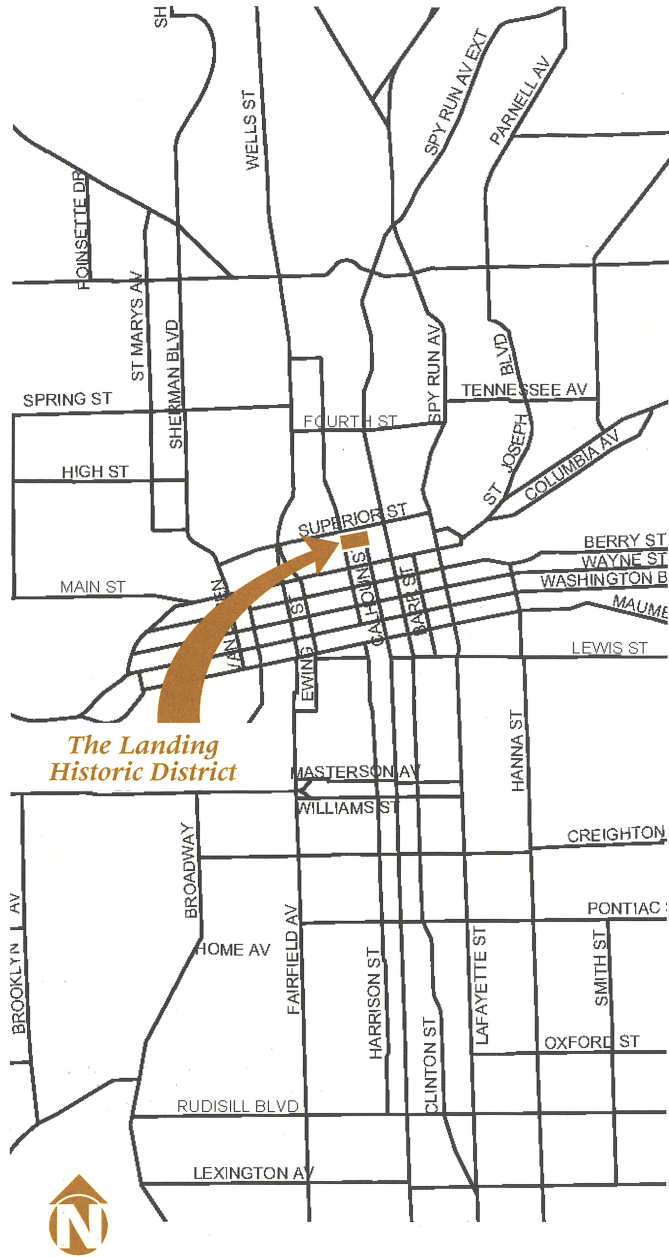


Location



**The Landing
Historic District**

Acknowledgements

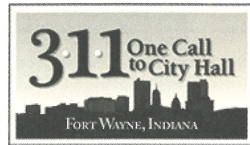
City of Fort Wayne
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The Westerly Group, Inc., Consultant

For more information about historic preservation
in Fort Wayne, call [260] 427-8311 or visit
www.fwcommunitydevelopment.org/preservation



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The Landing Historic District



Fort Wayne, Indiana

Introduction

Listed as Fort Wayne's first local historic district in 1965, The Landing became listed on the National Register of Historic Places in 1993 for its association with regional and national transportation networks, local commercial development, and unique architectural character. Both of these independent designations offer a measure of protection to the district's historic resources.

The National Register is the nation's official list of properties considered worthy of preservation. Listing on the National Register gives properties a degree of protection from any potentially adverse effects of state and federally funded projects, and may also provide financial incentives for appropriate rehabilitation.

Local Historic District designation is a tool that residents may use to monitor and control visible changes that occur in historic areas. New housing developments often use covenants and deed restrictions to guide development. Local historic designation is a way to apply similar protective tools to existing historic neighborhoods with similar benefits. In both cases, the goal is to guide development in order to protect individual investment and the common good. Upon designation, elements of the property that are subject to public view are protected from inappropriate changes by a design review process which is required before a building permit can be issued or exterior work begins. The historic district guidelines assure that the qualities that make the individual property and the collective district distinctive will be retained.

For more information about the National Register of Historic Places or local historic districts, please call the Division of Community Development at (260) 427-8311 or visit www.fwcommunitydevelopment.org/preservation.

