

Table 1. NRHP-Listed Historic Districts in the APE.

NRHP No.	Name of Resource	Period of Significance/ Dates of Construction	Style and Type of Building or Structure	Date Listed/ Criteria
NR-0438	Herron-Morton Place Historic District	ca. 1880–1920	Residential, Commercial: Queen Anne, Classic Revival, Tudor Revival, American Foursquare	Listed 1983 (NR-0438), Criteria A and C
NR-0157 and NR-0716	Old Northside Historic District	ca. 1850–1941	Residential: Italianate, Second Empire, Queen Anne, Stick, Colonial Revival	Listed 1978 (NR-0157) and expanded 1984 (NR-0716), Criteria A and C
NR-0926	Saint Joseph Neighborhood Historic District	ca. 1855–1930	Residential, Commercial, Industrial	Listed 1991 (NR-0926), Criteria A and C
NR-0327	Chatham-Arch Historic District	1865–1941	Residential, Commercial, Industrial	Listed 1980 (NR-0327), Criteria A and C
NR-0525	Massachusetts Avenue Commercial Historic District	1865–1930	Commercial	Listed 1982 (NR-0525), Criteria A and C
NR-0853 and NR-2030	Lockerbie Square Historic District	1855–1930	Predominantly Residential	Listed 1973 (NR-2030) and expanded 1987 (NR-0853), Criteria A and C
NR-0355	Fletcher Place Historic District	1855–1924	Predominantly Residential	Listed 1982 (NR-0355), Criteria A and C
NR-0965	Cottage Home Historic District	1870–1939	Predominantly Residential	Listed 1990 (NR-0965), Criterion C
NR-0084	Arsenal Technical High School Historic District	Various		Listed 1976 (NR-0084), Criteria A and C
NR-1711	Indianapolis Park and Boulevard System	1873–1952	Beaux Arts	Listed 2003 (NR-1711), Criteria A and C

Table 2. Individually Listed NRHP Resources in the APE.

NRHP No.	Name and Address of Resource	Date(s) of Construction	Style and Type of Building or Structure	Date Listed/ Criteria
NR-2410	Indianapolis Public Library Branch No. 6, 1801 Nowland Avenue	1912	Craftsman	Listed 2016, Criteria A and C
NR-0090	Prosser House, 1454 E. 10 <sup>th</sup> Street	1885	Cross gable house	Listed 1975, Criterion C
NR-0146	Bals-Wocher House, 951 N. Delaware Street	1870	Italianate	Listed 1979, Criteria B and C
NR-0616.33	Wyndham, 1040 N. Delaware Street	1929	Tudor Revival Apartment Building	Listed 1983, Criteria A and C
NR-0203	Pierson-Griffiths House (Kemper House), 1028 N. Delaware Street	1873	Italianate/Greek Revival House	Listed 1978, Criterion C
NR-0694	Calvin I. Fletcher House, 1031 N. Pennsylvania Street	1895	Queen Anne House	Listed 1984, Criteria B and C
NR-0616.26	Pennsylvania Apartments, 919 N. Pennsylvania Street	1906	Neoclassical	Listed 1983, Criteria A and C
NR-0616.25	The Myrtle Fern, 221 E. 9 <sup>th</sup> Street	ca. 1925	Twentieth Century Functional	Listed 1983, Criteria A and C
NR-0616.23	The Shelton, 825 N. Delaware Street	1925	Twentieth Century Functional	Listed 1983, Criteria A and C
NR-0616.09	Cathcart Apartments, 103 E. 9 <sup>th</sup> Street	1909	Craftsman	Listed 1983, Criteria A and C
NR-0616.19	Lodge Apartments, 829 N. Pennsylvania Street	1905	Neoclassical	Listed 1983, Criteria A and C
NR-0616.27	Plaza Apartments, 902 N. Pennsylvania Street	1907	Neoclassical	Listed 1983, Criteria A and C
NR-0616.03	The Ambassador, 39 E. 9 <sup>th</sup> Street	1923	Mediterranean Revival/Sullivanesque	Listed 1983, Criteria A and C
NR-0085	Central Library of Indianapolis-Marion County Public Library	1914–1917	Neoclassical	Listed 1975, Criterion C
NR-0616.08	The Burton, 821–823 N. Pennsylvania Street	ca. 1920	Spanish Colonial Revival	Listed 1983, Criteria A and C
NR-0725	The Vera and The Olga, 1440–1446 N. Illinois Street	1901	Twentieth Century Functional	Listed 1984, Criterion C
NR-0641	Independent Turnverein, 902 N. Meridian Street	1914	Prairie/Renaissance Revival	Listed 1983, Criteria A and C
NR-0332	Cole Motor Car Company, 730 E. Washington Street	1904	The Commercial Style	Listed 1983, Criterion A
NR-2266	Gaseteria, Inc., 1031 E. Washington St.	ca. 1925	Art Moderne	Listed 2013, Criteria B & C

Table 2. Individually Listed NRHP Resources in the APE.

<b>NRHP No.</b>	<b>Name and Address of Resource</b>	<b>Date(s) of Construction</b>	<b>Style and Type of Building or Structure</b>	<b>Date Listed/Criteria</b>
NR-1406	Manchester Apartments, 960–962 N. Pennsylvania Street	1929	Tudor Revival	Listed 1998, Criterion C
NR-1373	Sheffield Inn, 956–958 N. Pennsylvania Street	1927	Tudor Revival	Listed 1998, Criterion C
NR-0616.11	Delaware Court, 1005 N. Delaware Street	1917	Tudor Revival Apartment Building	Listed 1983, Criteria A and C
NR-0616.28	The Spink (Renaissance Tower Historic Inn), 230 E. 9 <sup>th</sup> Street	ca. 1922	Jacobethan Revival	Listed 1983, Criteria A and C
NR-0897	William Buschman Block, 968–972 Fort Wayne Avenue	ca. 1879	Italianate Commercial Building	Listed 1988, Criteria B and C
NR-2027	Morris-Butler House, 1204 N. Park Avenue	1864	Second Empire	Listed 1973, Criterion C
NR-2043	John W. Schmidt House (The Propylaeum), 1410 N. Delaware St.	1875	Tudor Revival	Listed 1973, Criteria A and C
NR-0695	Pearson Terrace, 928–940 N. Alabama Street	1902	Jacobethan Revival	Listed 1984, Criterion C

Table 3. NRHP Determined Eligible Resource in the APE.

