



TRANSPORTATION CABINET

Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

December 29, 2014

In conjunction with the construction of the Louisville - Southern Indiana Ohio River Bridges Project, the Kentucky Transportation Cabinet has prepared National Register of Historic Places (NRHP) nomination documentation for the following properties in Jefferson County, Kentucky: the Jacob School Road Historic District, the James T. Taylor Subdivision Historic District, and the Harrods Creek Village Historic District. The nomination documents have been filed with the Kentucky State Historic Preservation Officer (SHPO), where they will be retained and made available to any person or organization wishing to pursue the nominations.



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STEVEN L. BESHEAR
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**TOURISM, ARTS AND HERITAGE CABINET
KENTUCKY HERITAGE COUNCIL**

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CRAIG A. POTTS
EXECUTIVE DIRECTOR AND
STATE HISTORIC PRESERVATION OFFICER

December 19, 2014

David M. Waldner, P.E. Director
Division of Environmental Analysis
Kentucky Transportation Cabinet
Frankfort, KY 40622

Re: Preparation of National Register Nominations in Conformance with a Settlement Agreement for the Louisville-Southern Indiana Ohio River Bridges Project.

Dear Mr. Walder:

This office has received full documentation for three proposed historic districts identified in the above referenced Settlement Agreement: Harrods Creek Village Historic District, Jacob School Road Historic District, and the James T. Taylor Subdivision Historic District. It appears that this documentation satisfies term II B. 3. e., "Preparation of National Register Nominations for Historic Properties, including the expansion of historic districts," which is among the obligations of INDOT and KYTC, as stated on page 11, and again on pages 16-17, in the Settlement Agreement filed on January 4, 2013 with the National Trust for Historic Preservation and River Fields, Inc.

These final draft nominations and supporting documentation will be retained in the Kentucky Heritage Council office, and will allow another party to undertake the further steps necessary to enable me, as the State Historic Preservation Officer, to nominate the properties to the National Register of Historic Places. Thank you for coordinating with us. Should you have any questions concerning these comments, please contact me at (502) 564-7005, extension 111.

Sincerely,

Craig A. Potts
Executive Director and
State Historic Preservation Officer

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1. Name of Property

historic name Harrods Creek Village

other names/site number NA

2. Location

street & number River Road

NA

not for publication

city or town Prospect

NA

vicinity

state Kentucky code KY county Jefferson code 111 zip code 40059

3. State/Federal Agency Certification

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

I hereby certify that this ___ 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 ___ 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 ___ local

Signature of certifying official/Title Craig Potts/SHPO Date _____

Kentucky Heritage Council/State Historic Preservation Office

State or Federal agency/bureau or Tribal Government

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

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper

Date of Action

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5. Classification

Ownership of Property

(Check as many boxes as apply.)

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

Category of Property

(Check only **one** box.)

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
9	2	buildings
0	0	district
2	0	site
0	0	structure
0	0	object
11	2	Total

Name of related multiple property listing

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

NA

Number of contributing resources previously listed in the National Register

NA

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Domestic/Single Dwelling

Commerce/Business

Government/Fire Station

Government/Post Office

Transportation/Rail-Related

Current Functions

(Enter categories from instructions.)

Domestic/Single Dwelling

Commerce/Business

7. Description

Architectural Classification

(Enter categories from instructions.)

Ranch

Mission/ Spanish

Materials

(Enter categories from instructions.)

foundation: Concrete Block,

walls: Concrete Block, Stucco, Vinyl,
Weatherboard, Brick

roof: Asphalt shingle, Standing Seam Metal,
Aluminum

other:

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Narrative Description

Summary Paragraph

The Harrods Creek Village Historic District is centered on the intersection of River Road and Wolf Pen Branch Road in the northern section of Jefferson County, Kentucky. The area is rural in nature, though the intersection of these two roads contains a core of commercial and residential buildings. The roads are narrow with numerous mature trees along both sides. The district covers approximately 8.6 acres, comprised of nine individual properties (4 single residences, 1 former interurban train stop, 3 commercial buildings and 1 fire station). The district represents a crossroads village with strong African American origins that has adapted over the past 150 years in response to changing trade routes, transportation infrastructure, and socioeconomic development patterns.

Description of the District

The Harrods Creek Village stands as a fine example of a crossroads community and reflects this character in its form and built environment. Centered on the intersection of River Road and Wolf Pen Branch Road; Harrods Creek Village is a concentration of commercial, residential and public utility buildings dating from the early to mid-twentieth century.

The natural setting of the Harrods Creek Village Historic District has historically been and remains rural. The area contains an abundance of mature trees lining the roadways and the residential lots along both River Road and Wolf Pen Branch Road are heavily wooded. To the north runs Harrods Creek, which has long been touted for its natural beauty and pristine woodland setting. Large agricultural fields occupy much of the landscape to the southwest and north of the crossroads community. The area lies at the base of a hill which extends upward along Wolf Pen Branch Road to the east towards a more affluent area comprised of large estates. These features act as a buffer, helping to protect the community from modern development pressures that are transforming the eastern portion of the county.

The physical plan of the district consists of the commercial buildings centrally located at the actual intersection of River Road and Wolf Pen Branch Road with the residences extending out along the roads. These commercial buildings tend to sit closer to the road while the residences sit further back away from the road. The residences sit on relatively large, wooded lots fronting the two roads. The roads themselves contain two travel lanes with no shoulders or sidewalks. The highways remain in their original locations, meandering along the terrain, following the paths established before the automobile redefined modern transportation infrastructure.

From the five residential buildings found within the district, two formal architectural styles are present; Ranch and Mission. Additionally vernacular buildings are represented in the other residences and commercial buildings which embody the character of this no-frills-attached, working class community. Materials commonly found within the buildings include those that one would expect to see reflected in the built environment dating from the early to mid-twentieth century; concrete blocks, weatherboard, brick, vinyl siding and asphalt shingles.

All of the residences, commercial buildings and vacant lots located within the proposed boundary work together to form a cohesive unit. When all of the resources are taken together, the identity of the district is clear: a crossroads community. The locations and layout of the buildings demonstrate their purposes and their relationship to each other and the surrounding area.

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Inventory of the District's Resources

The following are the resources that fall within the proposed National Register boundaries.

Map #	Name	Address	Site Code	Evaluation	Construction Date
1	House	6327 River Road	JF-1965	C	1955
2	Commercial	6329 River Road	JF-937	C	c. 1920
3	Commercial	6331 River Road	JF-1966	NC	1978
4	Commercial	6337 River Road	JF-847	C	1928
5	Commercial	6339 River Road	JF-936	C	1928
6	Commercial	6401 River Road	JF-846	C	c. 1920
7	House	6405 River Road	JF-1967	C	1947
8	House	6407 River Road	JF-935	C	1920
9	House	6408 River Road	JF-939	C	1940
10	House	6410 River Road	JF-2802	NC	1988
11	Fire Station	6417 River Road	JF-2801	C	1952
12	Empty Lot	6400 River Road	JF-2865	C	-----
13	Empty Lot	6409 River Road	JF-2866	C	-----

Both of the two empty lots found within the Harrods Creek Village Historic District have been evaluated. The lot contributes to the district's sense of time and place if it was present during the Period of Significance. These empty spaces help to keep the historic semi-rural settlement pattern of the area visible and enhance the overall feel of the community. The vacant lots that have resulted from building demolitions after the Period of Significance are evaluated as non-contributing.

Descriptions of Contributing Resources:

1. 6327 River Road (JF-1965) is a one-story, Ranch style house topped with a side gable roof covered in asphalt shingles. The site sits on the north side of River Road and is oriented to the south. The structure is clad in brick which extends down to grade. The central portion of the front façade that includes the main entrance is inset beneath the main roof of the house. The fenestration pattern appears unaltered and the windows are a variety of types including a large bay window and an oval window that adorns the front façade. The building is in excellent condition.