History

The place we call Fort Wayne originated as a Native American village and trading center called Kekionga. This village was a strategic location for the Miami people because of the transportation routes provided by the three rivers. A short land passage, or portage, allowed access west to the Little River which led to the Wabash River, the Ohio and Mississippi Rivers, and to the Gulf of Mexico. In the early eighteenth century, French traders were drawn to this strategic location and a French fort was established. For a short period after the French and Indian War the area was occupied by British troops.

After the American Revolutionary War, President George Washington recognized that control of Kekionga and the portage was critical to gaining control of western areas that were claimed by the United States, but controlled by the British forces at Detroit. In 1794 General "Mad" Anthony Wayne was assigned the task of taking control of the Maumee Valley for the United States. Wayne's troops defeated a coalition of Native Americans at the Battle of Fallen Timbers near today's Maumee, Ohio then marched up the Maumee River to Kekionga and built a new American fort near the confluence of the three rivers where movements on the rivers and at Kekionga could be easily monitored. From 1794 to 1823 Fort Wayne served as a military outpost, a U.S. Indian Agency, and a U.S. Land Office. Trading continued to be important to the French traders who remained at Kekionga, and American traders and fur buyers that moved here.

Indiana became a state in 1816, and when Allen County was organized in 1823, Fort Wayne became the county seat of government. Although Fort Wayne was a small frontier town, there was speculation that a canal would be built through Fort Wayne to link Lake Erie to the Ohio River. When the United States government sold the land that surrounded the abandoned fort in 1823, John Barr, a merchant from Baltimore, Maryland, and John McCorkle, of Piqua, Ohio, partnered to purchase and plat the tract of land. This original plat became the core of downtown Fort Wayne in the nineteenth century, and it is still the center of downtown today.

Construction of the Wabash and Erie Canal began in 1832 and the section from Toledo, Ohio to Fort Wayne was completed in 1843. Opening the area to new markets, the canal boosted the local economy by bringing people, goods and investment. This was the catalyst that led to the growth of Fort Wayne as a major urban center.

The canal was located between Superior Street and Columbia Street within the original plat. Columbia Street became Fort Wayne's primary commercial street in the nineteenth century because it was parallel to the canal, and at each end of the street—near Lafayette Street and at Harrison Street—there were basins that allowed canal boat crews to dock, to maneuver, or just to rest. The facilities for docking and the concentration of commerce and industry along the canal led city residents to name the area "The Landing." Mills, warehouses, and commercial buildings sprang up near the basins and along Columbia to take advantage of the ease of shipping and receiving both raw materials and finished goods by canal boat. Although the canal was instrumental in the development of The Landing as the commercial center of Fort Wayne, no buildings directly related to the canal era remain in the district.

When the canal was no longer viable, its role in shipping and transportation was filled by railroads. The canal right-of-way was purchased by the Nickel Plate Railroad in 1880, and by 1882 the rail line was built where the canal had been located. With the coming of the railroad, The Landing enjoyed the benefits of both passenger and freight transport. A freight depot for the Nickel Plate RR was erected along the tracks just west of Harrison Street, allowing merchants and wholesalers to ship and receive materials and merchandise quickly and easily by rail.

The passenger depot was located nearby on Superior Street and by 1885 four hotels were operating in the district to accommodate travelers. In 1901, Fort Wayne's first interurban electric railway station was located in the Randall Building at Pearl & Harrison. Tracks along Columbia, Harrison, and Pearl Streets carried a constant flow of traffic to points in Ohio and surrounding counties. In 1907, two interurban freight depots were built west of the Randall Building. One depot still stands at 220 Pearl Street.

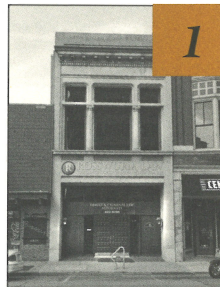
The Landing Historic District represents the largest remaining concentration of nineteenth and early twentieth century commercial buildings in downtown Fort Wayne. The buildings of the district are primarily two-part commercial blocks of brick construction, with decorative details in limestone, iron, and wood. Architectural styles include a blend of Italianate, Romanesque Revival, and early 20th century commercial styles.

The Landing Historic District

Please respect the occupants' privacy by viewing all properties from the street.

