

**Historic Property Report for the
I-65 Safety and Efficiency Project
(Des. No. 1400073, et al.) in
City of Indianapolis, Center and Perry Townships, Marion County, Indiana**

By

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**CULTURAL • ENVIRONMENTAL • HAZARDOUS
EVALUATION & CONSULTING**

MANAGEMENT SUMMARY

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the proposed I-65 Safety and Efficiency Project (Des. No. 1400073, et al.) in the City of Indianapolis, Center and Perry townships, Marion County, Indiana. Above-ground resources located within the project's APE were identified and evaluated in accordance with Section 106, National Historic Preservation Act (NHPA) of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

As a result of the NHPA, as amended, and CFR Part 800, federal agencies are required to take into account the impact of federal undertakings upon historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts that are eligible for or listed in the National Register of Historic Places (NRHP). As this project is receiving funding from the Federal Highway Administration (FHWA), it is subject to a Section 106 review.

The APE contains six properties listed in the NRHP:

NRHP-listed Historic Districts

- Fletcher Place Historic District
- Holy Rosary-Danish Church Historic District
- Fountain Square Commercial Historic District
- Indianapolis Park and Boulevard System Historic District

Individually NRHP-listed Resources

- Horace Mann Public School No. 13 (NR-0827; Indiana Historic Sites and Structures Inventory [IHSSI] No. 098-296-24085)
- Wheeler-Schebler Carburetor Company/Wheeler Arts Community (NR-1736; IHSSI No. 098-392-02545)

The APE contains five properties that are recommended eligible for listing in the NRHP:

Historic District Recommended Eligible for NRHP

- St. Patrick Catholic Church Historic District

Individual Resources Recommended Eligible for NRHP

- Sanders-Childers House (IHSSI No. 098-296-02550)
- Green Lea Farm/Hotel Tango Farms (IHSSI No. 097-041-85120)
- 941 E. English Avenue (IHSSI No. 098-296-01611)
- 937 E. English Avenue (IHSSI No. 098-296-01612)

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INTRODUCTION

ASC Group, Inc., under contract with Parsons, has completed a Historic Property Report (HPR) for the proposed I-65 Safety and Efficiency Project (Des. No. 1400073, et al.) in the City of Indianapolis, Center and Perry townships, Marion County, Indiana (Figure 1). The recommended alternative includes added travel lanes along I-65, pavement maintenance in the form of patching and overlay, and the replacement of the Hanna Avenue Bridge over I-65. The recommended alternative for the Hanna Avenue Bridge over I-65 is to replace the existing structure with a two-span composite, pre-stressed hybrid bulb-tee beam bridge. The new bridge would be on the same alignment with a similar grade (within 1 foot of existing). The recommended alternative also includes the proposed widening of the northbound (NB) bridges over Naomi Street, Pleasant Run and Pleasant Run Parkways, and Morris/Prospect streets. Most of the remaining bridge work would consist of pavement rehabilitation/overlays, as outlined in Appendix A: Table 5. It is likely multiple culverts and other small structures would be rehabilitated/lengthened or replaced as needed.

The recommended roadway work is summarized below.

- NB and southbound (SB) I-65 from 0.2 mile north of SB I-465 to 0.1 mile north of the Keystone Avenue interchange
 - Perform preventative maintenance on existing concrete pavement
 - Added travel lane in the NB and SB directions with outside widening
 - Overlay on the ramp bridge
- NB and SB I-65 from 0.1 mile north of the Keystone Avenue interchange to the Naomi Street Overpass
 - Perform preventative maintenance on existing composite pavement
 - Added travel lane in the NB and SB directions with inside widening
- NB I-65 from the Naomi Street Overpass to approximately 750 feet north of the Morris/Prospect streets Overpass
 - Perform preventative maintenance on existing composite pavement
 - Added travel lane in the NB and SB directions with inside and outside widening
- SB I-65 from Naomi Street Overpass to the Morris/Prospect streets Overpass
 - Perform preventative maintenance on existing composite pavement
- NB I-65 from Morris/Prospect streets to 650 feet north of Fletcher Avenue (the start of the NB I-65 exit ramp to Washington Street)
 - Pavement markings to extend the auxiliary lane to the existing exit ramp of Washington Street

Due to the proposed added travel lanes, a Noise Study is required. Noise barriers may be determined to be reasonable and feasible. The Area of Potential Effects (APE) was expanded to include areas where barriers may be considered.

Most of the work would occur within existing, previously disturbed right-of-way (ROW). Strips of ROW may be required. Less than one acre of permanent and/or temporary ROW is anticipated. There are a total of 29 Des. Nos. associated with this project; they are enumerated on Appendix A: Table 6.

The need for this project stems from congestion and pavement conditions along this section of I-65. During peak hours, there is a reduction of travel speeds. Level of service (LOS) is a performance measure that represents quality of service, measured on an A–F scale, with LOS A representing a free flow of traffic and LOS F representing a breakdown in flow (e.g., start-and-stop congestion). According to the January 2015 Indiana Department of Transportation (INDOT) Project Intent Report, in 2012 project corridor segments experienced LOS D to F during the afternoon peak, and the congestion was predicted to worsen to all LOS F by the design year (2032). Regarding pavement, according to the (draft 2022) Abbreviated Engineers Report, the current pavement is suitable for rehabilitation, but is not otherwise deficient (detailed pavement studies are pending).

The purpose of the project is to reduce corridor congestion by providing a roadway with an increased LOS during peak hours for the design year, 2032, and to extend the life of the existing pavement by at least 10 years.

The maintenance of traffic (MOT) will be conducted in several phases. At least two travel lanes in each direction of I-65 will be maintained. Short-term ramp and local street closures may occur. Additionally, Hanna Avenue and Naomi Street may be closed for up to one year and Morris/Prospect streets will possibly need short-term lane closures during removal and beam placement operations. Construction is scheduled to begin in Spring 2025 and is anticipated to last up to 24 months.

At the south end, this project begins just south of the Hanna Avenue Bridge and extends northward along the I-65 corridor, ending at the northern terminus in downtown Indianapolis on I-65 at Washington Street. Land use in proximity of the project area is a developed transportation corridor adjoining established neighborhoods in an urban center, including four National Register of Historic Places (NRHP)-listed historic districts, and residential, commercial, and

industrial areas (Appendix B: Photos 1–31). The majority of the building stock in the APE was built between the mid-nineteenth and the mid-twentieth centuries. The APE consists of an irregularly shaped area including the construction limits and an area approximately 500 feet on each side of the centerline, with the distance varying based on the viewshed (Figure 2 and Appendix C: Figure 8).

The purpose of this investigation is to provide information for compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. The survey was completed in accordance with the *Indiana Cultural Resources Manual* (INDOT 2014). The goals of this survey were to identify and document all above-ground resources in the APE and to determine if any of the identified resources might be eligible for inclusion in the NRHP. The evaluation of eligibility follows the NRHP criteria for evaluation (Andrus 1995).

This report details the results of the records check, the fieldwork methods, and the recommendations of the survey. Leah J. Konicki conducted the records check and served as principal investigator. She also conducted and supervised the survey fieldwork, evaluated the NRHP eligibility of all architectural resources, and served as report author. Ms. Konicki meets the Secretary of the Interior's Professional Qualifications Standards as a Qualified Professional (QP) historian. Additional field personnel included Erin Edwards, Nora Hillard, and Sarah Terheide. Figures were completed by Tina Davis and Jeremy Thornburg. Figures 1–7 can be found in the text of the report, while Figures 8 and 9 can be found in Appendix C. Plates 1–43 can be found within the report text. Tables 1–4 can be found in the text of the report, while Tables 5 and 6 can be found in Appendix A and Tables 7–10 can be found in Appendix D.