2. 6329 River Road (JF-937) originally served as a station stop for passengers traveling on the interurban railroad. It has also been a commercial building in the past. It is a one-story, three-bay (w/d/w) frame building topped with a shed roof covered in metal. The site sits on the north side of River Road and is oriented to the south. The structure is clad in aluminum siding and rests on a continuous foundation that has been covered in a thin coat of cement. The fenestration pattern appears unaltered and the windows are wood sash. A frame addition topped by a shed roof is located on the rear elevation. The building is in good condition.

4. 6337 River Road (JF-847) is Lang's Garage. It is a one-story, five-bay (w/w/d/d/d) building topped with a front gable roof covered in asphalt shingles. The site sits on the north side of River Road and is oriented to the south. The structure is constructed from concrete block and rests on a continuous concrete block foundation. The fenestration pattern appears unaltered and the windows are original. The building is in good condition.

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- 5.** 6339 River Road (JF-936) was used as the parts department for Lang's garage. It is a one-story, frame building topped with a front gable roof covered in standing seam metal. The site sits on the north side of River Road and is oriented to the south. The structure is clad in weatherboard siding. The fenestration pattern has been altered and most of the windows are covered by a large addition. An internal brick chimney is present. A large frame addition is present on the front façade and east elevation. The building is in good condition.
- 6.** 6401 River Road (JF-846) has served as served as the local post office, grocery store and commercial business. It is a one-story, five-bay (w/w/w/d/w) frame building topped with a cross gable roof covered in asphalt shingles. The site sits on the east side of River Road and is oriented to the west. The structure is clad in weatherboard siding. The fenestration pattern has been altered and the windows are a mixture of types. The building is in poor condition.
- 7.** 6405 River Road (JF-1967) is a one-story, three-bay (w/d/w) frame building topped with a hip roof covered in asphalt shingles. The site sits on the east side of River Road and is oriented to the west. The structure is clad in brick veneer and rests on a continuous concrete block foundation. A concrete stoop adorns the front façade with concrete steps leading up to the main entrance. The fenestration pattern appears unaltered and the windows are original. A large addition is located on the rear elevation. The building is in good condition.
- 8.** 6407 River Road (JF-935) is a one-story, three-bay (w/d/w) frame building topped with a cross gable roof covered in asphalt shingles. The site sits on the east side of River Road and is oriented to the west. The structure is clad in vinyl siding and rests on a continuous concrete block foundation. A ½ width porch adorns the front façade. It is topped by a shed roof that is supported by iron posts. A matching iron balustrade is present. The porch decking is wood. The fenestration pattern appears unaltered; however the windows are vinyl replacements. The building is in good condition. There is one outbuilding, a frame carport.
- 9.** 6408 River Road (JF-939) is a one-story, three-bay (w/d/w) frame building built in the Spanish style. It is topped with a hip roof covered in asphalt shingles. The site sits on the east side of River Road and is oriented to the west. The structure is clad in stucco plaster which extends down to grade. A ½ width porch adorns the front façade. It is topped by a flat roof that is supported by wood posts. The decking is brick. The fenestration pattern appears unaltered and the windows are original to the house. The building is in good condition.
- 11.** 6417 River Road (JF-2801) was originally constructed and used as the Harrods Creek Fire Department. It is a one-story, two-bay (d/d) concrete block building topped with a flat roof and stepped parapet wall with concrete coping. The site sits on the east side of River Road and is oriented to the south. The structure is constructed from concrete block and rests on a continuous concrete block foundation. Two large bay doors are located on the façade. Above the doors is painted, "Harrods Creek Fire Dept". An internal brick chimney is present. The windows and doors on the remaining elevations are boarded over. The building is in good condition.
- 12.** 6400 River Road (JF-2865) is a wooded vacant lot on the eastern side of River Road.
- 13.** 6409 River Road (JF-2866) is a wooded vacant lot on the western side of River Road.

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Descriptions of Non-contributing Resources:

3. 6331 River Road (JF-1966) is a one and one-half story, frame building topped by a side gable roof that is covered in asphalt shingles. The site sits on the north side of River Road and is oriented to the south. The structure is clad in brick veneer, wood panels and concrete tiles. The building has several additions and has undergone numerous alterations. The building is in good condition.

10. 6410 River Road (JF- 2802) is a one story, frame building topped by a side gable roof that is covered in asphalt shingles. The site sits on the west side of River Road and is oriented to the south. The structure is clad in wood paneling. A three-bay porch adorns the front façade. It is topped by a gable roof. The building is currently being renovated. It is in good condition.

Changes to the District since the Period of Significance:

In the years following the Harrods Creek Village's Period of Significance, the crossroads community has experienced a decline in activity in relation to the commerce and public services. The Post Office, fire station and general store all have closed. However, the district has not lost many aspects of its built environment as the buildings have remained with very little infill which has changed so many rural communities. While there are two modern buildings within the district's boundary; they are not out of scale of the contributing resources.

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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.)

Property is:

- ☐ 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.

Areas of Significance

(Enter categories from instructions.)

Ethnic Heritage

Period of Significance

1920-1955

Significant Dates

1920

Significant Person

(Complete only if Criterion B is marked above.)

NA

Cultural Affiliation

NA

Architect/Builder

Unknown

Period of Significance (justification)

The dates chosen begin with the construction date of the earliest contributing resource and ends when the building activity ended in 1955 with no new construction taking place for another 23 years. All the remaining contributing resources fall within these dates.

Criteria Considerations (explanation, if necessary)

N/A

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Summary

The Harrods Creek Village Historic District meets National Register Criterion A and is significant within the context African American Communities in Jefferson County, Kentucky, 1865-1965. The Harrods Creek Village Historic District is an excellent example of an African American hamlet which contains residential, commercial and social resources. Harrods Creek is a crossroads village that endured over 150 years of changing transportation and socioeconomic demands. The current collection of resources dates to the early to mid-20th century and embodies a local commercial hub located at a rural highway cross-roads, adapted to serve highway commerce. During the Period of Significance, racial segregation and discrimination were the social norm in which African Americans created a social and physical community. Harrods Creek Village Historic District shows one viable product of a community of African Americans to meet these challenges and to erect an enduring place in which a measure of self-determination could occur.

Historic Context: African American Communities in Jefferson County, Kentucky, 1865-1965

Postbellum Louisville and Jefferson County

Following the Civil War, Louisville emerged relatively undamaged, and the city's identity began to shift from a western city to a southern city with a strong Confederate identity where "it seemed that a part of the 'rite of passage' into the business world of the city was to have been an officer in the Confederacy. Nearly all of Louisville's journalists, lawyers, realtors, and merchants were former rebels" (Wright, 1985). Industry continued to grow and the population continued to expand, attracting both wealthy former Confederates fleeing the occupied South and recently-freed African Americans searching for a new life. Rapid population growth led to extreme crowding and resulting health concerns.

Although as a Union state, Kentucky was not subject to Reconstruction, the mounting discrimination and racial violence led the government to place the state under the jurisdiction of the Freedman's Bureau to protect the civil rights of African Americans. The Freedman's Bureau was a federal agency established to aid former slaves during the Reconstruction Period, championing education and fair trials for African Americans. Postbellum legislation created separate institutions by race for education, taxation, marriages, criminal penalties, and more, effectively

creating two separate worlds of race and, in the separate and unequal world forced upon African Americans, discrimination, poverty, poor housing, crime, and police brutality became commonplace... Life in the post-Civil War African American community had several defining characteristics. First, housing was inadequate and overcrowding was common. While more fortunate African Americans lived in single-family homes, most others lived in tenements and shacks. Diseases and unsanitary conditions were part of the urban landscape. Jobs were plentiful for African Americans in Louisville's strong economy, but wages were generally low. Consequently, these neighborhoods were crowded with folks who were moderately to extremely impoverished" (Aubespain, 2011).

Further, "Adequate housing was a continuing problem, with the poor being relegated to places not fit for animals and the middle-and upper-class blacks meeting sharp opposition to their attempts to

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move into better housing in white neighborhoods” (Wright, 1985). During the 1880s and 1890s, numerous Jim Crow laws were established throughout the state and country to legally establish a systematic system of racial segregation. In Kentucky, Jim Crow laws began in 1866 with a ban on interracial marriage. These provisions were predicated upon a “separate but equal” condition for institutions, such as education, public transportation, public accommodations, health care, housing, and more. At the close of the 19th century, African Americans in Louisville were generally segregated in schools, on streetcars, at restaurants, in theaters and entertainment venues, at welfare institutions, at public hospitals, and more (Wright, 1985). In 1896, the US Supreme Court ruled that segregation was legal; this decision would stand until the mid-20th century.