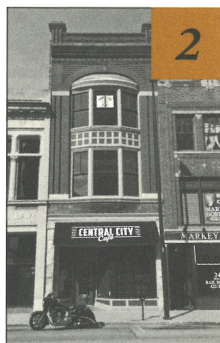
622 S. Calhoun Street Neoclassical, c.1890

The Neoclassical style uses forms and details based on Greek and Roman architecture. Above the recessed, modern entry of this building, the distinctive limestone façade has three large windows topped by transoms with curved corners. Composite columns separate the windows which are bordered by a carved bead-and-reel molding. Other classical details are found in the projecting cornice with its modillions, egg-and-dart molding, and dentils.



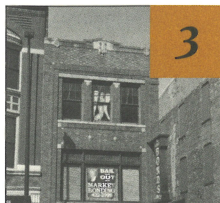
620 S. Calhoun Street Queen Anne/Romanesque, c.1880

The façade of this building is architecturally unique. On the upper floors, a large brick arch frames a shallow two-story bay with a half-dome roof and a paneled band between the floors. The top of the building has a large cornice of molded brick and terra cotta topped by a paneled parapet flanked by piers of molded brick. Below the bay window are a series of corbelled brick rows which form the base of the bay. The storefront is framed by rusticated stone piers topped by carved caps.



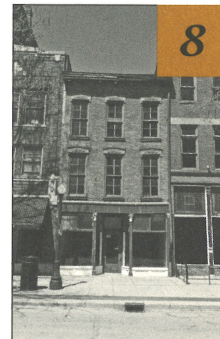
618 S. Calhoun Street Craftsman, c.1915

The façade of this building is an early remodeling of a nineteenth century building. The second and third story windows are recessed within a corbelled brick frame and divided by a panel of decorative brick and



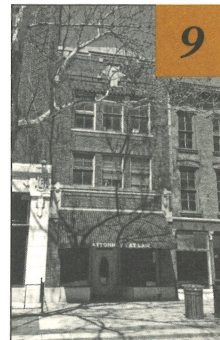
114 W. Columbia Street Italianate, c.1870

This classic 1870s commercial building features a storefront with cast iron columns and a recessed entry flanked by large display windows. Upper floor windows have pedimented, pressed metal lintels decorated with garlands, and a cornice supported by a row of square brackets caps the building. Early occupants included an agricultural implements store; the Volland Mills (flour and cornmeal), and JW Bash Seeds.



116 W. Columbia Street Craftsman, c.1915

This building has housed a variety of businesses including a feed store, creamery, tavern, movie theater, furrier, and law office. The dark golden brick façade with its limestone details and shields was added around 1915. The overall design is very similar to the building at 618 S. Calhoun which received a new front about the same time.



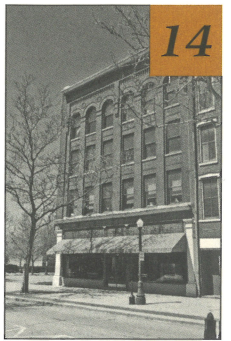
111 W. Columbia Street Modern, c.1976

This contemporary infill building was



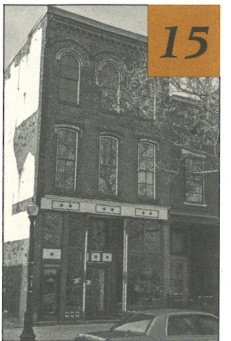
Bash Building (Charles Kendrick, architect) 126 W. Columbia Street Romanesque Revival, 1895

Originally a three-part building, the two western portions were destroyed by fire in 1975. The first floor is framed at each end by a limestone Tuscan pilaster topped by a steel lintel and a shallow metal cornice. The upper stories are divided by brick pilasters, from which spring the round arches of the fourth floor windows. Bash & Company was a prominent seed business founded by Solomon Bash in 1868. He was succeeded by his son, Charles, who was active in numerous enterprises including the Home Telephone Company and bringing natural gas to the city.



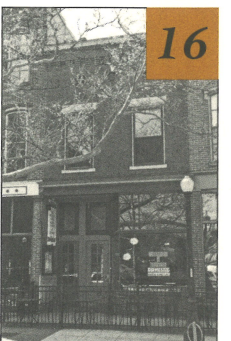
131 W. Columbia Street Italianate, c.1880

Due to its location adjacent to both canal and rail transportation, The Landing has been the home to several hotels. In the 1880s and 1890s this building served as the Nickel Plate Hotel, named for the railroad forming the north edge of the district. Cast iron columns frame the recessed main entry to the main floor while the single door to the left provides direct access to the upper floors.