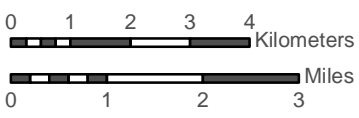
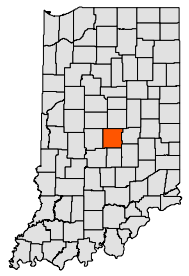
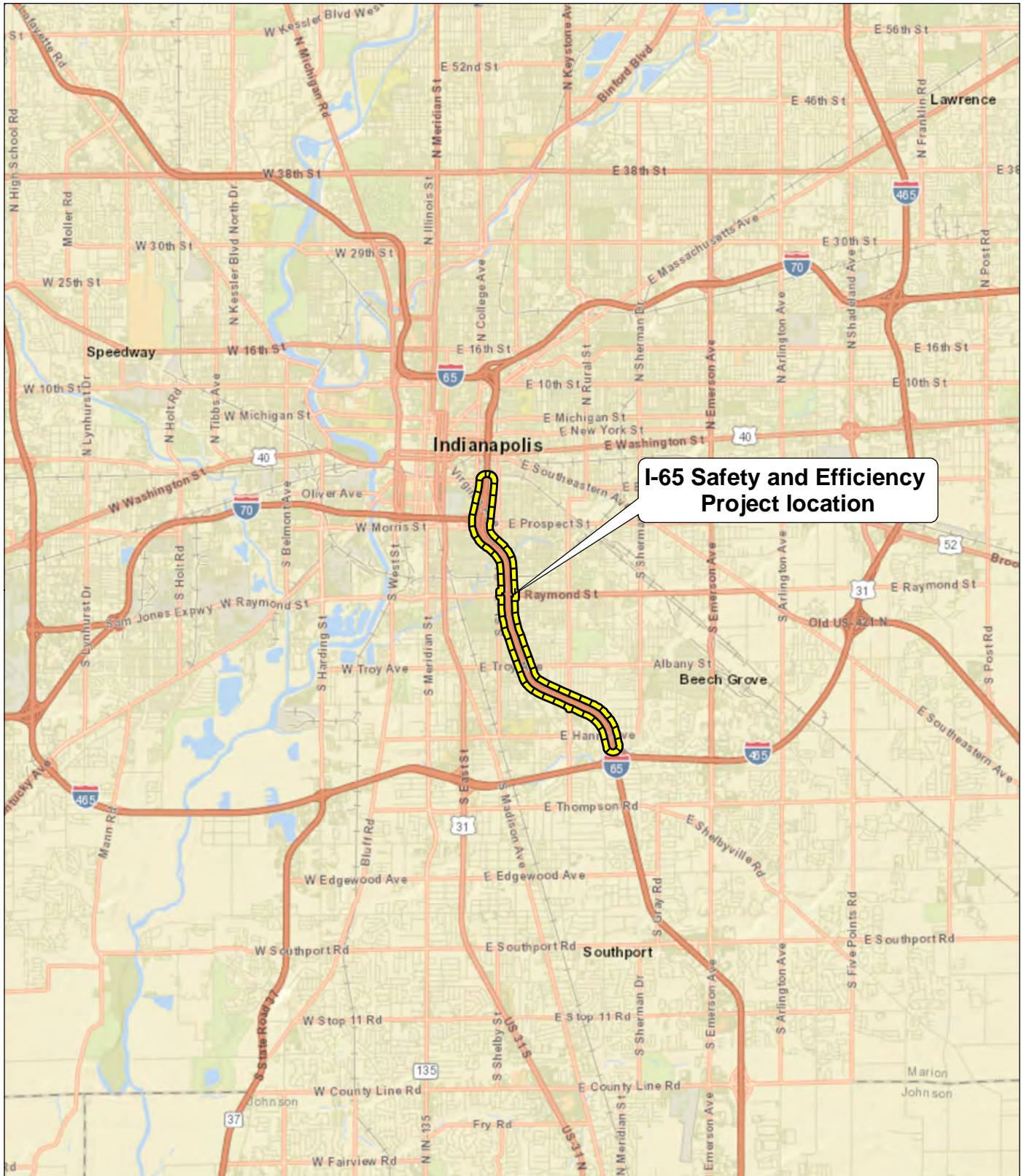
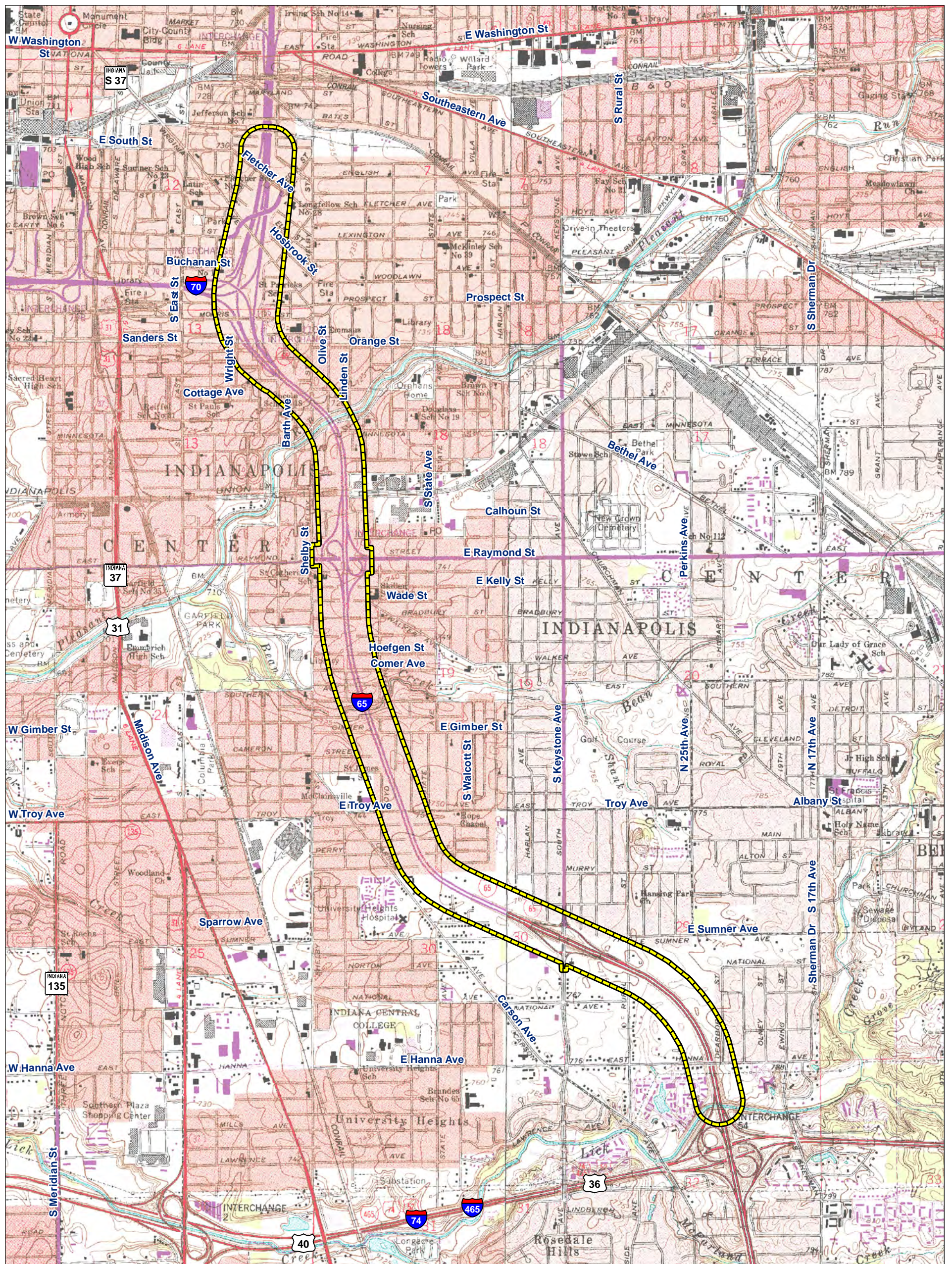


Figure 1

Portion of the ESRI World Street Map showing the vicinity of the I-65 Safety and Efficiency Project, Marion County (Des. No. 1400073, et al.).

Base: ESRI World Street Map





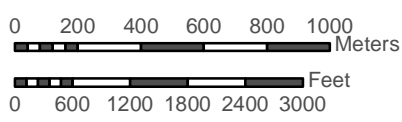
 I-65 Safety and Efficiency Project
 APE boundary



Figure 2

Portions of the 1984 Beech Grove, 1984 Indianapolis East, 1984 Indianapolis West, and 1986 Maywood, Indiana quadrangles (USGS 7.5' topographic maps) showing the I-65 Safety and Efficiency Project, Marion County (Des. No. 1400073, et al.).



Base: USGS Beech Grove, Indianapolis East, Indianapolis West, and Maywood, Indiana, 7.5' series quadrangles

RECORDS CHECK

The records check was initially conducted using data available at the offices of the Indianapolis Historic Preservation Commission, and online at the Indiana Department of Natural Resources-Division of Historic Preservation and Archaeology (IDNR-DHPA) Indiana Historic Buildings, Bridges, and Cemeteries (IHBBC) Map, the State Historic Architectural and Archaeological Research Database (SHAARD), INDOT's Indiana Historic Bridges Inventory, and the National Park Service's (NPS), NRHP, and National Historic Landmarks (NHL) online databases. The records check was updated in 2022 using online resources. The records check examined the APE for previously identified resources included in the NHL, NRHP, the Indiana Register of Historic Sites and Structures (IRHSS), and properties included in the Indiana Historic Sites and Structures Inventory (IHSSI), including cemeteries and historic bridges. The Indiana Historic Bridge Inventory lists were also examined to identify the presence of historic bridges.

