City.

The transit improvements incumbent on UMTA funding were approximately 2,000 square feet in the historic Arcade entrance on High Street. Here transit information, ticket officers, bus waiting and loading area, and entrance ways to other transportation elements below street level were to be located. Approximately 20,000 sq. ft. of new space was to be constructed (Battelle to put up COTA's share) adjacent to the Arcade to house transit authority's administrative officers and bus facilities at ground level (below High Street viaduct at track level). COTA signed a resolution on May 28, 1975, to apply for an UMTA grant on this basis.

B. Applicant's Impact on Arcade

At 6 p.m. on Friday, October 22, 1976, following a trustee's Tuesday decision on October 19, Battelle proceeded to demolish the Union Station Arcade. At 6 p.m. on Saturday, October 23, the demolition was halted with a temporary restraining order secured by the Ohio Historical Society. Suit stated that improper procedures were followed in planning the building's demolition and because Federal funds may be spent on the civic center project. Most of the Arcade was down by that time. Currently, under agreement with the Battelle, the Historical Society has 120 days to remove the remaining arch left standing.

C. Historic Preservation

The following is quoted from the Battelle funding application:

"The on-site presence of a National Historic Record property presents an opportunity and a challenge. A beautifully designed and executed Arcade (1896) is to be renovated and utilized as a major entrance to the TransCenter. The incorporation of the restored Arcade into the TransCenter will give the central Ohio area its second fully-realized, major architectural preservation. Responsible structural engineering and reconstruction will insure the integrity of that preservation.

"Strong lines of communication have been opened with both state and Federal agency personnel concerned with historic preservation. That exchange is expected to facilitate the review of architectural, historic, and funding resources which are available to the project."

The estimated total costs for preservation as presented in the Battelle application were:

"Renovation of the historic Union Station Arcade for pedestrian access to TransCenter and COTA offices \$1,500,000."

"Proposed Sources of Funding

The proposed sources of funding for the TransCenter facilities are given below:

	<u>UMTA</u> <u>(80%)</u>	<u>FRA</u> <u>(60%)</u>	<u>Battelle</u> <u>Cammons Co.</u> <u>(Local Share)</u>	<u>Total</u>
1. Building, Concourses, etc.	\$3,280,000	\$ ---	\$ 820,000	\$4,100,000
2. Platform	2,960,000	---	740,000	3,700,000
3. Historic Arcade	---	<u>1,050,000</u>	<u>450,000</u>	<u>1,500,000</u>
	<u>\$6,240,000</u>	<u>\$1,050,000</u>	<u>\$2,010,000</u>	<u>\$9,300,000"</u>

D. Highlights of Interviews with Principles
on November 12, 1976, in Columbus, Ohio

Walter H. Doggett, Executive Director, COTA

- While COTA was a factor in the use of the Arcade and the UMTA grant, it was not consulted in the Battelle decision to demolish the historic Arcade. This reflected on COTA as people concluded that it was responsible for the demolition.
- Plans published in the Sunday, October 24, 1976, Columbus Dispatch show COTA facilities in area of former Arcade and a roadway from the Center to High Street through the Arcade. Published in the paper two days after the demolition and without the knowledge of COTA.
- Still wants to be at TransCenter if Battelle will fund local share despite loss of Arcade. However, he believes city's most immediate development will occur in the Capitol Street area before that on High Street; Capitol Street might be a better place for transit administration.

John Huddle, Director, City Development Office
George Arnold, City Attorney

- City has just entered into lease agreement with Battelle for financing and developing City Center. This gives Battelle full control with minimal coordination with City.
- Purchase of 27-acre site by City was result of voter approval of bonds.
- City not in the decision-making by Battelle to destroy Arcade but knew it was contemplating such a move.

Clyde Tipton, President, Battelle Commons Company

- Battelle Trustees have voted not to utilize any of its funds for preservation of Arcade. "Imprudent use of Battelle's money" was decision of Trustees following Federal Railroad's turn down of application.
- States Battelle has answered UMTA's January 16, 1976, letter requesting clarification of application through meetings on March 19, 1976, with UMTA and that UMTA on April 8, 1976, by letter gave them the go-ahead for submitting final application.