Countywide, 1880-1900 was a turning point for agriculture. Total acreage in farms and the production of hay, horses, dairy cattle, and corn plateaued and fell during this period (Carey, 1990). Large scale production of a single cash crop became infeasible without the enslaved labor force; only tobacco farming expanded at a large scale during this period. Smaller farms and tenant laborers became the norm in rural areas throughout the county. Russell Chamberlain recalls that tenant farmers in Harrods Creek, regardless of color, were “at the bottom end of the income and educational scale, and were desperate for any kind of work which they could obtain” (1994).

The decades following the Civil War also saw a major advancement in urban transportation. Extensive railroad expansions served the city’s growing economy. Construction of the Louisville, Harrods Creek, and Westport Railroad interurban line opened areas to accelerated suburban development. Commuter service between downtown Louisville and Harrods Creek began in 1875. Area residents now had a convenient way to live along the riverfront bluffs and still work in the city. By 1883, there were 21 stops along the 11-mile route, “many for prominent landowners who held shares in the railroad” (CTS, 2012). By 1904, the line was electrified and included stops at Glenview, Harrods Creek, Transylvania, and Prospect.

After the Civil War, cities all over the country, including Louisville, saw vast numbers of African Americans moving into urban areas. Scott Cummings and Michael Price in their paper entitled; *Race Relations in Louisville: Southern Racial Traditions and Northern Class Dynamics*, called it the “... beginning of black American urbanization” (1990). By 1870, the number of African Americans living in cities had nearly doubled. The increase in Louisville’s African American population from 1870 to 1960 saw a steady rise from 14,956 to 70,075 (Cummings and Price 1990).

As the influx of African Americans into the city of Louisville steadily increased from 1870 to 1920; the majority settled near the central business district. The accommodations were described as unsanitary, dilapidated and often considered to be a serious fire hazard (Wright 1985). As other groups migrated to Louisville and created their own communities based on ethnicity, such as Germantown and Limerick; the main factor in the make-up of the city’s neighborhoods was race.

By 1920 the west side of Louisville saw African American neighborhoods of Russell, California District, and along Walnut Street established. This was met by opposition by other residents which successfully passed a segregation ordinance to try and limit where African Americans could live. While this ordinance was later overturned in the court system, it was yet another visible sign of the attitude of residential segregation. Eventually, the West End would contain the highest concentration of African Americans in the city.

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While African Americans were moving into the city in great numbers, other ethnic groups were moving out to the suburbs in the county. Improved transportation and the decline in agricultural production correlated with this drastic suburbanization of the surrounding county. During the 1930s and 1940s, the majority of the expansion occurred to the south and west.

Following the Civil War, many of the large farms in eastern Jefferson County were divided and sold to new owners. The wealth and exclusivity of the River Road corridor in eastern Jefferson County precluded the extensive development seen elsewhere in the county. A significant number of Louisville's upper economic class developed eastern Jefferson County by establishing an iconic type of property, a "Gentleman Farm," which combined a working farm with a lavish country estate. The Gentleman Farm property type is exemplified by the Country Estates of River Road Historic District (NR 1999; NRIS 99000495). This trend began with the farms providing summer retreats for the wealthy but quickly evolved to include architect-designed year-round residences with landscaped grounds. The domestic staffs to run these large estates were often African Americans, who settled nearby in small, humble hamlets.

African American Communities within Louisville and Jefferson County

The following are brief descriptions of other African American communities once located within Jefferson County. Although many such communities arose and thrived throughout the late 19th and 20th centuries, limited information about the day-to-day lives of each community has been documented. Few historic elements of these enclaves remain today. Many of these properties have been listed in the National Register, where a much fuller account of their story can be found. For those listed communities, a citation will be given to the year of listing and the National Register identification number, to aid in obtaining an electronic copy of the form.

Park DuValle is located southwest of downtown Louisville. The earliest development began in the late 19th century following the Civil War but the majority of the community was developed in the 1940s. The original residences were mostly replaced during urban renewal efforts with the construction of large housing projects which are themselves being replaced in a new revitalization effort (Kleber 2000).

Limerick, (NR 1978, expanded 1983; NRIS 78001360 & 83003715) while originally an Irish American neighborhood; always contained a large population of African Americans throughout its history. It is located one mile south of downtown Louisville and was originally developed in the 1860s for workers of the Louisville and Nashville freight yard. Housing was varied for the residents of the neighborhood. More wealthy families built large, two story homes while Irish workers lived in shotgun houses and the African American residents found housing in the alleyways of the neighborhood. As the Irish residents began moving out to newer subdivisions, African Americans moved from the alleyways to the vacant shotgun houses (Kleber 2000).

In addition the neighborhood was the location of the first state-supported public school for African Americans. It was opened in 1873 and was called Louisville Central Public School. The community boasted two successive baseball fields starting in 1874, both with the name of Eclipse Park. The ballpark was home to Louisville's major league team, the Louisville Colonels (Kleber 2000).

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Smoketown (NR 1997; NRIS 97000661) is located southeast of downtown Louisville. Originally settled by German families in the 1850s, the neighborhood soon was the destination of thousands of freed slaves following the Civil War. By 1870, Smoketown was overwhelmingly African American in population. The area was home to several brick-making kilns, with nine being listed in 1871. Housing consisted of frame, shotgun houses that lined the narrow streets. The vast majority of these houses were rented and not owned by the African American families living in them (Hampton 1993). It was a densely populated neighborhood with a population of 15,000 in 1880.

By 1960, the area had experienced massive population loss with many families and businesses moving to other areas of the city. Many of the historic homes and buildings were demolished to make way for large housing projects. The neighborhood has a middle school, community center and a Baptist church to serve the residents (McClendon 1992).

As with other urban neighborhoods that have undergone development, only the larger, “nicer” buildings have a chance of survival while the smaller more “normal” buildings are seen as having little value and are quickly removed. Smoketown’s historic fabric and character has been severely altered by the loss of a large number of buildings, including many of the smaller shotgun style residences that once lined the streets.

Chickasaw is located west of downtown Louisville. Born out of segregation, Chickasaw was reserved for African Americans, while to the north, Shawnee Park was reserved for whites.

Russell (NR 1980, expanded 2000; NRIS 80001617 & 00000273) is located west of downtown Louisville. In the 1870s, street car lines reached the area and the community’s population began to climb. Originally the neighborhood was a mixture of affluent, white families and working class African Americans and whites. The housing reflected the mixture, with large homes along the main roadways and small shotgun style homes on side streets and alley ways.

Russell saw the exit of many of the wealthy families in the 1890s, and the influx of more working class African Americans. The area flourished through the 1940s and the community could boast of theaters, restaurants, churches, and night clubs. America’s first public library exclusively for African Americans is located in Russell opening in 1908. The Russell area was described by a visiting report from Indianapolis in 1910 as, “extremely popular with black professionals and businessmen.” He went on to say that the residences he visited in Russell had “all of the modern conveniences found in homes owned by whites” (Baye n.d).

Following World War II, Russell again saw an exodus, this time middle class African Americans left for neighborhoods to the east and south. Much of the historic fabric was lost in the community’s eastern section when Urban Renewal occurred in the 1960s. Betty Winston Baye in her *Louisville Courier Journal* article entitled, “Russell with Influential Institutions, Glamorous Homes, the Area Served as Testimony to Heights of Black Achievement,” says Russell is a mere shadow of its former self, with many vacant lots and abandoned buildings found throughout the community (n.d).

Park Hill is located west of downtown Louisville. It dates back to the late-19th century where the southwestern portion of the neighborhood was farmland (Kleber 2000).