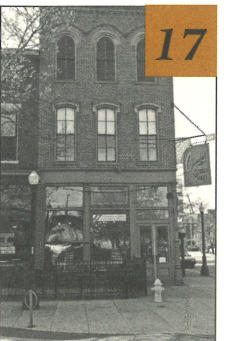
133 W. Columbia Street Functional, c.1900

Constructed as a simple store space with an owner residence or rental space above, this modest building features large display windows and two transomed entry doors affording access to the first and second floors. Second floor windows have plain limestone lintels and sills. Above the windows, two square attic vents with iron grills and some corbelled brick brackets below the cornice add a bit of detail.



135 W. Columbia Street Italianate, c.1875

The masonry work on this building matches 131 West Columbia Street. Second floor windows have limestone sills and segmental arched hoods while those on the third floor have round arched hoods. Decorative brick arches span the top of the façade, with corbelled brick brackets and angled brickwork completing the design. This detail is carried to the Harrison St. elevation. This building is identified as a saloon as early as 1885.



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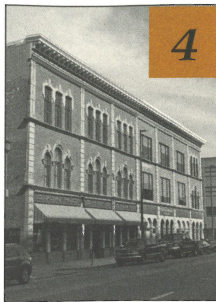
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stone work. The three-part second story window is topped by prism glass transoms while the windows above have multi-pane upper sash. A limestone parapet with three carved shields crowns the building.

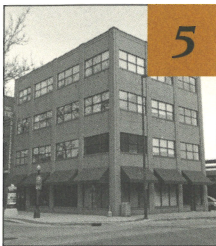
Keystone Block
602-614 S. Calhoun Street
Italianate, c.1865

Constructed shortly after the end of the Civil War, the Keystone Block is the oldest building in the district. Limestone pilasters divide the main façade into seven sections, which originally defined separate storefronts. An elaborate cornice caps the building and original window openings exist in the south half while those in the north half were altered c.1940. Both public and private restoration efforts have returned the character of the original first floor arches.



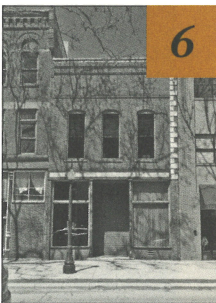
100 W. Columbia Street
Modern, 1987

This structure replaced the “Old Drug Building” which collapsed in 1980 during a restoration attempt. At this location, druggists Joseph and Cornelius Hoagland and their partner Thomas Biddle developed the formula that became Royal Baking Powder in 1865. A bit of the original brick and stone building remains between 100 and 108 Columbia.



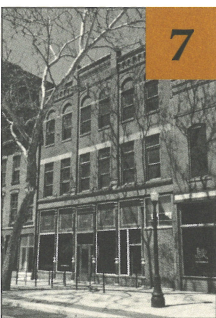
108 W. Columbia Street
Italianate, c.1880

From the 1870s through the 1890s Horatio Ward operated a business in this location that sold plates dishes, cups, and fine china known as Queensware. Above the tall second floor windows topped by segmental arches, is a broad band that once served as a place for signage. While the building is simple in design, the original cast iron piers flanking the central entrance are enhanced by delicate leaf-like decoration.



Moellering Building
110-112 W. Columbia Street
Queen Anne/Romanesque, c.1890

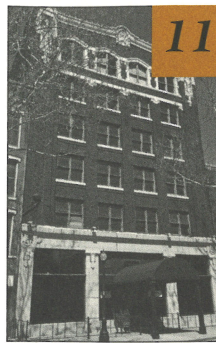
The Moellering Brothers Wholesale Grocers remodeled the front of this building c.1890. The ground floor retains its slender cast iron piers and prism glass transom windows. Above, a broad band of stone tops the second floor windows while a series of blind arches top the third floor windows. A stepped parapet with decorative brickwork crowns the building.



constructed on the site of the Wayne Hotel (shown at right, c.1889), which was constructed in 1887 by J.C. Peters, the grandfather of actress Carole Lombard. Extensively restored in the late 1960s and renamed the Rosemarie Hotel, this building was destroyed by fire in 1975.