- Battelle plans to send final application into UMTA.
- Save Arcade only if Federal money was available.
- States that wrong street address is listed in National Register for Arcade; it is street number 370-400 not 348 High Street. 348 was demolished some years ago.
- Amtrak-ConRail funding for station not yet assured.
- Talked to FRA again on \$1.6 million now available.
- Trustees believed that Union Station Arcade action would not be a ban to future Federal funding.
- Plan to seek Federal highway funds for viaduct (High Street).

Frank Mayer, FHWA Ohio Assistant Division Administrator

- There have been some discussions on highway funding for a parking garage with the Civic Center.
- Conflict on charges: private built vs. Federal built; Battelle wants to charge private-operation parking fees for Federal built garage; not permitted with Federal funding under FHWA regulations.
- Not aware of plans to use Federal funds for new viaduct (High Street).

Judy Kitchen, Administrator, Ohio Historic Preservation Office

- (Not available -- out-of-town on this date). However, Ms. Kitchen sent the attached chronology of events concerning the Arcade.

E. Findings and Recommendation

1. Battelle's leasing agreement with City gives it full control over funding and development decisions; City and transit authority (COTA) have minor input.
2. Decision to demolish Arcade was that of Battelle's alone; no coordination with City or COTA or with State Historic Preservation Office.

12/23/76

Request for UMTA Grant - Multimodal
Transportation Center, Columbus, Ohio
(TransCenter)

Assistant Secretary for Environment,
Safety, and Consumer Affairs

Urban Mass Transportation Administrator

Representatives of this office have reviewed with your staff the background of the proposed UMTA grant for TransCenter, a multimodal transportation center in Columbus, Ohio. Our review was initiated following a complaint from historic preservation interests concerning demolition of the Union Station Arcade, a building listed on the National Register of Historic Places, apparently in anticipation of the TransCenter project.

The background on the project is summarized in the attached report by Mr. Robert Crocco of this office. It is our understanding that a grant request for the project has been under consideration by UMTA for some time, but that no decision has yet been made on the proposal. Based upon the record available to us, it appears that the actions of the project sponsor in demolishing a National Register site in advance of any section 4(f) approval from the Department preclude any future grant from UMTA or other DOT administrations for this undertaking.

The applicant's actions (or inactions) on this matter include:

1. Failure to answer UMTA's letter of January 16, 1976, regarding preservation and renovation of the historic arcade -- an important issue for section 4(f) clearance and section 106 review on the project.
2. Failure to respond to UMTA's letter of April 8, 1976, which again requests that comments on the environmental and historic preservation analysis in the January 16, 1976, letter be addressed.
3. Demolition by Battelle Company of the National Register listed arcade on October 23, 1976, despite full knowledge of UMTA's concerns for the preservation and protection of the structure.

4. Failure to notify and consult with the Central Ohio Transit Authority, in whose behalf the Battelle Commons acts as recipient of UTA grant funds, on the demolition.

5. Failure to provide for protection of the remaining arcade arch now left standing other than to give the Ohio Historical Society 120 days to remove.

It appears from this brief history of the project that the sponsors arranged for the demolition of the historic building in full knowledge of the applicable requirements. Such efforts by project sponsors, if permitted, would circumvent the application of statutory requirements and are not consistent with the intent of the statutes nor the intent of the Department's instructions implementing section 4(f) NEPA and the National Historic Preservation Act.

While it may be theoretically possible to prepare an after-the-fact section 4(f) determination for this project, the objectivity and accuracy of such a determination would be deeply suspect. Further, such a determination would reward the efforts of the sponsor to evade the statutory requirements. Therefore, I believe that on both legal and policy grounds we should consider the TransCenter project ineligible for DOT funding because of failure to meet the requirements. I request that you inform the sponsor that this undertaking will not be eligible for UTA financing. The General Counsel concurs in this recommendation.