<b>NRHP No.</b>	<b>Name and Address of Resource</b>	<b>Date(s) of Construction</b>	<b>Style(s) of Resource</b>	<b>Date Listed/Criteria</b>
N/A	Martin Luther King, Jr. Park, 17 <sup>th</sup> Street to 21 <sup>st</sup> Street (S to N) and Park Avenue to Broadway Street (W to E)	1961	N/A	Determined Eligible 2017, Criteria A and B

Table 4. IRHSS Resources in the APE.

<b>NRHP No.</b>	<b>Name and Address of Resource</b>	<b>Date(s) of Construction</b>	<b>Style(s) of Resource</b>	<b>Date Listed/Criteria</b>
NR-1560*	School #27 – Charity Dye Elementary School, 545 E. 17 <sup>th</sup> Street	ca. 1882	Italianate	Listed 2000, Criteria A and C
NR-0422	Anheuser Busch Saloon/Gally, Julius, Wines & Cigars, 942 Fort Wayne Avenue, Saint Joseph Neighborhood NRHP District	ca. 1904	Neoclassical	Listed 1980, Criteria A and C
NR-0956	General Motors Buick Showroom Building, 1302 N. Meridian Street	1923	Neo-Classical Revival	Listed 1989, Criteria A and C
NR-0653*	Holy Cross/Westminster Historic District	1860–1943	Residential: Various Styles	Listed 1984 Criteria A and C

\*Properties listed in the IRHSS but not the NRHP are assigned NRHP numbers.

Table 5. National Historic Landmarks in the APE.

<b>NRHP No.</b>	<b>Name and Address of Resource</b>	<b>Date(s) of Construction</b>	<b>Style</b>	<b>Date Listed/Criteria</b>
NR-2066	Benjamin Harrison Home/Presidential Site, 1230 N. Delaware Street	1874–1875	Italianate	NHL Listed 1964, NRHP Listed 1966, Criteria A, B, and C
NR-2067	James Whitcomb Riley House, 528 Lockerbie Street	1872	Italianate	NHL Listed 1962, NRHP Listed 1966, Criteria A and B

Table 6. Previously Recorded Bridges in the APE.

HB No.	Name and Location of Resource	Date(s) of Construction	Style and Type of Building or Structure	Status
HB-1071	Marion County Bridge B-25-18-L, Newman Street over Pogue's Run	ca. 1915	Plate Girder	Contributing, Indianapolis Park and Boulevard NRHP District
HB-2610	Marion County Bridge 2517, Commerce Avenue over Pogue's Run	1911	Filled Spandrel Arch	Contributing, Indianapolis Park and Boulevard NRHP District
HB-2591	Spades Place Footbridge, Spades Place path over Pogue's Run	1907	Filled Spandrel Arch	Contributing, Indianapolis Park and Boulevard NRHP District
N/A	Marion County Bridge No. 2520L, N. Oriental Street over Pogue's Run	pre-1940	Continuous Reinforced Concrete Slab	Recommended Eligible, Criterion C
HB-2611	Marion County Bridge 2521, E. North Street over Pogue's Run	1911	Concrete Slab	Demolished
HB-2189	Marion County Bridge 2511, Dorman Street over Pogue's Run	1910	Concrete Slab	Demolished
HB-2608	Marion County Bridge 2510, Michigan Street over Pogue's Run	1917	Concrete Beam	Demolished

Table 7. Recommended NRHP Eligible Resources in the APE.

IHSSI #	Name and Address of Resource	Date(s) of Construction	Style	Rating
098-296-01212	John Hope School No. 26, 1301 E. 16 <sup>th</sup> Street	1921	Neoclassical	N; Criterion C
098-296-01220	James E. Roberts School No. 97, 1401 E. 10th Street	1936	Art Moderne/Art Deco	Criteria A and C
098-296-01309 and NR-1560	School #27–Charity Dye Elementary School, 545 E. 17th Street	1882	Italianate	N and IRHSS/Criteria A and C
098-296-01378	Knights of Pythias, 941 N. Meridian Street	1925	Gothic Revival	O; Criterion C

Table 7. Recommended NRHP Eligible Resources in the APE.

IHSSI #	Name and Address of Resource	Date(s) of Construction	Style	Rating
098-296-01421	Fame Laundry, 1352 N. Illinois Street	1929	Neoclassical	N; Criterion C
098-296-01426	Stutz Motor Car Company, 1002–1008 N. Capital Avenue	1914	Commercial Style	O; Criteria A and C
N/A	St. Rita's Catholic Church Parish Complex, 1733 Dr. Andrew J. Brown Avenue	1959	Mid-Century Modern	Criterion A and Criteria Consideration A

Table 8. Recommended NRHP Eligible Historic Districts in the APE.

NRHP No.	Name and Address of Resource	Date(s) of Construction	Style	Criteria
N/A	Saints Peter and Paul Cathedral Parish Historic District	1891-1927	Neoclassical, Italian Renaissance Revival	Criterion A
N/A	Windsor Park Neighborhood	1880 – 1920	Folk Victorian	Criterion C

## HISTORIC MAP ANALYSIS

As a major urban area, the portion of Indianapolis within and adjacent to the project area has been thoroughly documented with historic map resources. As a sample, this HPR has included the Sanborn Map Company's Fire Insurance Maps for Indianapolis for the years 1914–1915 with the project area overlain on the map (Sanborn Map Company 1914–1915). The map shows that most of the project area was thoroughly urbanized at that time. In the north and west portions of the project area, residential neighborhoods were continuous across what later became the route of the interstate. Only in the northeastern end of the project area, east of Roosevelt Avenue/Commerce Avenue, was there any significant area of vacant land. A railroad line along the east side of the project area had drawn a large amount of industrial development to that corridor, extending to and across the south end of the project area. The neighborhoods west and east of the railroads were predominantly residential, with a significant commercial corridor along Massachusetts Avenue.