The latest IHSSI survey of properties in Center Township, Marion County was completed in 1991, while the survey for Perry County was completed in 1992. The IHSSI has been a continuing program of the Indiana State Historic Preservation Officer (SHPO) since 1975. Evaluations and ratings of each individual property represent the opinions of the surveyors and consultants; any final decisions on the NRHP eligibility of properties are made by the Indiana SHPO. Data within the inventory reflects information at a specific point in time; it is expected that further research will result in additions and corrections to the IHSSI. The significance of each property was evaluated by a qualified professional (QP) architectural historian and was assessed in terms of its historical significance, architectural merit, and integrity before being given one of four ratings—Outstanding, Notable, Contributing, or Non-contributing.

A rating of Outstanding means that the property has enough historic or architectural significance that it is already listed or should be considered for listing in the NRHP.

A rating of Notable means that the property did not quite merit a rating of Outstanding, but still is above average in its architectural or historical importance. Further research or investigation may reveal that the property could be eligible for the NRHP.

A rating of Contributing means that the property meets the basic inventory criteria, but it is not important enough to be considered eligible for the NRHP individually. Such resources are important to the area's historic fabric and can be listed in the NRHP if they are part of a historic

district. However, a property can be rated as Contributing, even if it is not located in a listed or eligible NRHP historic district.

Properties with a rating of Non-contributing were not included in the IHSSI unless they were within the boundaries of a NRHP-listed or NRHP-eligible historic district. Non-contributing buildings are generally properties less than 50 years of age or are older properties that have been severely altered and do not have sufficient historic integrity to meet the basic inventory criteria.

Following INDOT-Cultural Resource Office (CRO) guidance, all newly identified resources considered Contributing by the ASC Group, Inc.'s QP historian received an Architectural Location number (AL00X) in the HPR. A total of 18 properties located outside of historic districts that merit a rating of Contributing were identified within the APE (Appendix C: Figure 9, Sheets 1–5; Appendix D: Table 10).

According to available data, there are four NRHP-listed historic districts, which are also listed in the IRHSS (Table 1); two individually listed NRHP-listed properties that are outside of NRHP-listed historic districts (Table 2); and no NHLs within the APE. In addition, SHAARD lists two historic bridges within the APE, which are both contributing resources in the Indianapolis Parks and Boulevard System Historic District. There is one recommended NRHP-eligible historic district (Table 3) and four resources recommended individually eligible for the NRHP (Table 4). An overview of these resources is depicted on Appendix C: Figure 9, Sheets 1–5.

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-0355	Fletcher Place Historic District	1855–1924	Predominantly residential: Queen Anne, Stick/Eastlake, Italianate, Art Deco	Listed 1982, Criteria A and C
NR-0753	Holy Rosary-Danish Church Historic District	1857–1930	Residential: 19 th and 20 th Century Revivals, Late Victorian	Listed 1986, Criteria A and C
NR-0605	Fountain Square Commercial Historic District	1871–1932	Predominantly commercial: 19 th and 20 th Century Revivals, Italianate	Listed 1983, Criteria A and C
NR-1711	Indianapolis Park and Boulevard System Historic District	1873–1952	Beaux Arts, City Beautiful	Listed 2003, Criteria A and C
*All districts are also listed in the IRHSS				

Table 2. Individually Listed NRHP Resources in the APE.

NRHP No./ IHSSI No.	Name and Address of Resource	Date(s) of Construction	Style and Type of Building or Structure	Date Listed/ Criteria
NR-0827/ 098-296-24085	Horace Mann Public School No. 13	1873	Italianate	Listed 1986, Criteria A and C
NR-1736/ 098-392-02545	Wheeler-Schebler Carburetor Company/ Wheeler Arts Community	1907	20 th Century Functional	Listed 2004, Criteria A and C

Table 3. Recommended NRHP Eligible Historic District in the APE.

IHSSI No.	Name and Address of Resource	Date(s) of Construction	Style	Criteria
098-296-02534/ 098-296-02535	St. Patrick Catholic Church Historic District, including St. Patrick School	1928/1922	Spanish Renaissance Revival/Neoclassical	A, C

Table 4. Recommended NRHP Eligible Resources in the APE.

IHSSI No.	Name and Address of Resource	Date(s) of Construction	Style	Rating
098-296-02550	Sanders-Childers House	ca. 1822	Central passage	Outstanding
097-041-85120	Green Lea Farm/Hotel Tango Farms	ca. 1853	Farmstead	Contributing
098-296-01611	941 E. English Avenue	ca. 1880	Italianate	Notable
098-296-01612	937 E. English Avenue	ca. 1880	Italianate	Notable

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 maps and aerial photographs, which are available online as part of the Marion County Geographic Information System (GIS) website, MapIndy (n.d.). The APE for this project was examined on aerial photographs from 1937, 1956, 1962, and 1972, and the northern portions of the APE are shown on the Sanborn Map Company’s Fire Insurance Maps for Indianapolis for the years 1887, 1898, 1915, and 1956. All of the aerials and maps available at MapIndy show the modern road network over the historic image.

The 1937 aerial shows densely developed blocks on both sides of what is now the I-65 ROW. In the vicinity of Fletcher Place, the east-west streets are continuous and follow a grid, although the orientation of the grid varies. For example, the grid in the original Fletcher Place subdivision is diagonal, apparently based on the diagonally running Virginia Avenue (one of the original streets extending out diagonally from the original town plan). Streets west of Virginia Avenue, on the other hand, have the grid based on the north-south-east-west axis.

Further south, below Prospect Street and what is now the south split, the 1937 aerial shows densely built blocks with mostly houses, south past what is now Pleasant Run Parkway. The aerial photograph shows that the area is consistently built-up until south of approximately Gimber Street; south of Gimber Street, there is open land with some limited construction and subdivisions. In the vicinity of the present-day Keystone Avenue interchange and to the south and east, the land is mostly open farmland as far south and east as the present day I-465/I-65 interchange.

The next aerial examined was the 1956 aerial, which looks very similar to the 1937 aerial, especially at the north end. It shows a very densely built-up urban area in the vicinity of Fletcher Place/Fountain Square, which is primarily residential. Urban development continues south along the present day expressway route, past Garfield Park and south to Martin Street, where land becomes less developed with several farm fields apparent in the aerial. North of the present day Keystone Avenue interchange, residential construction is apparent, with some scattered construction facing Keystone Avenue, but otherwise farm fields are present south to Hanna Avenue. South of Hanna Avenue and east of the present day expressway on this aerial, there is evidence of housing development.

The 1962 aerial shows similar conditions to the 1956 image. The 1972 aerial, however, shows demolition on the path of the expressway along the entire route within the APE from Fletcher Avenue to Hanna Avenue.

The Sanborn maps, as noted above, do not provide coverage of the entire APE, but do include the area north of Morris Street. The 1887 Sanborn provides similar information to the early aerials, showing densely built-up continuous streets containing primarily housing, but intermixed with industrial uses, such as foundries and railroad-related uses. The 1898 Sanborn has more coverage and includes portions of the city as far south as Pleasant Run Parkway and the vicinity of Garfield Park. By the 1915 Sanborn, coverage extends south to Raymond Street.

The 1956 Sanborn covers an area further south, ending just north of Troy Avenue. It shows the same pattern of development, with very densely built blocks and perhaps the beginning of pre-highway construction demolition along the route of what would become I-65.

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 developed (Hulse 1994). After 1864, streetcars provided convenient and relatively inexpensive transportation to and from neighborhoods physically separated from downtown, resulting in the development of “streetcar suburbs” (Hulse 1994). The interurban and streetcar lines made it possible for downtown workers to commute beyond the limits of the walking city.

Indianapolis's growth was fueled in part by immigration. Particularly after 1849, German immigrants arrived in the city, moving to the new neighborhoods that were 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 number of rural dwellers moving to cities to take jobs in the rapidly expanding manufacturing sector. Immigrants from Central and Eastern Europe, who had been migrating to the US in large numbers since the 1880s also fueled urban growth (Caplow et al. 2001). Indianapolis was no exception to this trend; the city's population tripled between 1890 and 1920, growing from 105,000 to 314,000 people in those 30 years (Divita 1994a). The Belt Line Railroad, which consolidated all of the railroads serving Indianapolis, was built in the late nineteenth century to direct freight away from the Mile Square and to decrease noise, soot, and traffic congestion in the central business district; it also made it possible to reach outlying areas, thereby opening them up to industrial and residential development (Divita 1994a).