I also urge that you make it clear to all UTA staff involved in projects such as this that they should inform project sponsors early in the planning stage of the need to comply in full with section 4(f), and that actions by sponsors to circumvent the statute will make the project ineligible for UTA funding.

JS/
Judith T. Connor

Attachments



DEPARTMENT OF TRANSPORTATION
URBAN MASS TRANSPORTATION ADMINISTRATION
WASHINGTON, D.C. 20590

FEB 3 - 1977

Honorable Tom Moody
Mayor
City of Columbus
Columbus, Ohio 43215

Dear Mr. Moody:

I regret to inform you that UMTA has terminated consideration of the application by the City of Columbus requesting capital grant assistance to construct a Multi-Modal Transportation Center at the proposed site for the Ohio Center in Columbus, Ohio. That application, dated October 28, 1975, requested \$6,240,000 in UMTA financial assistance for the Transportation Center. While the application was on file at UMTA, we requested by letters dated January 16, 1976, and April 8, 1976 (copies attached), consideration by the City of the effects the proposed project might have on the Union Station Arcade, a building listed on the National Register of Historic Places. We received no response to this request. On October 13, 1976, the Union Station Arcade was demolished by Batelle Commons, a private entity under contract with the City.

There are a number of Federal laws relating to the preservation of historic sites and structures, including section 4(f) of the Department of Transportation Act, the National Environmental Policy Act of 1969, and section 106 of the National Historic Preservation Act of 1966. These laws require UMTA to take all possible actions to preserve and protect historic properties. The destruction of Union Station Arcade, a property listed on the National Register of Historic Places, as part of a broader project involving possible use of Federal funds violates the spirit of the law and is totally inconsistent with UMTA requirements.

We therefore find it impossible for UMTA to continue consideration of the City's application for a transportation center at this location.

Sincerely,

James C. Preme

Associate Administrator
for Transit Assistance



DEPARTMENT OF TRANSPORTATION
URBAN MASS TRANSPORTATION ADMINISTRATION
WASHINGTON, D.C. 20590

FEB 3 - 1977

Mr. William J. Murtagh
Keeper of the National Register
National Park Service
U.S. Department of Interior
Washington, D.C. 20240

Dear Mr. Murtagh:

Enclosed is a copy of our letter to the City of Columbus advising it that UMTA has terminated consideration of its application for a Multi-Modal Transportation Center at the Ohio Center. The reason for this decision is that Union Station Arcade, a property listed on the National Register of Historic Places, was destroyed as part of a broader project involving possible use of Federal funds; this action violates the spirit of the law and is inconsistent with UMTA requirements.

Sincerely,

Jerome C. Pumo
Associate Administrator
for Transit Assistance

February 9, 1977

Mr. John D. McDermott
Director, Office of Review and Compliance
Advisory Council on Historic Preservation
1522 K Street, N. W.
Washington, D. C. 20005

Dear Mr. McDermott:

In response to your letter of November 15, 1976, regarding the demolition of Union Station Arcade, Columbus, Ohio, we are pleased that the Urban Mass Transit Administration (UMTA) has concurred in the Assistant Secretary's recommendation that UMTA not approve the project application of Batelle Commons for a multi-modal transportation center. We understand that UMTA informed the Advisory Council of this decision on February 3, 1977.

Investigation by the Assistant Secretary's Office of Environmental Affairs on the Arcade's demolition by the Batelle organization in advance of any Departmental section 4(f) and section 106 review revealed the applicant's efforts to evade these statutory requirements. This finding precludes grants from UMTA or other DOT administrations for this undertaking.

The Department believes that this decision will make it clear to all involved in transportation projects of the need to comply in full with environmental and historic preservation reviews and that actions by applicants to circumvent the statutes will make the project ineligible for funding. A copy of the termination letter to the Mayor of Columbus is enclosed for your information.