## HISTORIC CONTEXT

In the mid-nineteenth century, transportation improvements were introduced to Indianapolis, starting with mule-drawn streetcars. These early streetcar lines led to the growth of Indianapolis in the 1850s and 1860s, when neighborhoods such as Fletcher Place and Lockerbie Square developed (Hulse 1994). Most of the development occurred to the north, as floodplains and the canal restricted development to the west. After 1864, the streetcars provided convenient and relatively inexpensive transportation to and from neighborhoods physically separated from downtown, resulting in the development of “streetcar suburbs,” including Woodruff Place (Hulse 1994). The interurban and streetcar lines made it possible for downtown workers to commute beyond the limits of the walking city.

Indianapolis’s physical growth was fueled in part by immigration. Particularly after 1849, German immigrants arrived in the city, moving to new neighborhoods developing just east of the Mile Square, such as Lockerbie Square (Hulse 1994). Annexation also contributed to the city’s expansion during this period, as Indianapolis annexed outlying suburbs. The vacant land between the city and the annexed suburbs subsequently developed as residential districts so that by the end of the 1800s, Indianapolis had grown to 27.21 square miles (Hulse 1994).

By 1920 the United States had become an “urban” country, as for the first time more Americans lived in cities than in rural areas. The growth of cities was due in large part to the many rural dwellers who moved to cities to take jobs in the numerous factories that were springing up. Urban growth was also in part a result of an influx of immigrants from central and Eastern Europe, who had been migrating to the U.S. in large numbers since the 1880s (Whitley 2008a). Indianapolis was no exception to this trend; the city’s population tripled between 1890 and 1920, growing from 105,000 to 314,000 (Divita 1994b). The growth in population was fueled by economic growth resulting from the completion of the Belt Line Railroad, which consolidated all of the railroads serving Indianapolis. The Belt Line Railroad, which was built in the late nineteenth century as a means to direct freight away from the Mile Square and to decrease noise, soot, and traffic congestion in the central business district, also made it possible to reach outlying areas, thereby opening them up to industrial and residential development (Divita 1994b).

Perhaps no invention has influenced American cities more dramatically than the automobile. Although inventors had tinkered with steam- and electric-powered vehicles since at least the eighteenth century, the first true automobile powered by a gasoline internal combustion

engine was built in Germany by Karl Benz in 1885–1886. It was American businessman Henry Ford who developed and manufactured cars that were affordable, easy to drive, and simple and inexpensive to repair. The first Model T was introduced in 1908 and cost \$825, which would be about \$21,000 today. The cost of a Model T steadily decreased until, by 1915, when the one millionth Model T was produced, the cost of a car was \$345, or just over \$8,600 in 2017 dollars (Whitley 2008b).

During the 1910s, the United States became the most highly industrialized country in history; this was due in part to the phenomenal growth of the automobile industry. In 1895, there were only 300 cars in the United States; 10 years later, this number had increased to 78,000. By 1910, there were nearly 500,000 cars in the U.S.; only four years later, this number had more than tripled to 1.7 million (Whitley 2008b). The convenience and ready availability of automobiles in turn led to the development of new Indianapolis neighborhoods in areas that had been made more accessible.

In 1908, the city hired landscape architect and city planner George E. Kessler, who was also a leader in the City Beautiful movement. Kessler designed a series of parks linked by wide boulevards (Zeigler 1994). These new boulevards allowed Indianapolis' more affluent citizens to commute to and from exclusive enclaves that developed on the highlands overlooking White River and Fall Creek (Hulse 1994).

Nationally, the prosperity of the 1920s gave way to the Great Depression of the 1930s. Along with record high unemployment, Indianapolis also experienced a 90 percent decrease in the construction industry in the early 1930s. In 1933, only 27 houses were built in Indianapolis (Markisohn 1994). Other industries experienced similar declines. In the early 1940s, however, the city's industries increased production to meet wartime demands, and the construction of housing resumed to provide housing for new workers. Between 1940 and 1942, more than 9,000 new houses were built (Hulse 1994).

The end of World War II brought prosperity to the United States, and at last the pent-up demand for housing could be met. Beginning in 1946, there was a boom in single-family residential construction that coincided with increased suburbanization. Nationwide more than 13 million houses were built between 1945 and 1954; a majority of these houses were built in the suburbs (Pettis 2012). Suburban expansion in the mid-twentieth century was also fueled by the post-war “Baby Boom,” the 19-year period from 1946 to 1964 when approximately 79 million babies were

born to the returning G.I.s and their wives. This Baby Boom created a demand not only for new homes, but for all manner of consumer products, including automobiles.

Returning veterans were able to take advantage of another major benefit of the G.I. Bill, namely, insurance on home mortgages. This guarantee made it much easier for WWII veterans and their brides to own a house. By 1946, almost 41 percent of houses built in the U.S. were built with so-called VA mortgages (Pettis 2012). The VA program was administered by the Federal Housing Administration, or FHA, which also had a program that provided privately financed mortgages for both homes and housing development. The FHA favored new construction rather than repair or renovation of existing houses and through its policies encouraged new suburban development (Pettis 2012). These policies also resulted in racial segregation that restricted the ability of African Americans, among other ethnic groups, to move to the developing suburbs (Pettis 2012). Indianapolis was no exception; during the 1950s, for example, nearly 52,000 new housing units were built in the city, followed by an additional 45,000 units between 1960 and 1970 (Hulse 1994).

During this period, subdivisions developed around Indianapolis, including the areas north and west of White River, along Allisonville Road and east to Fort Benjamin Harrison, along east and west Washington Street about four miles from the city center, and along the major southern arteries. Many of these subdivisions, which subdivided what had been farmland, contained modern ranch houses. In 1954, the Army expanded its finance center at Fort Benjamin Harrison, which resulted in an increased demand for nearby housing (Monroe 1994).

The growth of suburbs in the mid-twentieth century was enabled, in part, by the increase of automobile ownership. While in 1940, 60 percent of Americans owned cars, by 1960 this percentage had increased to 80 percent (Semuels 2016). The increase in the number of cars traveling to and from the suburbs resulted in an increase in traffic on existing roadways. This problem would be solved by the arrival of the interstate highway system.