The introduction of the automobile had a dramatic impact on American cities. Inventors had tinkered with steam- and electric-powered vehicles since at least the eighteenth century, but it was not until the mid-1880s that the German engineer Karl Benz built the first true automobile powered by an internal combustion engine fueled by gasoline. American businessman Henry Ford's contribution to the history of automobiles was to develop and manufacture cars that were affordable, easy to drive, and simple and inexpensive to repair. The first Model T was introduced in 1908 at a cost of \$825 (about \$21,000 in today's market). As a result of Ford's revolutionary moving assembly line, the time it took to produce each car steadily decreased until, by 1915, the cost of a Model T had plunged to \$345, or just over \$8,800 in 2018 dollars (History.com Editors 2018).

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 1900, there were 8,000 passenger vehicles in the United States; 10 years later, this number had increased to nearly 500,000 (Caplow et al. 2001). From 1915 to 1916, the number of registered vehicles in the

United States jumped from 2.4 million to 3.6 million (Schlenoff 2016), and by 1920, there were nearly 10 million (Caplow et al. 2001). The convenience and ready availability of automobiles led to the development of new Indianapolis neighborhoods in areas that had been made more accessible by both improved roads and new forms of transportation.

In the late nineteenth century, influential Indianapolis city leaders responded to the need for transportation and housing caused by rapid growth and industrialization. A landscape engineer from Cincinnati, Ohio, was hired in 1894 to develop a comprehensive park system, but the project stalled. In 1908, the city hired landscape architect and city planner George E. Kessler to design a series of parks linked by wide boulevards as part of the Indianapolis Park and Boulevard System Plan (Zeigler 1994a). The new boulevards created as a result of Kessler's plan allowed Indianapolis's more affluent citizens to commute to and from exclusive enclaves that developed on the highlands overlooking the White River and Fall Creek (Hulse 1994). Today, the park and boulevard system includes over 3,000 acres, with over 1,118 acres in parks and 50 miles of parkways and boulevards. The plan included both Pleasant Run Parkway and improvements to Garfield Park; both of these resources are located within the project area.

Garfield Park initially developed in the late nineteenth century, when it was named Southern Park due to its location on what was then the city's southern boundary. The park was renamed Garfield following the 1881 assassination of President James A. Garfield (Walton 1994). Improvements to the park were envisioned as part of Kessler's plan for the city's parks, taking advantage of the site's natural features (both Pleasant Run and Bean Creek, for example, run through the park). Noteworthy features of Garfield Park are the Sunken Gardens, part of Kessler's formal plan for the park, the conservatory, and the Pagoda (Jones et al. 2003).

The neighborhood around Garfield Park did not begin to develop until the first streetcar reached the park in 1895; development was stymied, however, by two at-grade railroad crossings, which were difficult to safely cross. In the 1910s, however, the railroad tracks were elevated and Indianapolis annexed land around the park, both encouraging residential development in the area surrounding the park (Ziegler 1994b).

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 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 et al. 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 into the families of World War II veterans. 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 a major benefit of the G.I. Bill: insurance on home mortgages. This guarantee made it much easier for the veterans and their families to own a house. By 1946, almost 41 percent of houses built in the U.S. were built with so-called Veterans Administration (VA) mortgages (Pettis et al. 2012). The VA program was administered by the Federal Housing Administration (FHA), which also had a program that provided privately financed mortgages for both homes and housing development.

The FHA favored new construction rather than the repair or renovation of existing houses. This emphasis on new housing had the effect of encouraging new suburban development (Pettis et al. 2012). In Indianapolis during the 1950s, 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 began to develop around Indianapolis, including along the major southern arteries. Many of these subdivisions, built on what had been farmland, contained modern ranch houses, typically containing three bedrooms, an open plan living room, dining room, and entrance hall, with one bath (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. The arrival of the interstate highway system helped to alleviate this increased traffic.

Efforts to improve roadways in the United States 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 his effort to create jobs. This effort 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 et al. 2012). In 1956, President Dwight D. Eisenhower signed the Federal-Aid Highway Act of 1956 into law, and a nationwide system of highways started 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 constructing the roadways, while the states paid the remaining 10 percent (Pettis et al. 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 core (Pettis et al. 2012). Miles of paired, four-lane, limited-access, elevated highways were built through Indianapolis, with several 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).

Though the construction of the interstates allowed for the expansion and growth of some communities, these roadways were also responsible for the destruction of other neighborhoods within the inner loop of Indianapolis. Interstate construction through Indianapolis caused the displacement of an estimated 17,000 residents from Indianapolis' Southside, Old Northside, Fountain Square, and many other neighborhoods (Bradley 2020). 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. In addition to displacing approximately 17,000

residents, the construction of the interstate system through the city also destroyed blocks of buildings, interrupted surface traffic flow, and cut neighborhoods off from downtown and one another (Monroe 1994; Ryan 2013). The African American community organized resistance against the construction of highways through their urban neighborhoods, as well as the expansion of the Indiana University, Purdue University Indianapolis (IUPUI) campus, which was underway at the same time. In part, their efforts were an attempt to ensure that those displaced by these two projects received adequate compensation for their property (Ripple 1975; Townsend 2016).

A 6.64-mile section of I-65/I-70 was the last section of the inner loop to be finished. It opened to much fanfare in Fall 1976 and completed the 31-mile long inner loop of highways within the I-465 beltway, at a cost of nearly \$300 million in 1976 dollars (Smith 2018).

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 typically did not have the 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 to protect 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. Since that time, residents, civic leaders, and developers have actively promoted the city's architectural heritage. Initial efforts

concentrated on preserving individual residences in neighborhoods, such as Lockerbie Square and the Old Northside (Monroe 1994), but efforts have expanded to establish local historic districts, which have architectural review guidelines to ensure compatible alterations and new construction within Indianapolis's locally designated historic districts. Historic tax credits, which first became available in the late 1970s, have encouraged rehabilitation of apartments, stores, and office and industrial buildings in these districts (Monroe 1994). In addition, a group of downtown neighborhoods has organized as the Historic Urban Neighborhoods of Indianapolis (HUNI), an umbrella organization serving as a resource to all of the city's historic neighborhoods. 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 the neighborhoods of Fletcher Place and Holy Rosary-Danish Church has attracted new residents into Center Township, while new commercial endeavors in the Fountain Square Commercial district introduce a new generation to urban life.

METHODS

As a result of discussions with INDOT, the following property types within the APE were surveyed for this project: 1) properties that were previously documented for the IHSSI; 2) NRHP-listed districts and individual properties; and 3) previously documented historic bridges. Tables 7–10 included in Appendix D 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; and 3) 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 D: Table 7). The following property types received NRHP Eligibility Evaluations and Recommendations prepared by a QP historian:

- Historic districts listed in the NRHP

- Individual properties listed in or previously determined eligible for the NRHP¹
- Properties/Districts 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 above-ground resources that were considered to be potentially eligible but were ultimately recommended as not eligible for inclusion in the NRHP were also evaluated. These resources have varying degrees of alterations that have resulted in a loss of integrity.

It should be noted that the IDNR-DHPA has recently changed the methodology of the IHSSI program. Specifically, the IHSSI will no longer survey properties that are rated Contributing and located outside of historic districts. The following resources will continue to be surveyed for the IHSSI: all properties that are rated Notable or Outstanding, properties that are rated Contributing and located within historic districts, all bridges, and all cemeteries.

Notwithstanding IDNR-DHPA's amendment of IHSSI methodology, INDOT still requires all Contributing properties within a proposed project's APE to be surveyed and documented by a QP historian. However, in recognition of the change to IHSSI methodology, Contributing properties that are located outside of a historic district will not receive an individual NRHP-eligibility evaluation within the text of the HPR. Instead, they will be documented in a table in an appendix, which will include photographs. As before, the IHSSI will serve as an aid in rating properties, but the historian will continue to be responsible for confirming or adjusting this rating—using the IHSSI criteria—based on their own fieldwork and research. Likewise, the historian will continue to be responsible for identifying previously unsurveyed individual resources and historic districts.

With the exception of resources already listed in the NRHP, all historic districts and all properties that the historian has rated Notable or Outstanding—whether previously surveyed or not—will receive an NRHP-eligibility evaluation within the text of the HPR.

¹ This list of Individual Properties Listed 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.

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 that the APE for projects similar to the I-65 Safety and Efficiency Project should "include adjacent properties and properties within the viewshed, and to consider broadening the APE as appropriate for potential auditory or noise impacts." For the I-65 Safety and Efficiency Project, the proposed APE is an approximately 500-foot buffer on either side of the centerline of I-65.

To ensure the 500-foot buffer was appropriate, project team members, including a QP architectural historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61, drove the entire APE in different seasons to evaluate the visibility of I-65 from the 500-foot buffer. For the majority of the APE, heavy vegetation and, to a lesser extent, topography typically obscured views of I-65 from the adjoining residential properties. Where the views of the highway were not obscured, the APE was expanded.