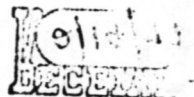
Sincerely,

~~Original signed~~
Robert F. Crecco

Robert F. Crecco
Secretary's Designee to the Advisory
Council on Historic Preservation

Enclosure

cc: Mr. Murtagh
National Register, DOI



H34-380

Mr. Jerome C. Prezo
Urban Mass Transportation
Administration
Department of Transportation
Washington, D.C. 20590

Dear Mr. Prezo:

We would like to commend you for your action in terminating consideration of the application by the city of Columbus for a Multi-Modal Transportation Center at the Ohio Center. It is highly regrettable that the Union Station Arcade has been demolished, but with the cooperation of agencies such as the Urban Mass Transportation Administration, future attempts to identify and preserve historic sites and structures which may be affected by Federal projects will be facilitated.

Thank you for your efforts on behalf of historic preservation.

Sincerely yours,

William J. Murtagh
Keeper of the National Register

cc: Mr. Robert F. Crecco
Office of Environmental Affairs
Department of Transportation
Washington, D.C. 20590

Dr. Thomas H. Smith
Director, Ohio Historical Society
Interstate 71 at 17th Avenue
Columbus, Ohio 43211

bcc: Regional Director-Midwest Region

880/ 001 reading file
FNP: C Shull:jn:2-22-77 BASIC FILE RETAINED IN 880

STATE:	Ohio
COUNTY:	Franklin
FOR NPS USE ONLY	
ENTRY DATE	JAN 17 1974

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

1. NAME

COMMON:
Union Station Entrance

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
348 North High Street

CITY OR TOWN:
Columbus

CONGRESSIONAL DISTRICT:
15th

Chalmers P. Wylie

STATE: Ohio CODE: 039 COUNTY: Franklin CODE: 039

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____

4. OWNER OF PROPERTY

OWNER'S NAME: City of Columbus, Ohio
Mayor's Office

STREET AND NUMBER:
90 West Broad Street

CITY OR TOWN:
Columbus

STATE: Ohio CODE: 039

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:
Franklin County Courthouse

STREET AND NUMBER:
380 South High Street

CITY OR TOWN:
Columbus

STATE: Ohio CODE: 039

6. REPRESENTATION IN EXISTING SURVEYS

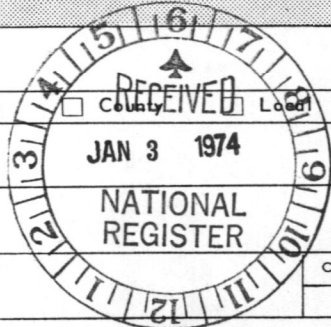
TITLE OF SURVEY:

DATE OF SURVEY: Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE: CODE:



SEE INSTRUCTIONS

STATE: Ohio

COUNTY: Franklin

ENTRY NUMBER: JAN 17 1974

DATE: _____

FOR NPS USE ONLY

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Built 1897, the Union Station Entrance was designed by well-known architect Daniel H. Burnham. The present facade represents about two-thirds of the original. Its present length is about one hundred twenty-five feet, width about thirty feet. The structure served as the entrance to the largest train depot in Columbus, but the building has fallen into disuse. The Neo-Classical revival structure is a reminder of the past glories of the railroads.

The original appearance was more balanced. Instead of the one remaining grand entrance arch, there were two. The arch located on the south end was removed during the twentieth century. Both arches were alike. Two fluted round Corinthian columns flanked the semi-circular arch with square keystone. Above the extrados are two angels. The frieze has several medallions with eagle motifs, and there is denticular cornice. Above this is another, wider frieze with triglyphs and alternating medallions with classical busts. Above is another denticular cornice with gargoyles. The center of the archway is recessed, and on the pedestals above the columns are statue groups. The group on the south side has been damaged. One semicircular arch is north of the entrance, and six are south of it. These arches, which are supported at the spring line by fluted Doric columns, carry out the same motifs. The height of the facade in this area reaches only to the level of the frieze on the grand entrance. When the southerly arch was removed, the end which was created was filled-in with buff-colored brick.