Efforts to improve roadways in the U.S. began as early as 1916, when President Woodrow Wilson signed the Federal-Aid Road Highway Act. However, when the United States entered World War I in 1917, the effort to build highways suffered as resources, materials, and manpower were diverted for military use (Blas 2010). President Franklin D. Roosevelt also attempted to create legislation and funding for highway building as part of effort to create jobs, which resulted in the construction of the Pennsylvania Turnpike, completed in 1938 (Blas 2010). World War II

interrupted Roosevelt's efforts to create a national highway system. It was not until 1944 that the Federal-Aid Highway Act of 1944 authorized the construction of a 40,000-mile system of highways connecting the cities in the United States, but the 1944 law did not provide for funding (Pettis 2012). It was not until 1956, when the Federal-Aid Highway Act of 1956 was signed into law by President Dwight D. Eisenhower, that the interstate system would start to become a reality. In addition to authorizing the construction of 41,000 miles of interstate highways, the act earmarked \$26 billion to pay for the new roads. The law provided that the federal government would pay 90 percent of the cost of construction the roadways, while the states paid the remaining 10 percent (Pettis 2012).

The development of interstate highways, called the “greatest public-works program in the history of the world” (Morris 1956), dramatically transformed Indianapolis’s built environment in the decades following World War II, as the improved infrastructure encouraged suburban development farther from the central cores of American cities (Pettis 2012). Miles of paired, four-lane, limited-access, elevated highways were built through Indianapolis, with seven spokes radiating out from the city. The routes include I-65 north to Chicago and south to Louisville, I-74 northwest to Crawfordsville and southeast to Cincinnati, and I-70 west to Terre Haute and east to Columbus. These roads are connected by I-465, the belt highway around Indianapolis built between 1961 and 1970 (Gray 1994). Beginning in the early 1960s, the state began purchasing structures in the path of the roadways, including single-family houses, apartment buildings, and commercial buildings. Approximately 17,000 residents of Indianapolis were displaced for initial highway construction, which also destroyed blocks of buildings, interrupted surface traffic flow, and cut neighborhoods off from downtown and one another (Ryan 2013; Monroe 1994). The African American community organized resistance against highway construction and the expansion of the Indiana University, Purdue University Indianapolis (IUPUI) campus, in an effort to ensure adequate compensation for African Americans who were displaced by these projects (Ripple 1975; Townsend 2016).

The outward growth of Indianapolis in the decades following World War II, coupled with urban renewal projects, highway construction, and FHA loan policies that favored new, suburban development, resulted in deterioration of the old city. Between 1950 and 1990 more than 155,000 people moved out of Center Township. Those who remained were low-income residents who had few resources to maintain the city’s old houses and neighborhoods. Urban renewal projects,

primarily the construction of the IUPUI campus and the I-65/I-70 inner loop beginning in the 1960s and 1970s, contributed to the loss of population within the city center (Hulse 1994). As was the case in many cities, displacement in Indianapolis for highway and university construction disproportionately affected low-income and African American communities.

Nationally, the development of the interstate highway system, which often cut through city neighborhoods, coupled with the impact of urban renewal in many cities, gave rise to a movement to preserve historic buildings. A report coordinated by Lady Bird Johnson, wife of President Lyndon Johnson, entitled *With Heritage So Rich* (National Trust for Historic Preservation 1983), helped spur public awareness of and interest in preserving historic properties. This interest culminated in the NHPA of 1966, which established the mechanisms by which historic properties from unnecessary harm caused by federal activities.

Following the enactment of the federal preservation law, local communities began to develop local protections for historic properties. In Indianapolis, for example, the Indianapolis Historic Preservation Commission was established in 1967 ([www.indy.gov](http://www.indy.gov) 2017). Since that time, residents, civic leaders, and developers have actively promoted the city's architectural heritage. Initial efforts concentrated on preserving individual residences in Lockerbie Square, the Old Northside, and along North Meridian Street (Monroe 1994), but efforts have expanded to establish local historic districts which have architectural review guidelines to ensure compatible alterations and new construction within historic districts. The availability of historic tax credits, beginning the late 1970s, has encouraged rehabilitation of apartments, stores, and offices in these districts (Monroe 1994). In addition, a group of downtown neighborhoods has organized as the Historic Urban Neighborhoods of Indianapolis (HUNI). This three-pronged approach (NRHP listing, local designation, and neighborhood organizing) has enabled the historic preservation movement to become an important factor in the redevelopment of the city's downtown. The restoration of older houses in areas such as the Old Northside, Chatham-Arch, Cottage Home, Fletcher Place, and Ransom Place has attracted new residents into Center Township.

## METHODS

For this project, and through discussions with INDOT, the following property types within the APE were surveyed: 1) properties that were previously rated Notable or Outstanding in the IHSSI; 2) NRHP-listed districts and individual properties; 3) IRHSS-listed districts and individual

properties; and 4) bridges. Tables included in Appendix B list all resources in the APE that were previously recorded as Outstanding or Notable and all newly identified Outstanding and Notable resources. Tables included in the text list the following resource types found in the APE: 1) NRHP-Listed Historic Districts; 2) Individually Listed NRHP Resources; 3) IRHSS Resources; and 4) Previously Recorded Bridges. Contributing properties that are located outside of a historic district did not receive an individual NRHP-eligibility evaluation within the text of the HPR. Instead, these properties were documented in a table, which includes photographs (Appendix C). The following property types received NRHP Eligibility Evaluations and Recommendations prepared by a qualified professional historian:

- Historic Districts Listed in the NRHP and/or IRHSS
- Individual Properties Listed in or Previously Determined Eligible for the NRHP<sup>2</sup>
- Properties Recommended as Eligible for Inclusion in the NRHP

Properties that were considered to be potentially eligible for the NRHP but which were ultimately recommended not eligible for the NRHP. As noted above, a few aboveground resources that were considered to be potentially eligible but which were ultimately recommended as eligible for inclusion in the NRHP were also evaluated. These resources have varying degrees of alterations that have resulted in a loss of integrity.