Once the APE was determined, the above-ground 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 QPs 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 1975 were examined in order to include all buildings that will be at least 50 years old at the time of the anticipated project letting in 2025.

All properties in the APE built by 1975 that had not been previously documented for the IHSSI and which were rated as Contributing or above 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, 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., originally completed the fieldwork for architectural resources in April and November 2018 and January 2019. The project was then put on hold. Additional fieldwork was undertaken in March and April 2022, when the project recommenced. All resources were revisited in 2022 to ensure resources remained extant, and documentation was updated as necessary. As a result of the fieldwork, four NRHP- and IRHSS-listed historic districts were visited to take streetscape photographs and to confirm their continued integrity. In addition, buildings that are individually listed in the NRHP and/or included in the IHSSI were photographed.

Outside of the historic districts, 47 previously documented above-ground resources were examined during the field survey to document their current level of integrity (Appendix C: Figure 9, Sheets 1–5). These properties were either individually listed in the NRHP or included in the *Center Township, Marion County Interim Report* (Historic Landmarks Foundation of Indiana [HLFI] 1991) or the *Decatur, Perry, and Franklin Townships, Marion County Interim Report* (HLFI 1992). This included 36 resources rated Contributing in the IHSSI (Appendix D: Table 7), five resources rated Notable (Appendix D: Table 8), and six resources rated Outstanding (Appendix D: Table 9).

A total of three resources were found to have been demolished; of these, two were schools that had been razed and elements of the historic buildings incorporated into the new structures built on the sites (Eleanor Skilken School, IHSSI No. 098-392-02774 and McClainsville School/Emma Donnan School, IHSSI No. 098-392-02780). Twelve of the 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. Five of the previously recorded resources are recommended eligible for the NRHP, three individually (Sanders-Childers House, IHSSI No. 098-296-02550; 941 E. English Avenue, IHSSI No. 098-296-01611; and 937 E. English Avenue, IHSSI No. 098-296-01612) and two as part of a district (St. Patrick Catholic Church, IHSSI No. 098-296-02534 and St. Patrick School, IHSSI No. 098-

296-02535). A fourth resource not previously documented, the Sherman Drive Park subdivision, was also evaluated but recommended not eligible for the NRHP.

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; or
- (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).

NRHP ELIGIBILITY EVALUATIONS AND RECOMMENDATIONS

Historic Districts Listed in the NRHP and IRHSS

Fletcher Place Historic District (NR-0355)

The Fletcher Place Historic District was listed in the NRHP in 1982 under Criteria A and C (Appendix C: Figure 9, Sheet 5; Table 1; Plates 1 and 2). The historic district is significant for its collection of buildings from the early settlement of Indianapolis' south side when it 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 southeastern 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 2018 and 2022 found that the historic district retains its integrity, and no change to its NRHP-listed status is recommended.



Plate 1. Fletcher Place Historic District, Fletcher Avenue, looking northwest.



Plate 2. Fletcher Place Historic District, Elm Street, looking southeast.

Holy Rosary-Danish Church Historic District (NR-0753)

The Holy Rosary-Danish Church Historic District was listed in the NRHP in 1986 under Criteria A and C (Appendix C: Figure 9, Sheet 5; Table 1; Plate 3). The historic district is significant for its collection of buildings related to German, Danish, and Italian immigrants during the district's period of significance, 1857 to 1930. The district retains a collection of more modest housing, with a collection of commercial buildings lining Virginia Avenue at the end of the district. The APE encompasses a portion of the historic district on the east paralleling I-65. Examination of the historic district during fieldwork in 2018 and again in 2022 found that the historic district retains its integrity, and no change to its NRHP-listed status is recommended.



Plate 3. Wright Street within Holy Rosary-Danish Church Historic District, facing southwest.

Fountain Square Commercial Historic District (NR-0605)

The Fountain Square Commercial Historic District was listed in the NRHP in 1983 under Criteria A and C (Appendix C: Figure 9, Sheet 5; Table 1; Plates 4 and 5). The historic district is significant for its collection of primarily commercial buildings built between 1871 and 1932 (the district’s period of significance). Fountain Square was the first area outside of downtown Indianapolis to develop as a commercial district, and the district is significant for its collection of buildings related to commerce, theater, and transportation. The APE encompasses the northwestern corner of the historic district. The Fountain Square Commercial Historic District was designated as a local historic district in 1984 with a slightly larger footprint than the NRHP district boundary. Local designation and the increased boundary helps to protect the integrity of the NRHP district by “including contiguous land and buildings that would have an important impact on the successful redevelopment of the area” (Indianapolis Historic Preservation Commission [IHPC] 1984). Examination of the historic district during fieldwork in 2018 and in 2022 found that the historic district retains its integrity, and no change to its NRHP-listed status is recommended.



Plate 4. South side of Virginia Avenue, facing south.



Plate 5. North side of Virginia Avenue, facing north.

Indianapolis Park and Boulevard System Historic District (NR-1711)

The Indianapolis Park and Boulevard System Historic District was listed in the NRHP in 2003 under Criteria A and C (Appendix C: Figure 9, Sheets 3 and 4; Table 1; Plates 6 and 7). The district is significant for its association with an early twentieth century trend to regulate growth in cities, and as a work of George E. Kessler, a master in landscape architecture. The APE includes a small section of the Pleasant Run Parkway, Marion County Bridge No. 3203, and Marion County Bridge No. 3213, all of which are contributing components of the historic district. Examination of Pleasant Run Parkway and its component features during fieldwork in 2018 and 2022 found that this portion of the historic district remains substantially intact. Pleasant Run Parkway retains its integrity and is recommended to remain a contributing portion of the Indianapolis Park and Boulevard System Historic District.



Plate 6. Indianapolis Park and Boulevard System Historic District, Marion County Bridge No. 3203 (HB-2623; Shelby Street over Pleasant Run Creek).



Plate 7. Indianapolis Park and Boulevard System Historic District, Marion County Bridge No. 3213 (HB-2628; Linden Street over Pleasant Run Creek).

Individual Properties Listed In the NRHP

Horace Mann Public School No. 13, 714 E. Buchanan Street (NR-0827; IHSSI No. 098-296-24085)

The Horace Mann Public School No. 13 was listed in the NRHP in 1986 under Criterion A in the area of Education and under Criterion C in the area of Architecture for its representation of the Italianate style. The building is a two-story, square building with symmetrical elevations and plans. The school was built in 1873, with a separate boiler unit annex constructed in 1918. The building is significant as a rare surviving example of an Indianapolis schoolhouse from this period and as one of the most architecturally intact public schools in the area (Appendix C: Figure 9, Sheet 5; Table 2; Appendix D: Table 9; Plate 8). Italianate stylistic details include: a hipped roof, hooded windows, and the bracketed cornice. The school retains integrity, and no change in its NRHP-listed status is recommended.



Plate 8. Horace Mann Public School No. 13, 714 E. Buchanan Street (NR-0827; IHSSI No. 098-296-24085).

Wheeler-Schebler Carburetor Company/Wheeler Arts Community, 1234 Barth Avenue (NR-1736; IHSSI No. 098-392-02545)

The Wheeler Schebler Carburetor Company/Wheeler Arts Community was listed in the NRHP in 2004 under Criteria A and C in the areas of Industry and Architecture. The two-story concrete and brick building was constructed in several phases beginning in 1911 and was rehabilitated as part of a tax credit project in 2004. The building is significant in Indianapolis' industrial history because of the company's production of carburetors for the automobile industry in Indianapolis and the wider region and because the factory is one of only a few surviving examples of historic auto parts manufacturing in the city. The building is architecturally significant as an example of the transition from nineteenth-century factories constructed of brick with small windows to twentieth century factories constructed of concrete with large multi-pane metal and wood windows. It is also significant as a largely intact example of an automobile-related factory complex with one of the earliest reinforced concrete structures remaining in Indianapolis (Building A, built in 1911–1912) [Appendix C: Figure 9, Sheet 5; Table 2; Appendix D: Table 7; Plate 9]. The building retains a high level of integrity, and no change in its NRHP-listed status is recommended.



Plate 9. Wheeler Schebler Carburetor Company/Wheeler Arts Community (NR-1736; IHSSI No. 098-392-02545), 1234 Bartha Avenue.