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Petersburg/Newburg was originally two separate communities; one of African Americans and the other of German descent. Petersburg was the area in which the freed slaves began to settle while Newburg, originally spelled Newburgh, was originally settled by four German families in the 1820s. Both are located on the south side of the city of Louisville. The first African Americans to settle in the area, that would later be called Petersburg, were Eliza and Henry Tevis in 1851. They were free and owned a 40-acre farm. Following the Civil War, African Americans began buying land in the area and began farming.

The area remained rural, surrounded by farmland up until the 1950s when suburbia finally reached it. The biggest change occurred in the following decade, when in the 1960s Urban Renewal efforts, "wiped out the area's unpaved roads, outhouses, unlighted streets and substandard housing. It brought sidewalks, sewers, new roads, a community center and more than 100 new homes" (Goodwin n.d.). The 1970s proved to be a time of expansion not only for physical boundaries of the community but also the number of people calling it home.

California is located west of downtown Louisville and is thought to have first been settled by German immigrants around 1850. Following the Civil War, African Americans moved into the area and established a school. The community's population was a mixture of African Americans and German immigrants till around 1900, when many German families began moving. Over the next several decades nearly half the population had moved and 40% of its housing had been lost. California has been the subject of Urban Renewal efforts (Kleber 2000).

Parkland (NR 1980; NRIS 80001613), originally called Homestead, is located west of downtown Louisville and was settled in 1871. African American residents moved in early in the neighborhood's history with Joseph S. Cotter living there in 1876. As the neighborhood grew, two distinct areas emerged: Needmore, which was primarily African American, and Parkland, which was primarily white.

The area was hit by a tremendous tornado in 1890 which destroyed nearly all the residences and commercial businesses. However, as a sign of their resilience, the residents rebuilt their community and expanded their boundaries. A vast difference could be seen between the two areas of Parkland: the affluent white section had large homes built in the Queen Anne style while Needmore or Little Africa as it was called contained, "wood shacks, leaning shanties and public outhouses" (Pillow n.d.)

By 1916, the African American section of Parkland had 700 residences, six churches, seven groceries, one drug store, a county school and other professional services (Kleber 2000). However, in 1948 Urban Renewal removed older homes in favor of several housing projects. Overcrowding soon became an issue, the area started to decline, and businesses relocated in the 1960s. The original housing projects were replaced by new housing for the residents in the mid- to late- 1990s.

Berrytown is located along English Station Road, east of Louisville. The earliest settler was Alfred Berry, who bought a 10-acre parcel in 1874. The community grew as many of the African Americans who worked for the wealthy residents of the nearby community of Anchorage settled there (Muhammad n.d.).

In the 1960s, Berrytown saw a loss of residents as families moved into Louisville for industrial jobs. As a result, "many of the old neighborhoods were left with vacant properties and overgrown lots.

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They received few services from the county, which eventually bought the vacant lots but left them undeveloped” (Mohammad n.d.). Urban Renewal expanded the southern portion of the community.

Griffytown is located along Old Harrods Creek Run. It traces its origins back to 1879 when Dan Griffy purchased the land where he had been living. Soon, other African Americans began settling in the area and a community was established. For the next 90 years, the area remained predominantly African American. Then in the 1960s, similar to Berrytown, many residents left for the city, taking industrial jobs. Eventually, the neighborhood was redeveloped through urban renewal at which time most of the older buildings and homes were replaced (Kleber 2000).

The *James T. Taylor Subdivision* is located west of River Road just south of Prospect, adjacent to Jacob School Road. It began in 1920 when James Taylor purchased land from the A. E. Shirley Farm. In 1922, he began to subdivide the land into 38 lots along Shirley Avenue. A second plat was filed in 1924 which extended the subdivision to the east of the original 1922 plat. Duroc Avenue was the central road within the 1924 plat that contained 37 lots.

The overarching vision of James Taylor was to create a self-sufficient rural community where African Americans could live and raise gardens and livestock. “Taylor’s subdivision quickly became the heart of the area’s African American community after the 1920s. Taylor developed the neighborhood out of his vision to merge the amenities of a modern suburb with the benefits of rural life” (Fiegel, 2002). Within the past few years, modern in-fill has begun to occur in the subdivision. Larger homes are being built and a complex of townhomes has been constructed on Duroc Avenue.

Jacob School Road Historic District is located west of River Road just south of Prospect, adjacent to the James T. Taylor Subdivision. It dates to early twentieth century (1916) when the Jefferson Jacob School was constructed with residences soon to follow. It is rural in nature and contains a single narrow road with numerous mature trees. Single residence homes and the Jefferson Jacob School line the road’s eastern side, while the western side contains only trees and vegetation. Several modern homes have been constructed along Jacob School Road; however the historic resources remain fairly intact.

Early Development in Eastern Jefferson County which Eventually Becomes Harrods Creek Village

Harrods Creek began to develop in 1775 at the natural harbor where Harrods Creek met the Ohio River (Horlbeck and Edgeworth 2006). The site offered a landing site upstream of the Falls of the Ohio, with navigable waterway access to inland settlements, making Harrods Creek an early and important river port for the region. Through the late-18th century, flatboats would anchor there; men would visit Harrod’s Tavern, which was located where the present-day Captain’s Quarters restaurant now stands in Prospect (Fiegel 2002). The *Courier-Journal* describes the historic Harrods Creek area as a hot spot “in the waning days of the 18th century ... cargo was unloaded at a wharf and sent south on Louisville-Westport Pike (now River Road), or over another roadway to Middletown and Jeffersontown. The stop let travelers avoid Louisville, which was known as a disease-infested swamp” (Schneider, 1987). Early settlers in the Harrods Creek area included the Wilhite family, the Taylor family, and the Barbour family (Gibson 1897).

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The rolling, fertile soils in the eastern portion of the county attracted farmers; Louisville itself was believed to be an unhealthy swamp at the time. The Country Estates Historic Preservation Plan notes, "With the proximity of farms to the nationally and regionally significant transportation/commerce/industrial center of Louisville, local farms benefitted early from the growing urban area. Commercial farms, which shipped products to New Orleans, Nashville, or Pittsburgh, were operating by the mid-1780s... The fertile bottomlands in the Harrods Creek area allowed for profitable Virginia-style cash-crop plantations" (CTS, 2012). Hemp, corn, and hogs were typical crops and livestock for the area (Brother, 2012).

With the creation of the Portland Canal downstream, Harrods Creek became a less important stop along the river. Author Grace Schneider details that, "After about 1810, most of the traffic bypassed Harrods Creek for the growing town downstream. But the former was still popular for its ferry to Utica, Indiana" (Schneider, 1987). Large farms continued to develop in the area; River Road was completed by 1819. The area was also home to several mills: Dentsford mill; Burgomeyer's 1820s grist, paper, and charcoal mills; Barbaroux's 1830s saw and grist mills; Grahamton's 1835 textile mill; the 1820s Hite and Fishback mill; and others (Chamberlain, 1994). Hemp farms and distilleries are also noted within the region.

During the massive period of growth in antebellum Louisville further downstream, Harrods Creek remained an agrarian community. Agriculture during this period continued to thrive; Daniel Carey describes mid-century farms in Jefferson County as "a mature rural society" that had achieved its peak production levels for numerous crop and livestock products (Carey, 1990). Citing the 1860s Census records, Orloff Miller identifies 24 people listed near the Falls of Harrods Creek, who owned a combined total of 180 humans (2007). The same Census notes one free African American living at Harrods Creek: Jefferson Taylor, age 54.

Several affluent farms and dwellings in the Harrods Creek area that remain today were constructed during the antebellum era, including Longview, the Allison-Barrickman House, Rosewell, and Belleview Farm. During this period, Harrods Creek and other riverfront settlements near the Falls struggled to attract growth. As recounted on the Captain's Quarters website,

Harrods Creek had been laid out earlier in the century at the mouth of the creek. Overland travelers to Louisville could expect an entire day to journey from this point – and vice versa – making a stop at Harrods Creek a necessity. Moreover, Utica, Indiana - directly across the Ohio - demanded a link to the Kentucky shore. A ferry between Utica and Harrods Creek in the 1830's drew the first developers of the Captain's Quarters site. The Lentz family, natives of Germany, had immigrated to Utica and Clark County from Pennsylvania shortly after the turn of the century, drawn to opportunities and quickly establishing themselves as successful millers and farmers. By operating the ferry between the two towns, the Lentzes secured an advantage over other mills. The Lentz family began assembling land for development below the mouth of Harrods Creek in the early 1840's, a natural progression from farmer to miller and ferry operator. The land - amounting to about 100 acres - was unimproved before the Lentz's acquisition, coming out of one of the country's original surveys. The Lentzes - using the stone and millwork construction popular in the 1840's, erected at least one building to house a tavern as well as other enterprises, such as a storehouse, docks and the like (Captain's Quarters, 2013).