The APE is the area in which the proposed project may cause alterations in the character or use of historic resources. INDOT's (2014) *Indiana Cultural Resources Manual* recommends a 0.25-mile buffer (which may be increased or decreased based on surrounding topography and built environment) for a new bridge overpass or bridge replacement on raised elevation. For the I-65/I-70 North Split Interchange Reconstruction Project, the proposed APE is approximately 0.25-mile buffer from the proposed work along I-65 and I-70. Preliminary estimates indicate at least one proposed bridge in the interchange may be approximately 48 feet higher than the existing bridge height. The 48-foot height increase assumes there will be four bridge levels. Due to this possible increase in bridge height, the APE surrounding the interchange is proposed to be increased to 0.5

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<sup>2</sup> This list of Individual Properties Listed in or Previously Determined Eligible does not include individually listed properties that contribute to a listed historic district. In those cases, the historic district is considered the historic resource, and any building located within the historic district (whether previously individually listed or not) is protected under Section 106. Contributing properties in a historic district are any building, object, or structure that adds to the historic or architectural qualities that make the historic district significant.

mile (Figure 3). This is intended to be a worst case scenario and proposed bridge heights will likely decrease as additional design information becomes available.

To ensure the 0.5-mile distance was appropriate, project team members, including a qualified professional (QP) who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61, first visited a similar interchange at I-465 and I-74 on the east side of Indianapolis. With its open terrain, the I-74/I-465 interchange example provided a good contrast to understand how far viewsheds may extend absent urban development. As a result, by using a comparative interchange in an open terrain, we could extrapolate a reasonable boundary for the APE for the I-65/I-70 North Split Area. The built environment at I-74/I-465 is more open, and is a combination of agricultural and suburban development. The team drove the surrounding areas at intervals of 0.25 mile, 0.5 mile, and 1 mile, documenting the visibility of the I-465/I-74 interchange at each interval in different quadrants of the interchange for comparative purposes. At approximately 1 mile, vegetation, buildings, or topography typically shielded the I-465/I-74 interchange bridge and it could not be seen. At 0.5 mile, if there were no buildings or vegetation to block the view and the interchange bridge could be seen, it was not an overpowering feature of the landscape. At 0.25 mile, the interstate bridge could be readily seen or seen between buildings or vegetation.

The project team then visited the area surrounding the I-65/I-70 North Split interchange. The Intelligent Transportation System (ITS) tower in the eastern portion of the I-65/I-70 North Split interchange is approximately 15 feet higher than the top of a 13.5-foot tall truck on the tallest proposed bridge. The project team used this ITS tower as a visual guide to investigate intervals of 0.25 mile and 0.5 mile to determine if it was visible from various locations along the east-west axis along 16<sup>th</sup>, 17<sup>th</sup>, 19<sup>th</sup>, and 20<sup>th</sup> Streets. The intersection of 20<sup>th</sup> Street and Lewis Street is approximately 0.5 mile from the existing interchange (Figure 3). Due to the density of development surrounding the project area, the project team agreed the new bridge would not be visible or only minimally visible at a distance of 0.5-mile.

Along the remainder of the project area (I-65/I-70 south to Washington Street, I-65 west to Pennsylvania Street, and I-70 east to approximately the bridge over Lawrence Street/Roosevelt Avenue), the APE started with a 0.25-mile buffer area in each direction. To confirm the APE in this portion of the project area, project team members, including a QP, drove the proposed APE to determine where the APE could be reduced due to restricted sight lines or increased due to view

shed. As a result, the APE varies from 0.25 mile to 0.5 mile for the project area outside of the North Split interchange.

Once the APE was determined, the aboveground resources within the APE were surveyed. NRHP regulations establish a minimum age of 50 years for a building to be considered eligible for the NRHP, except when Criteria Consideration G applies. The Criteria Considerations allow for certain kinds of properties, such as religious properties, birthplaces or graves, and cemeteries, which are not usually considered for NRHP listing to be considered if they meet special requirements as outlined in the Criteria Considerations. Criteria Consideration G provides for properties achieving significance within the last 50 years to be considered if the properties are of exceptional importance. During the survey, Criteria Consideration G was taken into account and the qualified professionals searched for any buildings, regardless of age, that possessed exceptional significance, in addition to resources 50 years old or older. For the purpose of this survey properties built by 1971 were examined in order to include all buildings that will be at least 50 years old at the time of the anticipated contract issuance in 2021. All properties in the APE built by 1971 were designated with a three-digit Architectural Location (AL) number, photographed, and their location noted on maps. Streetscape and landscape photos around the APE were also taken to provide context. MapIndy, the Indianapolis/Marion County GIS Website (<http://maps.indy.gov/MapIndy/index.html>) was consulted when necessary to obtain information about each property. This source provides approximate dates of construction, and this information was used to confirm the approximate age of buildings and structures as estimated in the field. The data are discussed below.

## **PROPERTY DESCRIPTIONS AND EVALUATIONS**

ASC Group, Inc., completed the fieldwork for architectural resources on July 7 and 8 and July 11–15, 2016, and August 29–31, 2017. Ten NRHP- and IRHSS-listed historic districts and one IRHSS-listed historic district were visited to take streetscape photographs, confirm their continued integrity, and photograph buildings individually listed in the NRHP or previously rated Notable or Outstanding (Tables 9–19). Outside of the historic districts, 42 buildings or structures individually listed in the NRHP, previously determined eligible for the NRHP, individually listed in the IRHSS, or previously rated Notable or Outstanding were visited to take current photographs and to evaluate their current integrity (Table 20). One property not previously recorded in the

*Center Township, Marion County Interim Report* (HLFI 1991) was identified that appears to warrant a rating of Notable or Outstanding and has been evaluated in Table 21. Properties identified as Contributing during the field survey are documented in a table in Appendix C.

All properties in the APE were evaluated using the NRHP Criteria for Evaluation. There are four criteria for a property to be eligible for NRHP nomination. A property must meet one or more criteria to be eligible. The four criteria are:

- A. Properties that are associated with events that have made a significant contribution to the broad patterns of our history;
- B. Properties that are associated with the lives of persons significant in our past;
- C. Properties that embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (used to define historic districts); and
- D. Properties that yield or may be likely to yield, information important in prehistory or history. Criterion D rarely applies to standing buildings or structures.

Ordinarily, cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the NRHP. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- (a) A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- (b) A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- (c) A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his productive life.
- (d) A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- (e) A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

- (f) A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- (g) A property achieving significance within the past 50 years if it is of exceptional importance.