Properties Recommended as Individually Eligible for Inclusion in the NRHP

Green Lea Farm/Hotel Tango Farms, 3615 S. Rural Street (IHSSI No. 097-041-85120)

Description: Green Lea Farm/Hotel Tango Farms is an extant farmstead in Marion County that is rated Contributing in the IHSSI (Appendix C: Figure 9, Sheet 1; Table 4; Plates 10–12). The property consists of a late nineteenth century house and associated outbuildings. The front (west) portion of the wood-framed house is side-gabled and five bays wide and one bay deep. This section's walls are covered with wood clapboard siding and the roof is clad in asphalt shingles. The windows are wood one-over-one double-hung sash. A full width shed roof porch lines the front (west side) of this section. The porch has round wood posts and a concrete deck. The gable ends have wide eaves supported by decorative brackets. East of the front section is a slightly taller rear ell. The gable end of the ell rises above the roof ridge of the front section and contains a louvered vent. A brick chimney is located in the south roof slope of the ell. At the east end of the ell is an addition housing a two-car garage.

The main outbuilding is a ca. 1900 wood-framed gambrel roof barn with a prominent hay hood over the hayloft doors in one end and a shed roof addition at the other end. The barn is clad in vertical wood siding and has a metal roof. The barn bears the name "Green Lea" on its west wall, and the name "Hotel Tango" in its east roof slope. The property also includes four early twentieth century outbuildings and a small pole barn; the latter may be modern and is located east of the main barn. West of the main barn is a concrete block chicken coop with a shed roof clad in asphalt shingles. North of the chicken coop is a small gable roof outbuilding of uncertain original use with vertical wood siding and a metal roof. Two wood-framed gable-front outbuildings are located north of the barn and east of the house. One has vertical wood siding and a metal roof; the other has horizontal wood siding and a metal roof. Both appear to have been general use storage buildings.

History/Significance: Fatout (1889) shows a house at approximately the location of this farmstead. The property owner is labeled as George W. Huggins with 104 acres of land. Baist (1901) also shows a farmstead at this location; George W. Huggins was the property owner and had 104 acres of land. In the twentieth century, the property was owned by Ralph Coddington and his wife Esther, who purchased the property in 1949 and named it Green Lea Farm (Carpenter 1989). The construction of I-65 in the 1960s split the farm in two and reduced its acreage from 55 acres to 45 acres.

Coddington bred, raised, and sold Percheron horses, a draft horse breed popular as work horses on U.S. farms in the late nineteenth century and early twentieth centuries. Such horses were used in agriculture, logging, and wagon trains. The Percheron horse originated in the Perche province of western France. The breed was first imported to the U.S. in 1839, but early examples were crossbred with other horse types to improve local stock. After the Civil War reduced the number of horses, there was a great need for large draft horses in cities and in the expanding West. Large numbers of Percherons were imported to the U.S. beginning in the early 1870s, and approximately 7,500 were brought from France to the U.S. in the 1880s. The level of imports waxed and waned depending on economic conditions, but averaged 700 horses a year between 1898 and 1905. In the traveling circuses of the late nineteenth and early twentieth centuries, the Percheron was the most frequently used draft horse, as drivers valued the breed's agility, stamina, and quick-footed gait. U.S. breeders formed the Norman-Percheron Association in 1876, the first purebred livestock association in this country, although it was discontinued in 1893. The predecessor to the modern Percheron Horse Association of America was established in 1905. At its height, the organization was the largest draft horse association in the world, registering more than 10,000 horses a year in the early twentieth century (Wikipedia.com 2022).

During World War I, the U.S. exported Percheron horses back to France as their temperament and physical characteristics made them valuable as draft horses in war zones. With Percheron imports from France cut off by the war, U.S. horse farms began to depend on breeding their Percherons rather than importing the majority of the breed from France. By the 1930s, Percherons accounted for more than 70 percent of the purebred draft horses in the U.S. A 1930 census of horses found more than 33,000 in the U.S., with the next most popular breed, the Belgian, having less than 10,000. However, the increase in mechanization after World War II led to a sharp decline in the number of Percherons. In 1954, only 85 purebred Percheron horses were registered in the U.S. Numbers remained low through the 1970s before increasing in the 1980s. By 1988, there were 1,088 Percherons in the U.S., and the number rose to 2,257 in 1998 (Wikipedia.com 2022).

In Indiana, Percherons were the staple for field work on farms, with their heyday from ca. 1920 through 1950. The Lynnwood Farm and the Conner Prairie Farm, both in Hamilton County, Indiana, were renowned for breeding Percherons (Stricherz 1985).

Coddington served on the executive board of the Percheron Horse Association of America and judged Percheron horses internationally. He also participated in draft horse demonstrations, including pulling wagons in the Old Milwaukee Circus Day parade, pulling antique agricultural equipment at meetings of the Hendricks County Antique Tractor & Machinery Association, participating in “Pony Express” fund drives for local churches, pulling plows in ceremonial ground-breakings, participating in 4 to 5 parades a year, pulling the Indiana University calliope, and introducing Percheron horses to the Indianapolis Zoo (Bowling 1990; Carpenter 1989; Evans 2000; *The Indianapolis News* 1965; *The Indianapolis Star* 1972, 1978; Mannweiler 1973; Stricherz 1985)

The Coddingtons raised registered Percheron draft horses at the farm for nearly 60 years (IndyStar.com Obituary 2004). The Coddingtons also exhibited their horses at the Indiana State Fair for each of those nearly 60 years. In addition to the horses, Coddington and his family grew alfalfa, timothy hay, brome, and corn as feed for the horses, using a team of Percherons to harvest the crops. Sometime after the death of Ralph Coddington in 2004, the property was sold to the Church of Acts, which constructed a new building on a portion of the land.

In 2017, the co-owners of the Hotel Tango Artisan Distillery, located in the Indianapolis neighborhood of Fletcher Place, purchased the farm buildings and five acres of land from the Church of Acts. The Hotel Tango owners purchased the land with the plan to grow herbs and other produce to be used in cocktails, to complement their main whiskey-making business (Haneline 2017; Lynch 2018). The new owners have refurbished the house for use as a rental property.

NRHP Evaluation: The Green Lea Farm/Hotel Tango Farms farmstead was evaluated for the NRHP under Criteria A, B, and C, using guidelines set forth in the NRHP Bulletin, “How to Apply National Register Criteria for Evaluation.”

The Green Lea Farm/Hotel Tango Farms is significant under Criterion A as a rare survival of an agricultural property in the Indianapolis metropolitan area. With the development of outer suburbs as a result of the construction of the interstate highway system, most agricultural land was converted to housing subdivisions or commercial development. While this property only retains five acres of the farm’s original 104 acres, it still retains the nineteenth century house and early twentieth century outbuildings and helps to illustrate the former agricultural character of the township. The farm also is significant for the breeding of Percheron horses in the

second half of the twentieth century at a time when the number of draft horses in the U.S. had sharply declined and purebred lines were in risk of disappearing.

The Green Lea Farm/Hotel Tango Farms farmstead is associated with local resident Ralph Coddington, who owned the property for approximately 60 years and raised Percheron draft horses on the farm during a period when the numbers of draft horses in the country was in sharp decline due to agricultural mechanization following World War II. Percheron horses had been the most common draft horse breed in the U.S. by a significant margin before the war, but breeding dropped so sharply that by 1954 only 85 purebreds were registered in that year. Coddington acquired this property in 1949 as the number of Percheron was in decline, but bred, raised, sold, promoted, demonstrated, judged, and farmed with this horse breed from its low well into its period of recovery. While Ralph Coddington was not exclusively responsible for the survival of the Percheron breed, he appears to have played a significant role in the breed's survival in Indiana. The farmstead is significant under Criterion B for its association with Ralph Coddington and his role in breeding Percheron draft horses and helping to maintain the breed's existence in the U.S. during the period of the breed's greatest decline.

The Green Lea Farm/Hotel Tango Farms farmstead is a rare surviving example of an early twentieth century farmstead in Marion County. However, the house does not embody the distinctive characteristics of a type, period, or method of construction and has a modern addition that detracts from its historic appearance. The barn, while characteristic of a ca. 1900 barn with its gambrel roof and prominent hay hood, is modest in size and not a good example of the scale to which such barns were constructed in more agriculturally prominent counties in the state during the same period. The other outbuildings are nondescript in appearance and uncertain in use, apart from the chicken coop. The farmstead does not embody the distinctive characteristics of an early twentieth century farmstead and is not significant under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

The boundaries for the Green Lea Farm/Hotel Tango Farms are the existing property boundaries, as shown on Appendix C: Figure 9, Sheet 5.



Plate 10. Farmhouse at Green Lea Farm/Hotel Tango Farms (IHSSI No. 097-041-85120), 3615 S. Rural Street.



Plate 11. Barn at Green Lea Farm/Hotel Tango Farms (IHSSI No. 097-041-85120), 3615 S. Rural Street.



Plate 12. Outbuildings at Green Lea Farm/Hotel Tango Farms (IHSSI No. 097-041-85120), 3615 S. Rural Street.