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Formation of a Crossroads Village

Dating back to the steamboat era, Harrods Creek stood along a heavily-used transportation route, which helped define its character as a crossroads. Although none of the original structures from the steamboat era remain within the district, this was the original iteration of the Harrods Creek settlement, which flourished as a riverfront junction on trade routes to Louisville and communities in eastern Jefferson County.

The steamboat era and prominence of the local port declined, but other transportation improvements continued to serve the community at Harrods Creek. River Road stretched between Louisville and the port Harrods Creek by 1819. By the mid-1800s, Harrods Creek boasted a general store, blacksmith shop, post office, and quarry alongside the tavern, mills, and farms. The original riverport setting transitioned to serve as a local agricultural market for plantations in the region. By 1852, River Road was upgraded to a plank road that was constructed of sawn lumber. Easier access attracted farmers, businesses, and laborers to the fertile river basin. During this era, Harrods Creek Village served as a commercial and social core for the developing agricultural community in the vicinity, as distance and topography made longer trips more challenging.

Construction of the Louisville, Harrods Creek, and Westport Railroad interurban line opened the area to accelerated suburban development. Commuter service between downtown Louisville and Harrods Creek began in 1875. Area residents now had a convenient way to live along the riverfront bluffs and still work in the city. By 1883, there were 21 stops along the 11-mile route, “many for prominent landowners who held shares in the railroad” (CTS, 2012). By 1904, the line was electrified and included stops at Glenview, Harrods Creek, Transylvania, and Prospect. Improved transportation infrastructure again changed the socioeconomic demographics of the region; the identity of the crossroads community evolved to adapt to the demands of its newest neighbors.

Nestled alongside the gentry, a community of freed African Americans began to form at the mouth of Harrods Creek. A number of others settled at “The Neck” of Harrods Creek and worked as farmers or as domestic help on surrounding estates. “Freed African Americans began independent life in the Harrods Creek area following the end of the Civil War. The Harrods Creek community, a crossroads village founded in the early nineteenth century, offered economic opportunities to African Americans as independent or tenant farmers, cane harvesters, or laborers on the creek or its shores” (CTS, 2012). The 1870 Census indicates that 220 whites and 176 African Americans lived in the Harrods Creek Precinct, including the free African American families of Thomas Taylor, Jeff Taylor, William Taylor, George Taylor, Jefferson Jacob, and Lewis Brooks. The 1879 atlas shows a one-room schoolhouse that would have educated local African American children (Miller, 2007). Many of the older African American residents of the Harrods Creek and Prospect area today trace their family history back to the Neck, including the Jacobs, Brooks, Taylor, Merriwether, Kennedy, Stokes, and Keller/Kellar families.

African Americans Isaac and Harry Hall Merriwether purchased land in the area in 1890; the family built a house on the banks of the creek that still stands today and is listed on the National Register of Historic Places. Miller declares that by constructing the Merriwether House, the owner was “creating a visible, public façade for the entire African American enclave settled at The Neck, sending a powerful statement of legitimacy for a hitherto hidden community” (2007). The Merriwether House was listed on the National Register of Historic Places in 1987 (NRIS 87000361). Again, much of the

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early African American built environment at the Neck has been lost; the Merriwether House still stands but is beyond the boundary of the adjacent Harrods Creek Village Historic District. The Merriwether House personifies this period in the village's history,

Another prominent African American in the Harrods Creek community, James T. Taylor, was a third-generation resident, an entrepreneur, real estate developer, and civic leader who would help shape the local black community. Taylor spent a portion of his childhood growing up in the Neck community, raised by his grandparents. The pages from the 1913 Louisville Title Company mapping identify property owners in the Harrods Creek and Prospect area. Records indicate that the area "included an interesting mix of white, black, mulatto, and international residents" (Turley-Adams, n.d.) including the African American Jefferson Jacob, a leader in the Harrods Creek/Jacob School Road community.

An important achievement for the local African American community, the Jefferson Jacob School (JF-840), was established in 1916, located 1.5 miles north of the Neck community. Previously, black children had to walk to the one-room schoolhouse in the Neck or to Green Castle Baptist Church to pursue their education. The school building was financed with assistance from the Rosenwald School fund, a program established to partner with rural African American communities to construct school facilities for African American children. The school (listed on the NRHP in 2012) served the community from 1918 through integration in 1957, both as an educational facility, recreation center, and community meeting room. The residential neighborhood surrounding the school was constructed during 1912-1947 (CTS, 2012); some members of the Harrods Creek Village community transitioned to the new Jacob School community to the north, helping to found what would become a foundational institution for the area's flourishing African American community.

During the early decades of the 20th century, the automobile also contributed extensively to residential development along River Road. Convenient transportation access and the beginning of a general out-migration, from Louisville's most prestigious neighborhoods, led to a rapid trend toward year-round living on River Road (CTS, 2012). Eventually "the closing of the Interurban in 1935 and the opening of a new section of US Highway 42 to the community of Prospect served to steer new middle class development away from the cliffs and river fields of the Ohio," (Fiegel 2002) unintentionally helping to protect the existing communities from further development pressures. By the time the Interurban rail line ceased its service to Harrods Creek and Prospect; private automobiles had gained prominence as the transportation mode of choice. The predominance of private automobiles influenced the character of the next iteration of the community at Harrods Creek Village, reflected in its extant resources as seen in the 1928 gas station and garage that front River Road. Janice Rice-Brother notes that the Harrods Creek Village "is itself a transportation resource spanning generations and modes of transportation" (Brother, 2010).

"The Harrods Creek Village properties, located at the intersection of Wolf Pen branch and River Road, consist of eight buildings determined to have an association with travel and recreation which contributes to the development of commerce in this area. The buildings include residences, a post office, grocery store and gas/service station constructed from 1900 to post-1950. The commercial business enterprises provided essential services for travelers on River Road, and for those recreating on the river" (CTS, 2012). In addition to the eight resources detailed in the 2012 report, a ninth resource (Harrods Creek Fire Station) was surveyed and is recommended as contributing to the historic district.

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Beginning in the early 1920s and throughout the next several decades, James T. Taylor created an agrarian subdivision for African Americans along Bass, Shirley, and Duroc Avenues. James S. Taylor, son of James T. Taylor, created a 30-lot riverfront subdivision – Beachland – west of his father’s subdivision. A series of cabins and docks were constructed for African American use on the Merriwether property in the 1950s.

In a 1937 map of Jefferson County prepared by the Highway Department, additional development appears at both the Harrods Creek community and in the James Taylor subdivision. The 1955 topographic map of the Harrods Creek area has a much higher concentration of dwellings in the Harrods Creek community than shown on the previous quad map.

Miller describes the African American community at Harrods Creek at the close of the era:

The combination of accessible real estate, viable schools and social institutions, and an established group of local families serving as community leaders led to a kind of “golden age” for the community of Greater Harrods Creek [during the 1920s through 1960s]. It is absolutely essential to note that this community was forged and maintained in the face of Jim Crow laws and legally enforced racial segregation. While to some extent defined by these external forces, the community was built from within, and is remembered with affection and pride. The local families [have] by and large been around long enough to have intermarried, creating an intricate braiding of local lineages” (Miller, 2007).

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Several characteristics of the Harrods Creek Village Historic District give it commonalities with other African American communities. It was born out of necessity in response to the segregation practices of the day. A 1914 city ordinance (overturned three years later by the Supreme Court) prohibited blacks from buying real estate in predominantly white neighborhoods and vice versa.

Like the communities of Russell and Parkland, it contained not only residences but also a variety of businesses and public buildings.

