

ORDINANCE NO. 30 -02

By: Mr. McClelland

An Ordinance to allow the installation of an Ohio Historical Marker commemorating the National Road and the Interurban Electric Railway in City right-of-way property, in front of 2411 East Main Street, ~~also known as the Bexley Public Library.~~

east of the alley of the east side of the parking lot which is part of the property at

Whereas it is appropriate for the City of Bexley to recognize the importance of its history, and,

Whereas, the National Road and the Interurban Electric Railway were significant in the history of Bexley, **NOW, THEREFORE,**

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF BEXLEY, OHIO:

Section 1. That the installation of an Ohio Historical Marker commemorating the National Road and the Interurban Electric Railway should be and hereby is permitted at 2411 East Main Street ~~in the location shown on the attached drawing and in the manner described in the attached application.~~

east of the alley on the east side of the Bexley Public Library.

Section 2. That this Ordinance shall go into effect and be in force from and after the earliest period allowed by law.

Passed: 4-23-02, 2002

Jed Mills
President of Council

Attest: [Signature]
Clerk of Council

Approved: 4/03, 2002

[Signature]
David H. Madison, Mayor

3/26/02 First reading
4/09/02 Second reading
4/23/02 Third reading. Passed

in front of the parking lot which is part of the property

APPLICATION NUMBER _____
FILING FEE: \$ _____

CITY OF BEXLEY, OHIO

**APPLICATION TO APPEAR BEFORE
THE MAIN STREET REDEVELOPMENT COMMISSION**

1. This application is submitted for: (please check)
- A. Rezoning Lot Split Plat Approval
 Special Permit Variance Conditional Use Other
- B. Environmental Review to include: Building Plans
 Site Development Signage OR Other *ARTISTIC IMPROVEMENT
OHIO HISTORICAL MARKER*

2. APPLICATION SUBMITTED FOR PROPERTY LOCATED:
BEXLEY PUBLIC LIBRARY, 2411 E. MAIN ST.

3. NAME OF APPLICANT: BEXLEY HISTORICAL SOCIETY
ADDRESS 2242 E. MAIN ST.
TELEPHONE NUMBER 235-8694

4. NAME OF OWNER: CITY OF BEXLEY
ADDRESS 2242 E. MAIN ST.
TELEPHONE NUMBER 235-8694

5. Narrative description of project / request. (Attach additional sheets, if necessary.)
PLEASE SEE ATTACHED SHEET.

6. IF THIS APPLICATION INVOLVES A VARIANCE, PLEASE EXPLAIN WHY THE VARIANCE IS NECESSARY.
(Attach additional sheets, if necessary.)

APPLICANT: *Jennifer D. Ritchey* DATE: 3/1/02
(Signature)
JENNIFER D. RITCHEY, TRUSTEE, BEXLEY HISTORICAL SOCIETY
(Note: If the applicant is not the owner, a letter from the owner, stating his or her approval of the application must be submitted with the application.)
231-6391