Sanders-Childers House, 1020 E. Palmer Street (IHSSI No. 098-296-02550)

Description: The Sanders-Childers House at 1020 E. Palmer Street dates from the 1820s and is thought to be one of the oldest remaining houses in Indianapolis (Appendix C: Figure 9, Sheet 4; Table 4; Appendix D: Table 9; Plate 13). The brick house is five bays wide with a central entrance highlighted by a rectangular transom with chimneys at each end of the house. The roof is clad in asphalt shingles. The house consists of three segments, including the five-bay “front” portion and a second building that is attached to the front structure by an enclosed porch or breezeway. The windows are one-over-one double-hung sash and are not original to the house; the front door also is a replacement. The building sits at an angle to Palmer Street and its neighbors on both Palmer Street and Barth Avenue, suggesting that it was constructed before the street grid of Indianapolis was established.

History/Significance: The house was originally built by William Sanders beginning in the early 1820s on the southern section of a 240-acre family farm (Rudavsky 2017). Sanders reportedly built the house from bricks made on site (Hanna 1930). According to one account, the house originally had six rooms with a kitchen connected to the house by an uncovered brick porch. Sanders built the house facing southeast so that the front rooms would receive sunshine year round. In addition to the locally made brick, the house is constructed of heavy hand-hewn timbers joined with wooden pegs.

The house changed hands several times, and the land around the house changed from a rural setting to the middle of a densely built-up urban neighborhood. The original house, however, was not well-cared for over the years, and, in the early twentieth century, the house was in poor condition. In 1914, it was purchased by Frank Childers, a resident of the neighborhood, who throughout his career served as Marion County recorder and deputy county clerk (*The Indianapolis News* 1934). Childers lived in the house with his family until the 1970s. During their tenure, the Childers made changes, such as adding an enclosed glass front porch (which has subsequently been removed) and combining what had been a parlor and bedroom in the front of the house to one large living room. At the same time, the old parlors became the dining room and kitchen (Hanna 1930). The house then once again fell into disrepair and was purchased by the Fund for Landmark Indianapolis Properties. K. C. Cohen purchased the property from the Fund, and he spent the next several years rehabilitating the house, the fifth

such property Cohen had rehabilitated. Cohen eventually put the house on the market in 2017 (Hanna 1930; Rudavsky 2017).

NRHP Evaluation: The Sanders-Childers House has stood at its present location for nearly two centuries, from the earliest days of settlement and growth in Indiana. It has been maintained as a residence throughout its history. Dating to ca. 1822, one year before Indianapolis was founded, the Sanders-Childers House is associated with early settlement of Marion County and therefore is eligible under Criterion A.

The Sanders-Childers House is named for two prominent owners, William Sanders and Frank Childers. Sanders is responsible for having originally built the house in the early nineteenth century, and Childers is known for “rescuing” and restoring the house in the early twentieth century. However, both gentlemen are otherwise not well known. As a result, the house is not eligible under Criterion B.

The Sanders-Childers House is an unusual example of an intact early nineteenth century vernacular brick house that has survived as an example of early rural development in central Indiana within the city limits of Indianapolis. The house embodies the distinctive characteristics of a type or period and conveys a sense of time and place and, therefore, is eligible under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

The boundaries for the Sanders-Childers House are the existing property boundaries, as illustrated on Appendix C: Figure 9, Sheet 4.



Plate 13. Sanders-Childers House (IHSSI No. 098-296-02550), 1020 E. Palmer Street.

941 E. English Avenue (IHSSI No. 098-296-01611)

Description: 941 E. English Street is a two-story Italianate-style house constructed ca. 1880 (Appendix C: Figure 9, Sheet 5; Table 4; Appendix D: Table 8; Plate 14). The house has a brick foundation, wood clapboard siding, and an asphalt shingle roof. The shallow-pitched hipped roof has brick chimneys in its northwest and southeast roof slopes. Scrolled brackets support the wide roof eaves. The windows are one-over-one double-hung sash, but are partially hidden from view behind aluminum storm windows and field survey was unable to determine whether they are original or replacements. The windows have decorative wood surrounds, those facing northeast (front) having brackets supporting a protruding cornice. The first floor of the northeast (front) wall has a large three-part window with transoms. The surround for this window has a floral garland design above each section of the window. The house has two original doors, one each in the northeast and southeast walls, within the wraparound front porch. The porch has a wood deck, original wood balusters, wood turned posts, a spindlework frieze, a gablet above the front steps, and a corner turret. The house is rated Notable in the IHSSI.

History/Significance: The house is present in the 1887 Sanborn map, but is only shown with a small porch at its southeast wall (Sanborn Map & Publishing Company 1887). The present wraparound porch is likely a Queen Anne-style addition from approximately a decade after the house was built. One former resident of the property was Charles H. Stuckmeyer, who resided in the house at least as early as 1918 (*The Indianapolis Star* 1918). Stuckmeyer was prominent in the Democratic party in Indianapolis and served two terms as city clerk and two terms on the city council (*The Indianapolis News* 1933b). His primary occupation was butcher, but he was also associated with the Stuckmeyer & Company coal business and was a vice-president of the Fountain Square State Bank. Tony Pietro lived in the house by 1936 (*The Indianapolis Star* 1936). Pietro's mother, Mary Monico, was a resident of the house when she died in 1958 (*The Indianapolis Star* 1958). Mary Monico's widower, Rocco Monico, still lived in the house in 1976 (*The Indianapolis Star* 1976).

NRHP Evaluation: 941 E. English Avenue was evaluated for the NRHP under Criteria A, B, and C, using guidelines set forth in the NRHP Bulletin, "How to Apply National Register Criteria for Evaluation."

Under Criterion A, no evidence was found to show that the house is associated with events or trends important in history.

Under Criterion B, no evidence was found to show that the house is associated with a person or people important in history.

Under Criterion C, the house has many features that characterize the Italianate style of architecture. Most notably, the house has a shallow-pitched hipped roof with brackets under the eaves. The decorative window surrounds are also a common feature of the style. While the front porch is more Queen Anne style in design rather than Italianate, it is an early alteration to the house as seen from the Sanborn maps. As Italianate-style porches often have ornate ornamentation like Queen Anne porches, the existing porch does not detract significantly from the Italianate character of the house. 941 E. English Avenue embodies the distinctive characteristics of the Italianate style and is significant under Criterion C. The house retains integrity of location, design, materials, workmanship, feeling, and association. The construction of I-65 and the loss of other houses in the neighborhood have removed the house's integrity of setting.

The property was not evaluated under Criterion D as part of this assessment.

The boundaries for the house are the existing property boundaries, as illustrated on Appendix C: Figure 9, Sheet 5.



Plate 14. 941 E. English Avenue (IHSSI No. 098-296-01611).

937 E. English Avenue (IHSSI No. 098-296-01612)

Description: 937 E. English Street is a two-story Italianate-style house constructed ca. 1880 (Appendix C: Figure 9, Sheet 5; Table 4; Appendix D: Table 8; Plate 15). The house has a brick foundation, wood clapboard siding, and an asphalt shingle roof. The shallow-pitched hipped roof has brick chimneys in its northwest and southeast roof slopes. Scrolled brackets support the wide eaves, and kneewall windows are present in the frieze. The house has wood one-over-one double-hung sash windows with decorative surrounds. The northeast (front) window surrounds have brackets supporting a protruding cornice. The wraparound front porch shelters two original doors, both of which face northeast. The porch has a wood deck, wood turned posts interspersed with scrollwork drops, a spindlework frieze, and a small gable above the front steps. There is a one-story shed roof addition on the rear of the house. The house is rated Notable in the IHSSI.

History/Significance: The house is present in the 1887 Sanborn map, but is only shown with a small porch at its southeast wall (Sanborn Map & Publishing Company 1887). The present wraparound porch is likely a Queen Anne-style addition from approximately a decade after the house was built. A 1933 classified ad described the house as a “small rooming house, all 10 rooms full,” suggesting that the house was not being used as a single family residence (*The Indianapolis News* 1933a). The building was still advertised as a rooming house in 1962 (*The Indianapolis News* 1962).

NRHP Evaluation: 937 E. English Avenue was evaluated for the NRHP under Criteria A, B, and C, using guidelines set forth in the NRHP Bulletin, “How to Apply National Register Criteria for Evaluation.”

Under Criterion A, no evidence was found to show that the house is associated with events or trends important in history.

Under Criterion B, no evidence was found to show that the house is associated with a person or people important in history.