The historic fabric, particularly in rural areas, has been diminished as modern suburban development has progressed. The pressures of modern construction filling open spaces, replacing older, smaller buildings can be tremendous within historic communities. Harrods Creek Village is not immune to this pressure; a new residences and businesses are found among the contributing resources.

In addition to the above shared characteristics; the Harrods Creek Village has an unbreakable connection with two other African American communities. The Neck was the birthplace and inspiration for the communities of Jacob School Road and the James T. Taylor subdivision. The history of the settlement traces its origins to the 1870s, and to a leader within the African American community, James Taylor, who was born there in 1885. Growing up and living there for a time as an adult had a profound effect on him. Jacob School Road appears to have served as a training ground of sorts for James T. Taylor, as he envisioned his ideal African American community, which would be embodied in the adjacent James T. Taylor Subdivision. Taylor was involved in the construction of the Jefferson Jacob School, planted trees along Jacob School Road mimicking the wooded feel of the

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Neck, paved the road itself and built a home for his father within the community. Taylor then built on the patterns established along Jacob School Road to establish his planned community along Duroc, Bass, and Shirley Avenues. His vision for the subdivision was one of large lots that allowed ample room for gardens and small livestock to help the home owners create a more idyllic, self-sufficient lifestyle. So, while the Period of Significance for the Harrods Creek Village Historic District is much later, the current district is a continuation of this earlier community and is invariably linked with both Jacob School Road and James T. Taylor subdivision.

Historic Significance of Harrods Creek Village Historic District within the Context: African American Communities in Jefferson County, Kentucky, 1865-1965

Louisville and Jefferson County have a rich African American history. Since the years following the Civil War, African Americans have been creating for themselves neighborhoods that they could call home, though doing so in repressed circumstances created by racial prejudice, Jim Crow laws, and other discriminations. Their communities took various forms as they occurred in both the very urban areas of downtown Louisville (as seen in Smoketown and Parkland) with city blocks, streets and alleyways and out in the more rural parts of the county (e.g., Griffytown and Jacob School Road). In what some might call a combination of the urban and rural, a third community type emerged – the crossroads community.

The Harrods Creek Village exemplifies the crossroads community resource type for the African American community. It conforms to Ryall's exploration of the town type in *Crossroads Communities in Kentucky's Bluegrass Cultural Landscape Region*. In this region of the state, the crossroads village appears during the settlement period and continues being an important town type through the Greta Depression. Many crossroad communities exhibit characteristics of the time when "economic and social changes and improved local transportation resulted in new ways of commerce and trade in rural regions" (Ryall 2011). These communities were found in agricultural areas, "crowded into the corners of the intersection." Karen Hudson further describes the crossroads village where "residents had access to a church, school, post office, and store; these communities served local farms from the mid-19th century through the 1930s. Stores and churches in these crossroads communities formed the core of an important social and civic network, connecting geographically-distant rural neighbors" (Ryall 2011).

The Harrods Creek Village presents a unique crossroads village because – when viewed as part of its larger setting – it describes the evolution of the community over time.

In its earliest incarnation, the settlement at Harrods Creek was a busy river port, strategically located a day's journey north of the Falls of the Ohio and along the creek, which provided access to agricultural areas further south. Remnants of this era are rare in eastern Jefferson County today, but the modern Captain's Quarters Restaurant dimly echoes back to the busy riverfront days.

As Louisville developed downstream, the Harrods Creek port lost its early prominence. However, overland transportation improvements brought additional settlers to the area in the early 1800s, with the opening of River Road. By the mid-1800s, Harrods Creek boasted a general store, blacksmith shop, post office, and quarry alongside the tavern, mills, and farms. During this era, Harrods Creek Village served as a commercial and social core for the developing agricultural community in the

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vicinity, as distance and topography made longer trips more challenging.

By the 1870s, the Louisville, Harrods Creek, and Westport Railroad interurban line began running daily commuter service to/from the downtown area, opening the East End for accelerated suburban development. The rail line operated through the 1930s. Several extant resources within the district date to this era, including one house (JF-935), the Bader Grocery (JF-937), that also served as a train stop, and the post office/general store (JS-846). Improved transportation infrastructure again changed the socioeconomic demographics of the region; the identity of the crossroads community evolved to adapt to the demands of its newest neighbors. This period also corresponds to the African American settlement at the Neck, described previously, best exemplified by the nearby Merriwether House.

Finally, the rise of the automobile also shaped the identity of the crossroads village, changing the way local residents traveled, shopped, and lived. The prevalence of the automobile is seen in the concentration of automobile-service-themed resources in the district, specifically commercial spaces JF-847 and JF-936.

As the Harrods Creek Village community developed around a crossroads, it began to manifest the important aspects found in other significant crossroad settlements. It brought together aspects that a neighborhood or business district alone cannot provide. The Harrods Creek Village Historic District combines the residential with the commercial, the sanctuary of the home with the rhythms of the workplace. It demonstrates the interplay of the interurban rail system and the vehicular travel of River Road in helping the community to thrive in the early-20th century.

Evaluation of the Integrity between the Significance of Harrods Creek Village Historic District and its Current Physical Condition

In her work, *The Bluegrass Cultural Landscape: A Regional Historic Overview* (1988), Christine Amos described key characteristics of crossroads communities that should be present to be considered eligible for listing on the National Register of Historic Places. These include the following:

- the individual resources and the road system relationship must be intact
- the density of the individual resources must be maintained
- the historic scale and setback of resources must be visible
- a mixture of residential and commercial properties must be present
- there should be a recognizable break from the crossroads community and the surrounding rural landscape

As one examines Harrods Creek Village Historic District and compares it to these “must-have” traits; the intactness of the district becomes apparent. River Road and Wolf Pen Branch Road are in their respective original positions which maintain their historic relationship with the contributing resources. Facades of the businesses and residences continue to look out upon the transportation routes they have always fronted.

The area has seen very few modern constructions since the Period of Significance and the district has not lost any contributing resources from that time period which has allowed the overall density of buildings to remain very stable since the early 20th century. Again, based on the fact that there have

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been no loss of contributing resources and they remain in their original locations; the scale and setback of contributing resources have remained constant.

The following examines the Harrods Creek Village Historic district in relation to the seven aspects of integrity.

The district displays integrity of **location** as it occupies the same place since its establishment. The makeup of resources for the Harrods Creek Village Historic District is four single residences, a former interurban train stop, two commercial buildings, post office and fire station. This mixture contains several elements specifically called out by Amos in her study. By containing a variety of resource types it has retained that multi-use function that crossroad communities are built upon. The last characteristic mentioned by Amos is that there should be a break between the built-up crossroads community and the surrounding area. Harrods Creek Village has that required differentiating line to the southwest and northwest, as agricultural fields/pasture are present.

The **design** of the Harrods Creek Village Historic District remains largely intact as the crossroads are in their original position lined with residences and businesses, unchanged since the Period of Significance. The collection of commercial and residential structures retains its organic growth patterns concentrated at the intersection of River Road and Wolf Pen Branch, illustrating the community's evolution to serve the needs of local/regional consumers in the automobile era.

A rural crossroads community -- that was the original **setting** of the Harrods Creek Village. Since its original settlement as a riverfront port, the village has retained its setting as a rural crossroads service center that has transitioned to adapt to changing needs, markets, and transportation demands. Even though today it is surrounded by urban growth and commercial development, buffers provided by Harrods Creek and its vegetation, the topography, the viability of the longtime businesses, and the continuation of the large estates in the area have sheltered the community from drastic change. These factors all work together to retain the original setting of the district. To the northeast and southeast, large homes have been constructed, though the heavily-wooded surroundings help maintain the rural feel.

The historic **materials** of the district are still present in the buildings contributing to the district. Materials such as wood, brick, stone, concrete, standing seam metal are all still seen on the residences and commercial buildings. Though two new buildings have been constructed and older ones have been altered with more modern materials such as vinyl siding, the overall structure of the buildings remains the same.