The property must also contain a high degree of historic integrity as well as being significant. Historic integrity is defined as the ability of a property to convey its architectural significance. There are seven aspects that determine a property's historic integrity: location, design, setting, materials, workmanship, feeling, and association. Some of those aspects may be more important than others depending on the resource, and a property does not need to convey all seven aspects in order to be eligible for the NRHP, although it should convey most of the aspects (Andrus 1995).

The project team took into account Section 110 of the NHPA in project planning. They recognized that there are *Special Requirements for protecting National Historic Landmarks* and that Section 110(f) of the NHPA requires: "Prior to the approval of any Federal undertaking which may directly and adversely affect any National Historic Landmark, the head of the responsible Federal agency shall, to the maximum extent possible, undertake such planning and actions as may be necessary to minimize harm to such landmark, and shall afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on the undertaking." Pursuant to 36 CFR § 800.10, Section 106 consultation involving National Historic Landmarks requires this special consideration; therefore, historians used the "process set forth in §§ 800.6 through 800.7 and [gave] special consideration to protecting [NHLs] as specified."

#### **NRHP ELIGIBILITY EVALUATIONS AND RECOMMENDATIONS**

##### **Historic Districts Listed in the NRHP and/or IRHSS**

##### **Herron-Morton Place Historic District**

The Herron-Morton Place Historic District was listed in the NRHP in 1983 under Criteria A and C (Figure 4, Sheets 1 and 2; Table 9; Photos 11–13). The district is significant historically for its association with some of the city's most prominent business and political leaders and for its association with the development of the city's heritage in fine arts. It is also significant architecturally for its outstanding collection of late nineteenth and early twentieth century residential architecture. The APE encompasses the southeast corner of the historic district. The Herron-Morton Place Historic District has been a local historic district since 1986, which has

helped to protect its integrity since NRHP listing. Examination of the Herron-Morton Place Historic District during fieldwork in 2017 found that the historic district remains intact and with a high level of integrity. No change to its NRHP-listed status is recommended.



Photo 11. Herron-Morton Place Historic District, N. New Jersey Street north of E. 16<sup>th</sup> Street, looking northeast.



Photo 12. Herron-Morton Place Historic District, N. Central Avenue north of E. 16<sup>th</sup> Street, looking northwest.



Photo 13. Herron-Morton Place Historic District, N. Central Avenue at E. 17<sup>th</sup> Street, looking east.

## **Old Northside Historic District**

The Old Northside Historic District was listed in the NRHP in 1978, with an amendment in 1984 that increased its boundary, extended its period of significance, and added additional contributing property types, under Criteria A and C (Figure 4, Sheets 1–3; Table 10; Photos 14–17). The district is significant historically as the popular residential neighborhood for the city's leading citizens during the late nineteenth and early twentieth centuries. It is significant architecturally for containing important examples of residential and ecclesiastical architecture, including the individually NRHP-listed Morris-Butler House. The APE encompasses all but the northwest corner of the district. The Old Northside Historic District was designated as a local historic district in 1985, which has helped to protect its integrity since NRHP listing. Examination of the Old Northside Historic District during fieldwork in 2016–2017 found that the historic district remains intact and with a high level of integrity. No change to its NRHP-listed status is recommended.



Photo 14. Old Northside Historic District, N. Alabama Street, looking southwest.



Photo 15. Old Northside Historic District, N. New Jersey Street, looking southeast.



Photo 16. Old Northside Historic District, Central Avenue, looking southwest.



Photo 17. Old Northside Historic District, corner of N. Park Avenue and E. 15<sup>th</sup> Street, looking northeast.

### **Saint Joseph Neighborhood Historic District**

The Saint Joseph Neighborhood Historic District was listed in the NRHP in 1991 under Criteria A and C (Figure 4, Sheets 1, 3, and 4; Table 11; Photos 18–21). The district is a significant multi-use district whose component resources—including residential, commercial, and industrial resources—reflect the city’s development during the late nineteenth and early twentieth centuries. The entire district is within the APE. The Saint Joseph Neighborhood Historic District was designated a local historic district in 1991, which has helped to protect its integrity since NRHP listing. Examination of the historic district during fieldwork in 2016–2017 found that the historic district retains its integrity, and no change to its NRHP-listed status is recommended.



Photo 18. Saint Joseph Neighborhood Historic District, N. Alabama Street at E. 11<sup>th</sup> Street, looking south.



Photo 19. Saint Joseph Neighborhood Historic District, N. Alabama Street north of St. Joseph Street, looking southwest.



Photo 20. Saint Joseph Neighborhood Historic District, N. New Jersey Street at E. 10<sup>th</sup> Street, looking south.



Photo 21. Saint Joseph Neighborhood Historic District, E. 10<sup>th</sup> Street at N. Alabama Street, looking northwest.

## **Chatham-Arch Historic District**

The Chatham-Arch Historic District was listed in the NRHP in 1980 under Criteria A and C (Figure 4, Sheets 3 and 4; Table 12; Photos 22–24). The historic district is a mixed-use neighborhood containing residential, commercial, and industrial resources. The historic district is also significant for its association with the African-American community of Indianapolis; the district contains the Allen Chapel African Methodist Episcopal (AME) Church, which was an important site for African-American religious and educational activities following the Civil War. Most of the historic district is within the APE. The Chatham-Arch Historic District was designated as a local historic district in 1982, which has helped to protect its integrity since NRHP listing. Examination of the historic district during fieldwork in 2016–2017 found that the historic district retains its integrity, and no change to its NRHP-listed status is recommended.



Photo 22. Chatham-Arch Historic District, N. College Avenue at E. 10<sup>th</sup> Street, looking southwest.



Photo 23. Chatham-Arch Historic District, N. East Street south of E. Walnut Street, looking west.



Photo 24. Chatham-Arch Historic District, E. Walnut Street east of N. East Street, looking east.

## **Massachusetts Avenue Commercial Historic District**

The Massachusetts Avenue Commercial Historic District was listed in the NRHP in 1982 under Criteria A and C (Figure 4, Sheet 4; Table 13; Photos 25–27). The district is significant as an important secondary retail district and service center for the adjoining residential areas, in addition to its architectural significance. The Massachusetts Avenue Commercial Historic District overlaps the Chatham-Arch Historic District with some 22 buildings in common. The east half of the district is within the APE. Examination of the Massachusetts Avenue Commercial Historic District during fieldwork in 2016–2017 found that the historic district remains intact despite the loss of a few buildings and the addition of modern infill buildings.<sup>3</sup> Despite the new construction, the historic district maintains a continuity of scale, materials, and commercial use. The historic district retains its integrity, and no change to its NRHP-listed status is recommended.