Beneath the arches is a plastered vaulted ceiling. The plaster is crumbling and the area is now a nesting place for pigeons. The ceiling was constructed of wood lath, and then plastered. Moisture is entering the ceiling from above and causing the lath to rot. Behind the arches are store fronts, now vacant with the exception of a cigar store that has rented its space since the 1920s.

The building is still structurally sound, but needs immediate attention. A good and immediate restoration program could save one of Daniel H. Burnham's important works.



SEE INSTRUCTIONS

6. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|----------------------------------------|---------------------------------------|--------------------------------------------------|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) built 1897

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--------------------------------------------------|-------------------------------------------------|----------------------------------------------------|------------------------------------------------|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | |
| <input type="checkbox"/> Conservation | | | |

STATEMENT OF SIGNIFICANCE

Union Station Entrance is an important example of Neo-Classical revival style architecture in Columbus, Ohio.

The movement for the new Columbus railroad station (this is the third to occupy this site) came from the Board of Trade. The Board operated much like a modern day Chamber of Commerce, and rallied for support to replace an aging structure with a station fitting their grand impression of Columbus, Ohio. Architect Daniel H. Burnham, who in 1893 embraced the Neo-Classical revival style in his work on the Columbian Exposition in Chicago, was chosen to design Union Station. Burnham's use of the Neo-Classical style made for a station rich in embellishment and fitting for an era dependent upon the railroads for shipping and mass transportation. The station, built 1897, was held in awe by Columbusites for many years. More recently with the decline of railroads in general, the building has been allowed to deteriorate. Today the once-busy terminal is hardly noticed by passersby only for its architectural merit, not for its once-important use.

Daniel H. Burnham (1846-1912) is noted for his designs of many important buildings in America. Some of his most productive years were spent with partner John W. Root. Their partnership lasted from 1873 to 1891. During this time the pair designed the Reliance Building at Chicago (1890-1894) as a classic tour-de-force example of early steel-frame construction. An important building with load bearing walls was the Monadnock Building (1889-1891). Root died in 1891, and Burnham changed the direction of the firm somewhat. As well as designing buildings, the firm created several center plans for cities including Cleveland, Washington, San Francisco and Chicago. Several important buildings were designed in Ohio. The Wyandotte Building (Columbus) by Burnham alone and the Society for Savings Building (Cleveland, 1889-1890) by Burnham and Root have been nominated to the National Register of Historic Places.

Burnham's Union Station Entrance survives today as a reminder of an era when the railroad was depended upon for the survival of the city's economy.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

1. Arter, Bill. Columbus Vignettes. Columbus, Ohio: Nida-Eckstein Printing, 1967.

HB
 E 329040
 2/17
 N 4426230

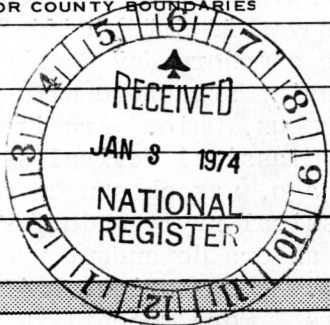
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		N 39° 58' 14"	W 83° 00' 07"	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 1 1/2 acres

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE: Larry Alan Beers

ORGANIZATION: _____ DATE: September 28, 1973

STREET AND NUMBER: 1932 Forest Village Lane

CITY OR TOWN: Columbus STATE: Ohio CODE: 039

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name: Daniel A. [Signature]

Title: Ohio Hist. Preserv. Off.

Date: Dec. 21, 1973

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

[Signature]
 Director, Office of Archeology and Historic Preservation

Date: 1/17/74

ATTEST:

[Signature]
 Keeper of The National Register

Date: Jan. 14, 1974

PROPERTY Union Station Entrance STATE Ohio

74002344

WORKING NUMBER 1, 3, 74, 1

TECH REVIEW
PHOTOS 3
MAPS 1

Franklin

CONTROL REVIEW

cm
1.4
74

HISTORIAN

OK
Accept
1-14-74
C.S.

