**Location**

![Map of Fort Wayne](Image)

**The Landing Historic District**

This project has been funded in part by a grant from the U.S. Department of the Interior, National Park Service's Historic Preservation Fund administered by the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology. The project received federal financial assistance for the identification, protection, and/or rehabilitation of historic properties and cultural resources in the State of Indiana. However, the contents and opinions contained in this publication do not necessarily reflect the views or policies of the U.S. Department of the Interior, nor does mention of trade names or commercial products constitute endorsement or recommendation by the U.S. Department of the Interior. Under Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973, the U.S. Department of the Interior prohibits discrimination in its programs on the basis of race, color, national origin, or disability in its federally assisted programs. If you believe that you have been discriminated against in any program, activity, or facility as described above, or if you desire further information, please write to: Office of Equal Opportunity, National Park Service, 1201 Eye Street, NW (2740), Washington, DC 20005. Printed in 2016.

**Acknowledgements**

City of Fort Wayne  
Tom Henry, Mayor  
Community Development  
Planning Department  
Pam Holscher, Director  
Donald Orban, Preservation Planner  
Creager Smith, Preservation Planner  
The Westerly Group, Inc., Consultant  
For more information about historic preservation in Fort Wayne, call (260) 427-8311 or visit www.fortcommunitydevelopment.org/preservation.

**Introduction**

Land as Fort Wayne's first local historic district in 1965, The Landing became listed on the National Register of Historic Places in 1991 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 designations are a tool that residents may use to monitor and control visible changes that occur in historic areas. New housing developments often see variances 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.fortcommunitydevelopment.org/preservation.

**History**

The place we call Fort Wayne originated as a Native American village and trading center called Keokuk. 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 Keokuk 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 Keokuk and built a new American fort near the confluence of the three rivers where movements on the rivers and on Keokuk could be easily monitored. From 1794 to 1825 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 Keokuk and American traders and fur buyers that moved here.

Indiana became a state in 1816, and when Allen County was organized in 1821, 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 Papua, 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 1845. 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 railroad station was located in the Randall Building at Pearl & Harrison. Tracks along Columbia, Harrison, and Pearl Streets carry 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.
Please respect the occupants' privacy by viewing all properties from the street.

622 S. Calhoun Street
Neoclassical, c.1900
The Neoclassical style uses forms and details based on Greek and Roman architecture. Above the rounded, modern entrance of this building, the distinctive limestone facade has three large windows topped by transoms with curved corners. Composite columns square the windows which are further detailed by a carved head-sculpted molding. Other classical details are found in the projecting cornice with its moldings, egg-and-dart molding, and dentils.

620 S. Calhoun Street
Queen Anne/Transitional, c.1880
The façade of this building is architecturally unique. On the upper floors, a large brick archway forms a two-story bay with a half-dome roof and a panelized band below the windows. The top of this building has a large cornice of molded brick and terra cotta topped by a paneled parquet flanked by piers of molded brick. Below the bay windows 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
Craftsmen, c.1915
This contemporary unfill building was constructed on the site of the Wayne Hotel (above at right, c.1890), which was constructed in 1887 by J.C. Peters, the grandfather of current Lord 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
110-120 W. Columbia Street
Craftsmen, c.1914
The Fisher Brothers Paper Company occupied this large building from the date of its construction until 1975. The first floor is clad in white glass terra cotta with the initial “F” in the upper corners. A wide vertical border of decorative brickwork outlines the building. Narrow bands are used above and below the upper windows. Many decorative details of glazed terra cotta, including a Fisher Brothers monogram in the center, crown the top of the building.

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 Holland Mills (floor and cornice), and JW Bash Seeds.

116 W. Columbia Street
Craftsmen, c.1915
This building 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 tilfill building was constructed on the site of the Wayne Hotel (above at right, c.1890), which was constructed in 1887 by J.C. Peters, the grandfather of current Lord Carole Lombard. Extensively restored in the late 1960s and renamed the Rosemarie Hotel, this building was destroyed by fire in 1975.

100 W. Columbia Street
Modern, 1987
This structure replaces the “Old Dog Building” which collapsed in 1980 during a renovation 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 façade survives.

106 W. Columbia Street
Italianate, c.1880
For the late 1870s through the 1890s Horace Ward operated a business in this location that sold plates dishes, cups, and fine china known as Quakerware. Above the cell second floor window topped by segmented 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.

613 S. Harrison Street
Craftsmen, c.1875
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 brackets, a bracketed cornice with a side overhang, and two half round floor. The first floor is a later commercial alteration.

615 S. Harrison Street
Queen Anne, c.1900
Once fairly common on late 19th-early 20th century commercial buildings, this two-story oriel window found on this building is now a rare feature. The decorative panels between the third and the fourth stories are notable. By contrast, the adjacent windows are topped by simple round arches, and the first floor reflects typical storefront design of the period.

Randall Building
614-618 S. Harrison Street
Renaissance Revival, 1905
Prominent Fort Wayne architect 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 a hotel in its commercial space, rear sections included an interurban RR passenger depot, a shoe factory, and a cigar factory. The Seavey (and after 1920) Wayne Hardware Company occupied the entire building from 1914 to 1975. 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.

222 Pearl Street
Functional, 1907
The Pearl and Wabash Valley Interurban Railroad Freight Depot was a non-functional 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 smaller, second floor was once located to the west. Photo courtesy of Sidney Pepe Collection.