The **feeling** of a rural crossroads community can still be felt when you drive through Harrods Creek Village Historic District. A feeling which is very different than one gets from a completely residential neighborhood or solely a business district. The mixture of the two embodies what a crossroads community is: the feeling of home but also the vibrancy of commerce and work contained in a small area. Harrods Creek Village Historic District, with its narrow streets, mature trees, meandering creek, single family homes, and commercial buildings, captures the time where a crossroads was the center of life for a community, not merely a stoplight to wait through.

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As a former African American hamlet, the Harrods Creek Village Historic District is **associated** with an important time in our nation's history; a time that cannot be forgotten, where lessons were learned about such important concepts as human worth, independence, community, and self-reliance. Through the struggle of segregation and racism, a vibrant, self-sufficient neighborhood developed. The Harrods Creek Village Historic District recalls both the struggle and triumph of the African American experience as well as embodies the characteristics of a mid-20th century crossroads community as it served and continues to serve as a center of activity along River Road.

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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: _____

Historic Resources Survey Number (if assigned): JF 1965, JF 937, JF 847, JF 936, JF 846, JF 1967, JF 935, JF 939, JF 2801, JF 2865 & JF 2866

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10. Geographical Data

Acreage of Property 8.6

(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1	16	619401.98	4243003.26	3	16	619650.56	4243128.86
	Zone	Easting	Northing		Zone	Easting	Northing
2	16	619544.55	4243142.77	4	16	619601.35	4242933.47
	Zone	Easting	Northing		Zone	Easting	Northing

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

The boundary runs along the northern side of River Road heading east, crosses the intersection with Wolf Pen Branch Road and continues eastward turning north and following the eastern property lines of the contributing resources, JF 846, 1967, 935 & 2001. The boundary then veers northwest following the southern side of Hoskins Beach Road. It turns north again along River Road and cuts west prior to the bridge crossing. It follows the creek bank west to the western property line of JF 939 where it heads south along the property line. After taking a slight eastern turn it heads west along the rear property line of JF 1965 and then turns south along its western property line to the starting point on River Road. See attached maps.

Boundary Justification (Explain why the boundaries were selected.)

The boundary of the Harrods Creek Village Historic District contains the properties which retain historic integrity and form a cohesive grouping of residential, commercial and government properties along River Road in the area known as "The Neck."

11. Form Prepared By

name/title Robert W. Ball

organization CDM Smith

date 11/7/2014

street & number 1648 McGrathiana Parkway, Suite 340

telephone 859 254 5759

city or town Lexington

state KY

zip code 40511

e-mail ballrw@cdmsmith.com

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**

- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Harrods Creek Village Historic District
Name of Property

Jefferson, KY
County and State

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Harrods Creek Village Historic District

City or Vicinity: Harrods Creek

County: Jefferson

State: Kentucky

Photographer: Chris Rankin

Date Photographed: June 12, 2014

Description of Photograph(s) and number:

1. 6327 River Road façade, camera facing northeast
2. 6329 River Road façade, camera facing northeast
3. 6337 River Road façade, camera facing north
4. 6339 River Road facade, camera facing northeast
5. 6401 River Road facade, camera facing southeast
6. 6405 River Road façade, camera facing southeast.
7. 6407 River Road façade, camera facing southeast.
8. 6408 River Road façade, camera facing northeast.
9. River Road, streetscape view, camera facing east.
10. River Road, streetscape view, camera facing southwest.
11. 6417 River Road façade, camera facing northeast.
12. 6331 River Road façade, camera facing northwest.
13. 6410 River Road façade, camera facing north.

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

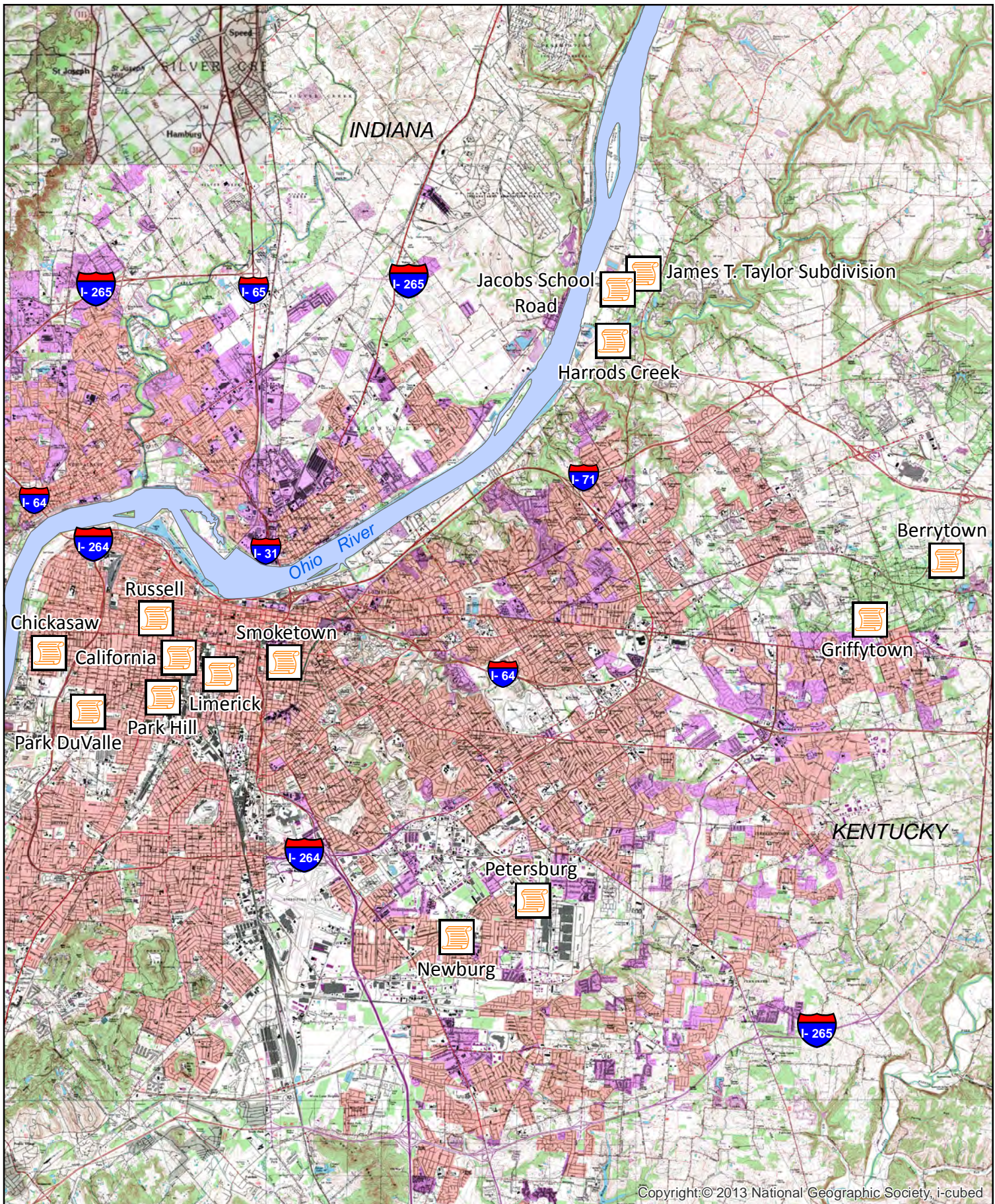
name _____
street & number _____ telephone _____
city or town _____ state _____ zip code _____

Harrods Creek Village Historic District
Name of Property

Jefferson, KY
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 18 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.