ARCHITECTURAL HISTORIAN

ARCHEOLOGIST PLEASE SEND TO BAEK

REVIEW UNIT CHIEF

Accept
K Cole
1/14/74

BRANCH CHIEF

Accept
Cald
1-14-74

KEEPER

Greenlee
for Smith
1/14/74

National Register Write-up _____

Send-back _____

Federal Register entry 3-5-74

Re-submit _____

Entered JAN 17 1974

WRITE-UP COMMENT
SHEET
(leave attached to nomination)

PROPERTY: Union Station Entrance Ohio

If there are comments (negative or positive) which will affect the write up, please indicate them below.

NAME:

LOCATION:

DESCRIPTION:

#1

STYLE OR CULTURE:

DATE AND INSTIGATOR (builder, architect, group, engineer, etc.):

Burnham 1897

PRESENT CONDITION (altered, covered, ruins, deteriorated--archeological):

SIGNIFICANCE (specify paragraph or line):

2

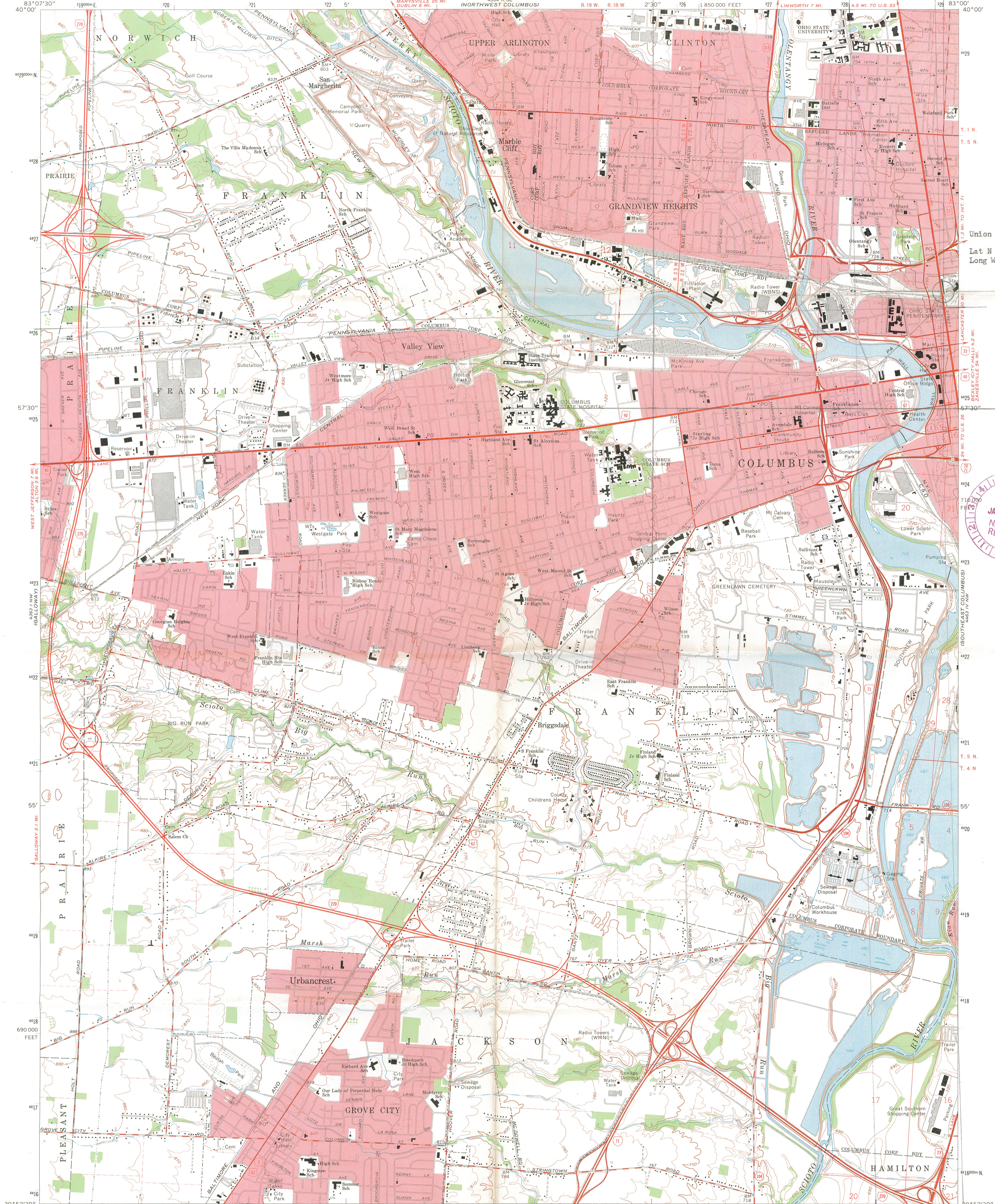
SURVEY RECORDS (is form correct?):