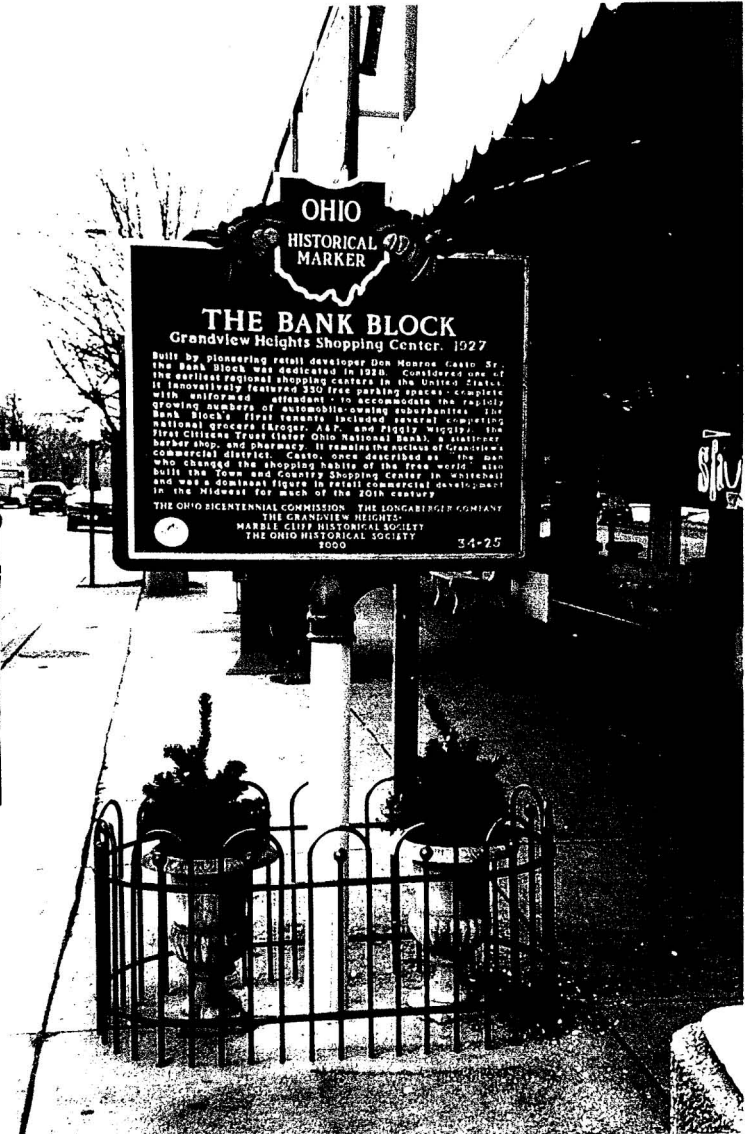
5. NARRATIVE DESCRIPTION

REQUEST IS FOR PLACEMENT OF AN OHIO HISTORICAL MARKER, THROUGH APPLICATION TO THE OHIO HISTORICAL SOCIETY AND OHIO HISTORICAL MARKER PROGRAM OF THE OHIO BICENTENNIAL COMMISSION, TO OBSERVE AND COMMEMORATE OHIO'S BICENTENNIAL IN 2003.

MARKER WOULD DEPICT TWO SIGNIFICANT HISTORICAL FEATURES OF BEXLEY'S MAIN ST. CORRIDOR:

1. THE NATIONAL ROAD (1833)
2. THE INTERURBAN ELECTRIC RAILWAY (1902-1929)

MARKER WOULD BE ERECTED ON THE CITY'S RIGHT-OF-WAY IN FRONT OF THE BEXLEY PUBLIC LIBRARY, BETWEEN PEDESTRIAN WALKWAY AND LIBRARY'S STONE WALL (BETWEEN TWO TREES). MARKER WILL MEASURE 48" WIDE AND 45" HIGH (AT CREST), BE MOUNTED ON A POLE SO AS TO BE PERPENDICULAR TO THE STREET, AND CONTAIN DESCRIPTIVE TEXT ON EITHER SIDE.



**OHIO
HISTORICAL
MARKER**

THE BANK BLOCK
Grandview Heights Shopping Center, 1927

Built by pioneering retail developer Don Monroe Caste, Sr., the Bank Block was dedicated in 1927. Considered one of the earliest regional shopping centers in the United States, it innovatively featured 300 free parking spaces, complete with uniform attendant, to accommodate the rapidly growing numbers of automobile-owning suburbanites. The Bank Block's first tenants included several competing national grocery stores (Kroger, A.P. and Piggly Wiggly), the First Citizens Trust (later Ohio National Bank), a stationer, barber shop, and a pharmacy. It remains the nucleus of Grandview's commercial district. Caste, once described as "the man who changed the shopping habits of the free world," also built the town and County Shopping Center in Whitehall and was a dominant figure in retail commercial development in the Midwest through the 20th century.

THE OHIO BICENTENNIAL COMMISSION THE LONGBERGER COMPANY
CITY OF GRANDVIEW HEIGHTS
MARBLE CLIFF HISTORICAL SOCIETY
THE OHIO HISTORICAL SOCIETY
2000 34-25

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**OHIO
HISTORICAL
MARKER**

NORTON FIELD

Many of aviation's early pioneers, including Capt. Norton, William "Big Boy" Mitchell, and James H. Doolittle, flew from Norton Field. Capt. Norton, later Air Force Major General and Medal of Honor recipient, first arrived at Norton Field in 1918. He was the first to fly a biplane in the area and the first to fly a monoplane. He also was the first to fly a biplane in the area and the first to fly a monoplane. He also was the first to fly a biplane in the area and the first to fly a monoplane.