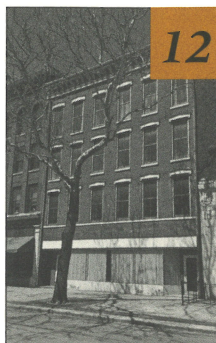
Fisher Brothers Paper Building
118-120 W. Columbia Street
Craftsman, 1914

The Fisher Brothers Paper Company occupied this large building from the date of its construction until c.1970. The first floor is clad in white glazed terra cotta with the initial “F” in the upper corners. A wide vertical border of decorative brickwork outlines the building and narrow bands are used above and below the upper windows. Many decorative elements of glazed terra cotta, including a Fisher Brothers monogram in the center, crown the top of the building.



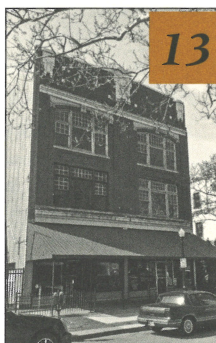
122-124 W. Columbia Street
Italianate, c.1870

Built primarily as a storage facility for wool, seeds, and hides, this building seems rather functional in design with its plain brick wall, and repeating two-over-two windows topped by simple cast iron lintels with low pediments. The wide, projecting cornice, however, is surprisingly elaborate with many closely spaced brackets and indented squares.



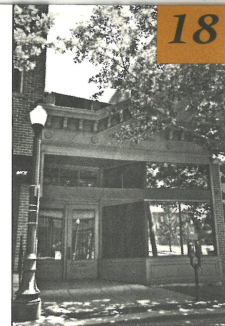
Pinex Company Building
123-125 W. Columbia Street
Craftsman, 1917

Originally part of a uniform row of five buildings that included, and looked like, 131 West Columbia, this double building was remodeled in 1917 for the Pinex Company's medicine factory whose monogram is found in the central terra cotta medallion at the roofline. The distinctive threepart, Chicago-style windows are slightly arched on the third floor. Founded by William Noll, Pinex was best known for their cough syrup. The company was sold to Revlon in the 1960s.



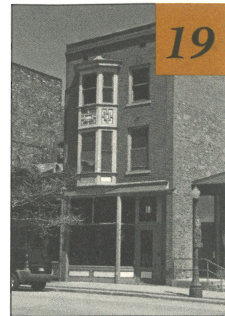
611 S. Harrison Street
Italianate, c.1890

This one-story building was originally constructed as a blacksmith shop. Although modest in size, the design of the upper parapet wall is notable, and features a central pediment, decorative moldings, a bracketed cornice with a wide overhang, and five shell finials. The first floor is a later commercial alteration.



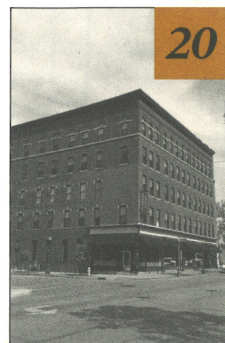
613-615 S. Harrison Street
Queen Anne, c.1900

Once fairly common on late 19th-early 20th century commercial buildings, the two-story oriel window found on this building is now a rare feature. The decorative panels between the second the third floors are also unusual. By contrast, the adjacent windows are topped by simple flat arches, and the first floor reflects typical storefront design of the period.



Randall Building
614-618 S. Harrison Street
Renaissance Revival, 1905

Prominent businessman and investor Perry Randall constructed this huge building as a commercial compliment to his five-story Randall Hotel which was located immediately to the north. Used solely as light industrial/commercial space, early tenants included an interurban RR passenger depot, a shoe factory, and a shirtwaist factory. The Seavey (and after 1920) Wayne Hardware Company occupied the entire building from 1914 to 1973. Converted to residential use in 2014, the Randall is the largest Victorian commercial building in the city and is individually listed on the National Register.



Ft. Wayne and Wabash Valley Interurban Railroad Freight Depot
222 Pearl Street
Functional, 1907

The FW&WV was an electric rail line that transported passengers and freight between Fort Wayne and Lafayette. Originally, a series of wide doors opening onto loading docks running down both sides allowed for the easy movement of freight to and from the rail lines located on both sides of the building. Offices were located in the two-story section with the large windows. A second, smaller depot was once located to the west. *Photo courtesy of Sidney Pepe Collection.*