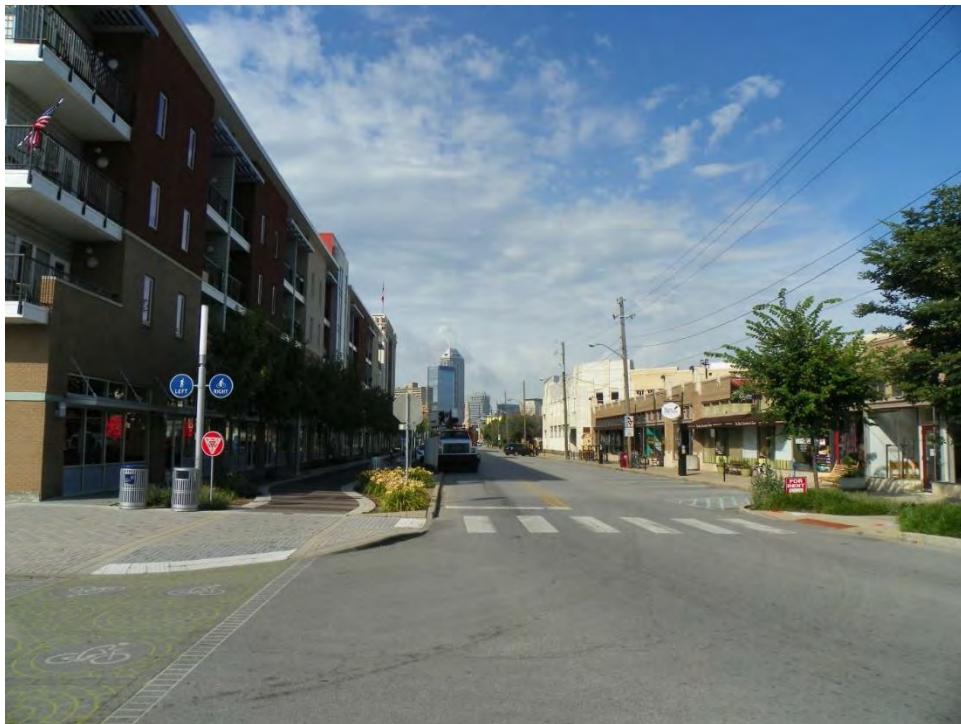


Photo 25. Massachusetts Avenue Commercial Historic District, Massachusetts Avenue at N. Davidson Street, looking southwest.

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<sup>3</sup> Massachusetts Avenue did not become a locally designated historic district until 2006, so design review guidelines did not contribute to protecting the district's integrity until relatively recently.



Photo 26. Massachusetts Avenue Commercial Historic District, 719–725 Massachusetts Avenue, looking southeast.



Photo 27. Massachusetts Avenue Commercial Historic District, Massachusetts Avenue at N. East Street, looking northeast.

## **Lockerie Square Historic District**

The Lockerbie Square Historic District was listed in the NRHP in 1973, with an amendment increasing the boundary in 1987 (Figure 4, Sheet 4; Table 14; Photos 28–30). The district is significant under Criterion A for its association with James Whitcomb Riley, for its association with German immigration to Indianapolis, and for its associations with religious, educational, and commercial activities within the district. The district is significant under Criterion C for the wide range of architectural styles that reflect the history of the neighborhood from before the Civil War to the early twentieth century. Most of the historic district falls within the APE. The integrity of the Lockerbie Square Historic District has been protected under city historic preservation plans since 1968. Examination of the historic district during fieldwork in 2016–2017 found that the historic district retains its integrity, and no change to its NRHP-listed status is recommended.



Photo 28. Lockerbie Square Historic District, N. Park Avenue at E. Vermont Street, looking northeast.



Photo 29. Lockerbie Square Historic District, E. Vermont Street at N. Park Avenue, looking west-southwest.



Photo 30. Lockerbie Square Historic District, E. New York Street at N. College Avenue, looking northwest.

## Fletcher Place Historic District

The Fletcher Place Historic District was listed in the NRHP in 1982 under Criteria A and C (Figure 4, Sheets 5 and 6; Table 15; Photos 31 and 32). The historic district is significant for its collection of buildings from the early settlement of Indianapolis' south side and contains what was the most prestigious residential area of the early south side, as well as a collection of more modest housing and a commercial corridor. The APE encompasses the northeastern corner of the historic district. The Fletcher Place Historic District was designated as a local historic district in 1980 helping to protect its integrity. Examination of the historic district during fieldwork in 2016–2017 found that the historic district retains its integrity, and no change to its NRHP-listed status is recommended.



Photo 31. Fletcher Place Historic District, Harrison Street at Concordia Street, looking east.



Photo 32. Fletcher Place Historic District, Lord Street at Davidson Street, looking west.

### Holy Cross/Westminster Historic District

The Holy Cross/Westminster Historic District was listed in the IRHSS in 1984 under Criteria A and C (Figure 4, Sheets 5–7; Table 16; Photos 33–36). The district is significant as Indianapolis' largest intact residential inner-city neighborhood that reflects the German and Irish immigrant populations' participation in the growth of the capital city of Indianapolis and for its extensive collection of architectural styles. The western half of the historic district falls within the APE. Examination of the Holy Cross/Westminster Historic District during fieldwork in 2016–2017 found that the historic district remains substantially intact. Some demolitions have occurred throughout the historic district, although predominantly in the southern portion, while infill construction also is present, predominantly in the northern portion of the historic district. Nevertheless, most of the infill construction is residential and keeping in scale with the existing housing in the historic district. The Holy Cross/Westminster Historic District retains its integrity, and no change to its IRHSS-listed status is recommended. Because the historic district is listed only in the IRHSS, it is recommended that the historic district is eligible for inclusion in the NRHP.



Photo 33. Holy Cross/Westminster Historic District, E. Market Street at N. Highland Avenue, looking southwest.