THE OHIO BICENTENNIAL COMMISSION
THE LONGBERGER COMPANY
CITY OF WHITEHALL
HOLY SPIRIT CATHOLIC CHURCH
THE WHITEHALL HISTORICAL SOCIETY
THE OHIO HISTORICAL SOCIETY
2000 31-25

**OHIO
HISTORICAL
MARKER**

NORTON FIELD

The first airport in central Ohio, Norton Field was named for World War I pilot and star Ohio State University athlete Fred William Norton, a Columbus native. On July 2, 1918, Capt. Norton led the 27th "Eagle" Pursuit Squadron in one of the earliest significant American air engagements of World War I. He died from wounds after his Nieuport 28 was shot down in northern France less than three weeks later. Capt. Eddie Rickenbacker attended the dedication ceremonies for Norton Field on June 30, 1923, as Columbus received its first air mail delivery. Norton Field became the headquarters for the 308th Observation Squadron, made up of local reservists, many of whom were members of the Aero Club of Columbus that had lobbied for the establishment of the airport by the War Department.

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**National Road at Alum Creek
(1833)**

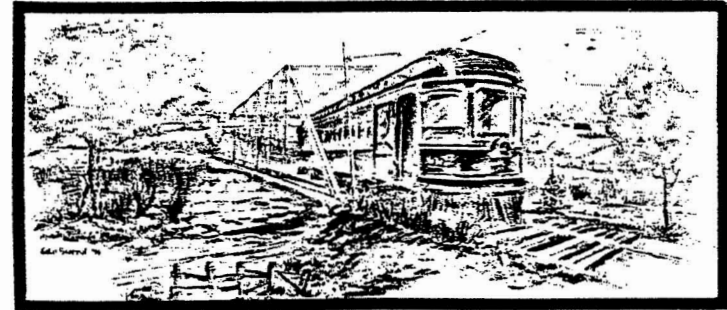
Friend Street - Main Street - Route 40



As you approach Main Street looking east from the Alum Creek Bridge, let your mind turn back a century and a quarter or more and visualize a family going west in an ox-drawn covered wagon, stopping to refresh themselves and rest by the cool waters of the creek, and perhaps to picnic.

The sketch (see drawing on previous page) pictures an actual family, the Menefees, ancestors of the Wells and Huntington Bexley families, in the familiar pattern, stopping at this spot on their way west to take up land granted to families of Revolutionary War veterans.

Then known as the National Road, the highway was first conceived by George Washington and Thomas Jefferson to meet the needs of settlers going west from Virginia and also to make a smooth way for produce from the west to be transported to the markets in the east. After Ohio became a state, Thomas Worthington urged Congress to join it to the east by a road. Construction was begun to extend the National Road into the new state in 1811. The coming of the National Road to the Bexley area brought all sorts of vehicles, herds of livestock, Conestoga wagons and stage coaches with passengers including presidents, generals and pioneers through the previously quiet farm community. A marker fashioned by a stone mason in 1833, is still standing in front of Christ Lutheran Church, reading "Cumberland 254 - Wheeling 124 - Zanesville 50 - Columbus 3½".



**The Interurban Electric Railway at Alum Creek Bridge
(1902-1929)**



In the early 1900's, interurban lines became important modes of transportation for Ohio which had more miles of interurban lines than any other state.

As the state's hub, Columbus was an important center for interurban lines running throughout and beyond the state. The village of Bexley was served by the Columbus, Newark, Zanesville Electric Railway (incorporated in 1899) which left its terminal at Third and Rich Streets in Columbus, came east on Mound, across a high overhead viaduct (this in the days before the railroad tracks were elevated) at Nelson Road, over the cornfields, over a steel bridge spanning Alum Creek into the village of Bexley where it passed the Pleasant Ridge School and continued north to the National Pike (Main Street). It stopped for passengers at Schneider's Lane (north-east corner of what is now Remington Road), went on east through the beautiful farmlands to outings at Buckeye Lake to Newark or to Zanesville.

Because of its luxurious, well-kept equipment and scenic countryside route, this line was called "the pleasure line." The beautiful stained glass windows, brass fixtures and rubbed mahogany woodwork indeed added to the luxurious atmosphere of an elegant mode of travel from town to town. The interurban's last run was on January 25, 1929.