COMMENTS:

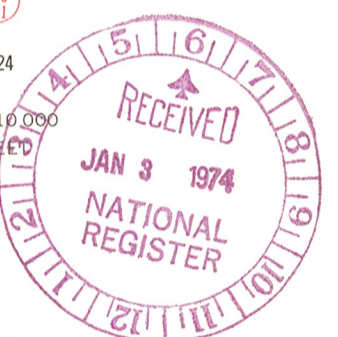






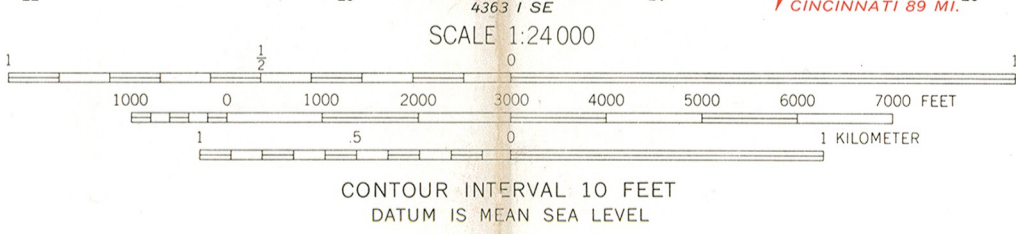


Union Station Entrance
Lat N 39° 58' 14"
Long W 83° 00' 07"



MB
Zn17
E 829010
N4426230

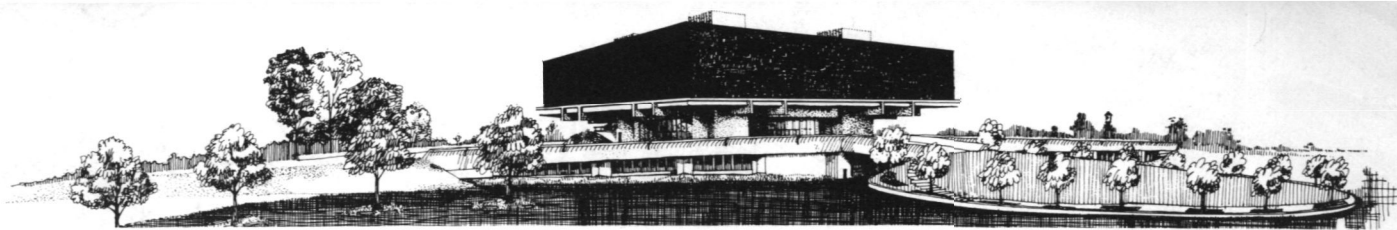
Mapped, edited, and published by the Geological Survey
Revised in cooperation with State of Ohio agencies
Control by USGS, USC&GS, and City of Columbus
Topography by photogrammetric methods from aerial photographs
taken 1953 and 1954. Field checked 1955. Revised 1965
Polyconic projection. 1927 North American datum
10,000-foot grid based on Ohio coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks,
zone 17, shown in blue
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked
Red tint indicates areas in which only landmark buildings are shown
Area west of the Scioto River lies within the Virginia Military District
Area north of Base Line lies within the United States Military District
Land lines based on the Base Line of the United States Military District
Area south of Base Line lies within Congress Lands east of the Scioto River
Land lines based on the Scioto River Base