Photo 34. Holy Cross/Westminster Historic District, N. Oriental Street at E. New York Street, looking southwest.



Photo 35. Holy Cross/Westminster Historic District, E. New York Street at N. Oriental Street, looking northwest.



Photo 36. Holy Cross/Westminster Historic District, E. Ohio Street at N. Highland Avenue, looking northwest.

## Cottage Home Historic District

The Cottage Home Historic District was listed in the NRHP in 1990 under Criterion C (Figure 4, Sheet 7; Table 17; Photos 37 and 38). The district is significant for exemplifying typical workers' cottages found in Indianapolis during the late nineteenth century, as well as for containing a collection of five similar duplexes, a commercial building, and a Queen Anne-style house all constructed for the same owner and designed by the leading Indianapolis architectural firm of Vonnegut and Bohn. The entire historic district is located within the APE. Examination of the Cottage Home Historic District during fieldwork in 2016–2017 found that the historic district remains intact. No change to its NRHP-listed status is recommended.



Photo 37. Cottage Home Historic District, Dorman Street south of E. St. Clair Street, looking southwest.



Photo 38. Cottage Home Historic District, E. St. Clair Street at Dorman Street, looking northeast.

#### **Arsenal Technical High School Historic District**

The Arsenal Technical High School Historic District was listed in the NRHP in 1976 under Criteria A and C (Figure 4, Sheets 7 and 8; Table 18; Photos 39 and 40). The district is significant for its association with Indiana's military history, for its association with Indianapolis' educational history, and for its architectural significance. The APE encompasses the northern and western two-thirds of the historic district. Examination of the Arsenal Technical High School Historic District during fieldwork in 2017 found that the district remains substantially intact. Some modern buildings have been added to the property, but no significant demolitions were noted. The Arsenal Technical High School Historic District retains its integrity, and no change to its NRHP-listed status is recommended.

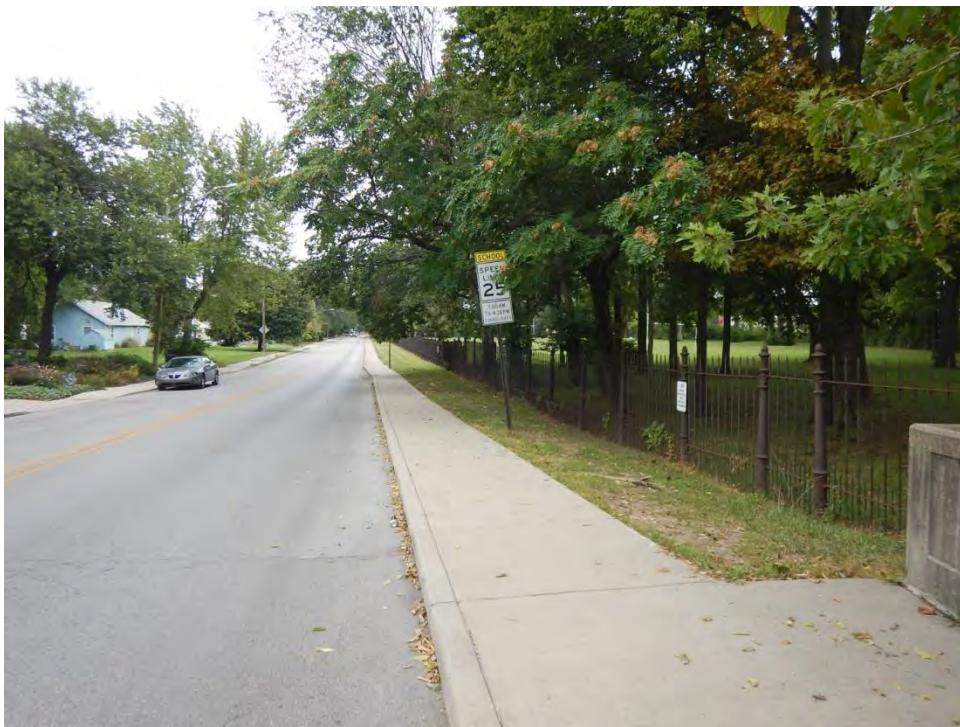


Photo 39. Arsenal Technical High School Historic District, cast iron fence along N. Oriental Street, looking north-northeast.



Photo 40. Arsenal Technical High School Historic District, Old Shop Building (IHSSI # 098-296-23007), looking south-southeast from N. Oriental Street.

### **Indianapolis Park and Boulevard System Historic District**

The Indianapolis Park and Boulevard System Historic District was listed in the NRHP in 2003 under Criteria A and C (Figure 4, Sheets 8 and 9; Table 19; Photos 41 and 42). The district is significant for its association with an early twentieth century trend to regulate growth in cities and as a work of George Edward Kessler, a master in landscape architecture. The APE includes the western end of the Brookside Parkway, a contributing component of the historic district. Examination of Brookside Parkway and its component features, including Spades Park, during fieldwork in 2017 found that this portion of the historic district remains substantially intact. Brookside Parkway retains its integrity and is recommended to remain a contributing portion of the Indianapolis Park and Boulevard System Historic District.



Photo 41. Indianapolis Park and Boulevard System Historic District, Pogue's Run from Commerce Avenue Bridge, looking northeast.



Photo 42. Indianapolis Park and Boulevard System Historic District, Spades Place, looking east-southeast from E. Brookside Avenue.

#### **Scattered Sites (Properties Outside Historic Districts)**

Forty-two resources were examined during the field survey to document their current level of integrity (Figure 4, Sheets 1–10; Table 20). These properties were either a) individually listed in or determined eligible for inclusion in the NRHP; b) listed in the IRHSS; or c) rated Notable or Outstanding in the *Center Township, Marion County Interim Report* (HLFI 1991). Five of the 42 resources were found to have been demolished. Seven of the 42 resources have a diminished level of integrity, generally due to alterations. The remaining resources retain a sufficient level of integrity to retain their current listed or rated status, and are discussed below. One resource not previously recorded in the IHSSI was identified in the APE that is being recommended as eligible for inclusion in the NRHP and is evaluated below. In addition, a few representative properties that are not being recommended as eligible for inclusion in the NRHP also are evaluated below.