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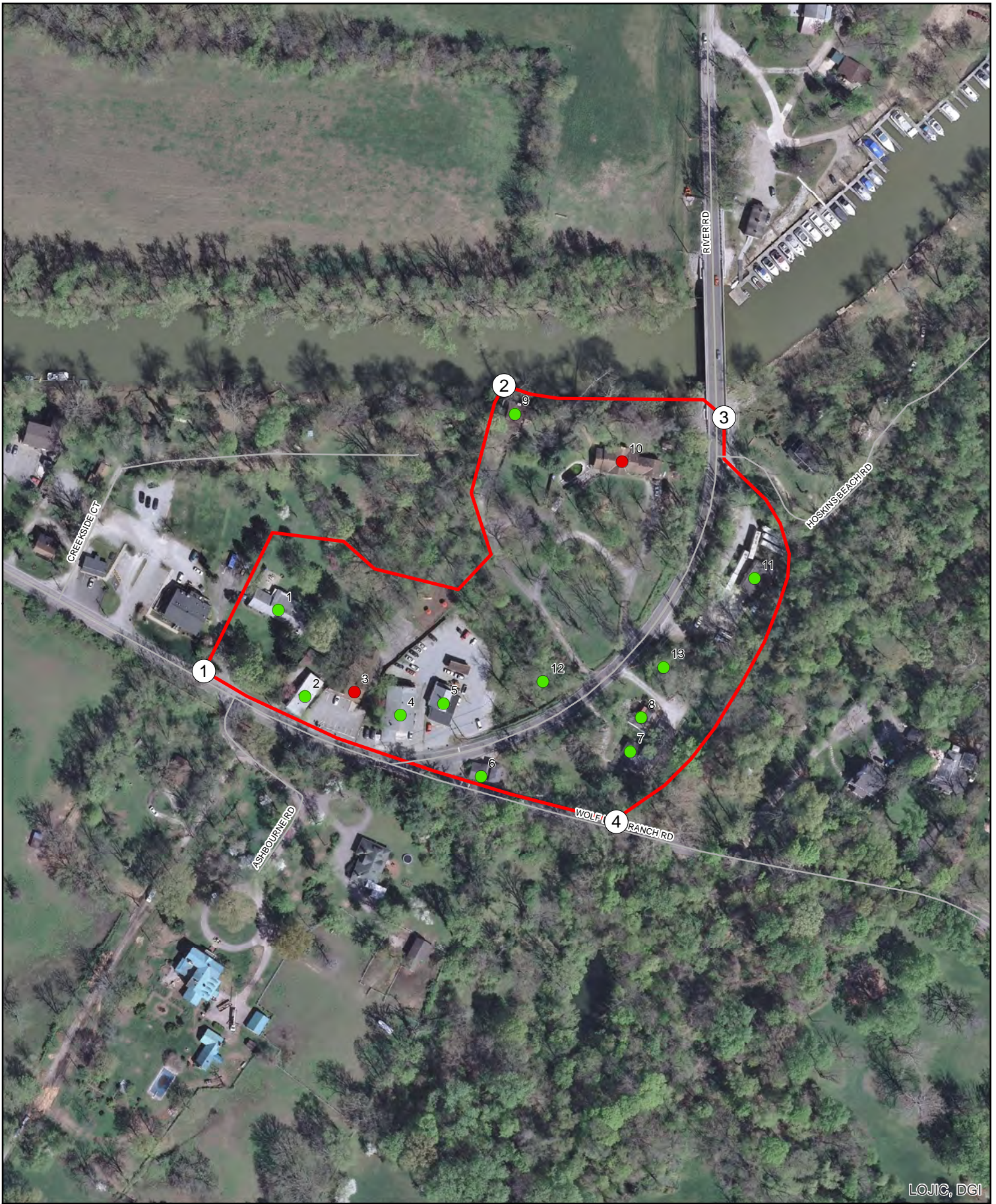
Legend



Neighborhoods/Hamlets

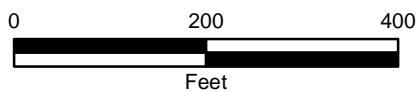


**CDM
Smith**



Legend




- NRHP Boundary
- Non-Contributing
- Contributing



CDM
Smith



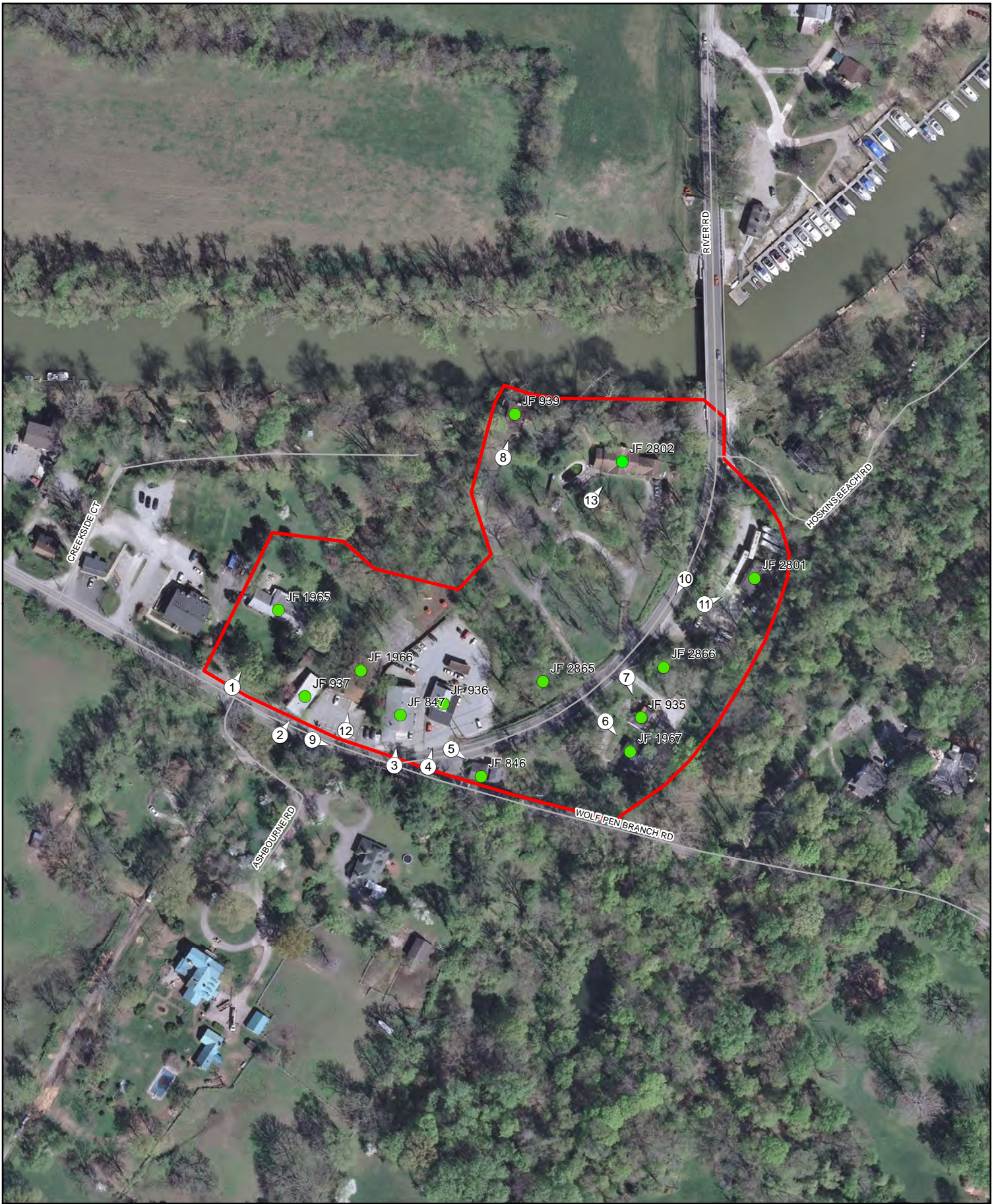
Legend

-  NRHP Boundary
-  Non-Contributing
-  Contributing



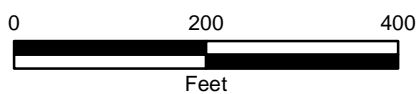


/ National Register Boundary



Legend

 NRHP Boundary

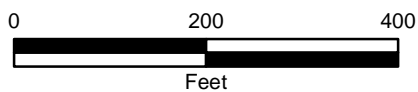


CDM
Smith



Legend

 NRHP Boundary



**CDM
Smith**



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Photo 12



Photo 13

JEFFERSONVILLE QUADRANGLE
INDIANA-KENTUCKY
7.5 MINUTE SERIES (TOPOGRAPHIC)

3860 1 NE
(OWEN)