ROAD CLASSIFICATION	
Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
Interstate Route	U.S. Route
	Slate Route

SOUTHWEST COLUMBUS, OHIO
NE/4 WEST COLUMBUS 15' QUADRANGLE
N3952.5—W8300.7.5
1965
AMS 4363 I-NE—SERIES V852

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



Interstate 71 and 17th Avenue

the ohio historical society / ohio historical center / columbus, ohio 43211 / telephone (614) 468-4663

466-3853

December 21, 1973

Dr. William J. Murtagh, Keeper
National Register of Historic Places
Dept. of Interior
National Park Service
18th and C Streets, NW
Washington, D.C. 20240



Dear Bill:

Transmitted herewith as your office's New Year's present are eleven (11) completed National Register forms. All have been approved by the Ohio Historic Site Preservation Advisory Board and owners of subject properties have been informed of our intent to register.

Included in this transmittal are the following categories of applications:

EMERGENCY

Union Station Entrance, Franklin County. Slated for demolition by Columbus Convention Center Building Committee with local funding. Possible federal highway fund involvement, but only after demolition of the building.

CORRECTED RESUBMITTALS

Tick Ridge Mound, Pickaway County
Kinzer Mound, Ross County
McDaniel Mound, Licking County
Leo Petroglyph, Jackson County
Melick Mound, Licking County
Bushnell, Martin, House, Richland County

NEW SUBMISSIONS

The Unzicker-Cook House, Butler County
Harrison County Courthouse, Harrison County
Prospect Avenue Row House Group, Cuyahoga County
Ohio State Arsenal, Franklin County

Sincerely,


Daniel R. Porter
Director

DRP/mu

ENTRIES IN THE NATIONAL REGISTER

STATE OHIO

Date Entered JAN 17 1974

<u>Name</u>	<u>Location</u>
Kinzer Mound	Ross County
Union Station Entrance	Columbus Franklin County

Also Notified

Hon. Howard M. Metzenbaum
Hon. Robert Taft, Jr.
Hon. William H. Harsha
Hon. Chalmers P. Wylie
Mr. Allan S. Kerr, DOD
Director, Midwest Region

State Historic Preservation Officer
Mr. Daniel R. Porter
Director
The Ohio Historical Society
Columbus, Ohio 43211

PR

MMott

1/23/74

UNION STATION ENTRANCE

74002344

2/2/87

(Resource Name)

(Reference Number[s])

(Date form completed)

FRANKLIN

OHIO

Mark J. Baker

(County)

(State)

(Completed by)

STATUS:

1. MISSING _____ 2. REMOVED/ DEMOLISHED 3. NHL _____ 4. TR _____ 5. MRA _____ 6. OVER-SIZED _____ 7. NPS - _____ UNDOCUMENTED 8. DOE - _____ OWNER OBJECTION 9. RESTRICTED _____

EXPLANATION:

1. Missing Status: Entire Folder (); Nomination (); Map(s) (); Photos ()
Available on: Microfiche (); Optical Disk ()

2. DEMOLITION

(Cause for removal)

_____/_____/_____
(Date Removed)

3. _____
(NHL Name, if different than NRHP Name)

_____/_____/_____
(Date Designated)

4. _____
(If multi-state/county TR, state/county where filed and location)

(TR or MRA Name)

5. _____
(If multi-state/county MRA, state/county where filed and location)

6. _____
(Location of oversize file)

7. _____
(Current source of partial documentation)

_____/_____/_____
(Target Date)

COMMENTS: _____
(Where found, or source of replacement)

_____/_____/_____
(Date Found/Replaced)