Under Criterion C, the house has many features that characterize the Italianate style of architecture. Most notably, the house has a shallow-pitched hipped roof with brackets under the eaves and windows in the frieze. The decorative window surrounds are also a common feature of the style. While the front porch is more Queen Anne style in design rather than Italianate, it is an early alteration to the house as seen from the Sanborn maps. As Italianate-style porches often

have ornate ornamentation like Queen Anne porches, the existing porch does not detract significantly from the Italianate character of the house. 937 E. English Avenue embodies the distinctive characteristics of the Italianate style and is significant under Criterion C. The house retains integrity of location, design, materials, workmanship, feeling, and association. The construction of I-65 and the loss of other houses in the neighborhood have removed the house's integrity of setting.

The property was not evaluated under Criterion D as part of this assessment.

The boundaries for the house are the existing property boundaries, as illustrated on Appendix C: Figure 9, Sheet 5.



Plate 15. 937 E. English Avenue (IHSSI No. 098-296-01612).

928 E. English Avenue (IHSSI No. 098-296-01614)

Description: 928 E. English Avenue is a two-and-one-half-story Queen Anne-style house constructed ca. 1890 (Appendix C: Figure 9, Sheet 5; Table 4; Appendix D: Table 8; Plate 16). The house appears to have been subdivided into at least two units, but was not originally a duplex. The house has a stone foundation, brick walls, and an asphalt shingle roof. Some of the windows are one-over-one double-hung sash in altered (shortened) openings with brick patches visible in a gap between the window opening and the lintels. Some other one-over-one windows appear to be original, as are several single-light windows. The second and third floor windows in the façade have large segmental arched openings with alternating stone and brick voussoirs. Some window openings in the side (northwest and southeast) walls have brick segmental arched lintels. The house has cross-gabled bays in the northwest and southeast walls, and small dormer windows are present in each roof slope. The house has a wraparound front porch with wood railings, turned posts, and entablature, with scrollwork in the frieze. A gablet in the porch roof is present above the front steps. The house is rated Notable in the IHSSI.

History/Significance: The house is not present in the 1887 Sanborn map, but is present in the 1898 Sanborn map (Sanborn Map & Publishing Company 1887; Sanborn-Perris Map Company 1898). In 1913, Charles Daugherty, an engineer with the Big Four Railroad, lived in the house (*The Indianapolis Star* 1913). In 1914, E.J. Arsmann, a commission merchant, lived at this address (*The Indianapolis Star* 1914). The Kattau family lived in the house by 1937 (*The Indianapolis Star* 1937). A classified advertisement in 1957 indicates that the house had been divided into two-room apartments (*The Indianapolis Star* 1957). The three names listed above are only a few of the numerous names associated with 928 E. English Avenue in various newspaper references, suggesting that the house had been subdivided long before 1957.

NRHP Evaluation: 928 E. English Avenue was evaluated for the NRHP under Criteria A, B, and C, using guidelines set forth in the NRHP Bulletin, “How to Apply National Register Criteria for Evaluation.”

Under Criterion A, no evidence was found to show that the house is associated with events or trends important in history.

Under Criterion B, no evidence was found to show that the house is associated with a person or people important in history.

Under Criterion C, the house has some characteristics of the Queen Anne style of architecture. The house displays some asymmetry in the arrangement of bays in the façade and in the roof lines of the cross gables. There is also some mixture of materials in the use of stone voussoirs alternating with brick in some of the façade window openings. In addition, the wraparound porch has some ornamentation in keeping with the style. However, the asymmetry is minimal as the house is in large respects simply a front-gabled house with two façade bays. There is no tower, turret, or façade bay window to more sharply express the asymmetry, nor does the façade show any variation in wall planes. Apart from the alternating voussoirs, the house has no variation in materials or textures. In addition, the house has lost integrity of design due to the altered window openings. The house does not embody the distinctive characteristics of a type, period, or method of construction and is not significant under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

928 E. English Avenue is recommended as not eligible for listing in the NRHP.



Plate 16. 928 E. English Avenue (IHSSI No. 098-296-01614).

Districts Evaluated for NRHP Eligibility

St. Patrick Catholic Church Historic District, 951 Woodlawn Avenue (church IHSSI No. 098-296-02534; school IHSSI No. 098-296-02535)

Description: The St. Patrick Catholic Church complex consists of the church (rated Outstanding in the IHSSI, No. 098-296-02534), the school (rated Notable in the IHSSI, No. 098-296-02535), the rectory, and the convent (Figure 3; Appendix C: Figure 9, Sheet 5; Table 4; Appendix D: Tables 8 and 9; Plates 17–19). The complex is bounded by Woodlawn Avenue on the north, St. Patrick Street on the east, Prospect Street on the south, and an alley on the west.

The church (1928) is designed in the Spanish Renaissance Revival style. Its foundation is clad in limestone, the walls are brick, and the roof is clad with green clay tiles. The façade features a recessed triple doorway; each doorway has a transom, above which is a blind arch. A frieze above the doorways contains the name of the church. Each doorway is mirrored at the outer edge of the wall by a limestone arch, with the arches springing from limestone Corinthian columns between the outer walls. In the center of the façade is a quatrefoil window surrounded by limestone Plateresque ornament. More such ornament is found at the top of the façade, which features a cartouche topped by finials and a cross. A bell tower is present at the northeast corner of the building. An octagonal cupola tops the tower. Each cardinal face of the cupola has an arched opening flanked by pilasters. The aisles of the church have arched window openings, while the windows in the upper part of the nave have limestone surrounds with quoins, friezes, and broken pediments.

An enclosed corridor and a garage addition link the church to the rectory to the south. The rectory (ca. 1929) is two stories above a concrete foundation, brick walls with limestone ornament, and a flat roof. The windows are modern replacements, but fit within the original openings. The main entrance has transoms and sidelights. The doorway is sheltered by a small Classical porch with paired Tuscan columns and full entablature along its roof. The first floor window openings also have a cornice and frieze. Two belt courses run along the top of the walls.

The school (1922) is located to the west of the rectory. The school is two stories in height with a concrete foundation, brick walls, and a flat roof. The windows have been replaced with glass blocks below which are small single-light replacement windows. The center five bays of the façade are recessed from the end bays. The center bays are divided by brick pilasters with limestone capitals and terminate at a limestone frieze and cornice below the roof parapet. The main doorway is in the center bay and has a molded limestone surround topped by a cornice. The

glass double doors and transom are replacements. Above the doorway is a plaque with the name of the school. The outer bays of the façade are blind walls, within which are flat panels marked by limestone bands and corner squares. In the center of each panel is a limestone plaque containing a cartouche containing the images of an oil lamp and a scroll.

The convent (ca. 1955), located at the northwest corner of the property, is a two-story flat-roofed building with brick walls and minimal ornament. The center bay of the north wall projects slightly forward from the rest of the wall and is slightly taller. This bay contains a recessed doorway. The land west of the building, extending to the property line, is enclosed within a low brick wall to form a semi-private garden.

History/Significance: The Irish began arriving in Indianapolis in the 1830s as laborers to build the canals, the National Road, and the railroad lines. In 1840, Irish immigrants helped form Holy Cross Catholic Church. The Irish became the second largest immigrant group in Indiana in the years before the Civil War. In Indianapolis, the Irish eventually mostly clustered into two neighborhoods: Irish Hill and Fountain Square. In 1870, there were more than 3,300 foreign-born Irish in Indianapolis, comprising almost a third of the city's foreign-born population. Predominantly Catholic, the Irish immigrants and their descendants began to form parishes to serve their growing population: St. Patrick's (originally St. Peter's; 1864), St. Joseph's (1873), St. Bridget's (1880), St. Francis de Sales (1881), and St. Anthony's (1891). The church was the center of Irish social life, with parish societies, special events, and religious celebrations. By 1910, the Irish were still the second largest ethnic group in the city, comprising five percent of the total population (Vanderstel 1994).

The Bishop of the Diocese of Vincennes moved to Indianapolis in 1878, and the Diocese of Vincennes became the Diocese of Indianapolis in 1898. By 1918, there were 31,000 Catholics in Marion County in 19 parishes. Catholics were 15.9 percent of the county's population in 1906 and 34.5 percent of the county's churchgoers. The diocese was raised to an archdiocese in 1944. Fear of Protestant proselytization and public and private anti-Catholic prejudice, most notably by the Ku Klux Klan during the 1920s, resulted in Catholic parishes becoming not only religious centers, but social and educational centers as well (Divita 1994b).

St. Peter's parish was organized in 1864 and was the third parish established in the Indianapolis diocese. The original church was a brick building, located on the site of the later convent. A larger church was constructed beginning in 1871, at which time the parish was

renamed St. Patrick's after the large Irish population in the area. A new school for boys opened in 1878 at a site opposite the church. An academy run by the Sisters of Providence opened in 1890, and a rectory also opened late in the nineteenth century. A new school (the present building) replaced the older school buildings in 1922. A new rectory was intended to be next on the parish's capital improvements list, but an arsonist set fire to the church in 1927, leaving the building in ruins. The new church, designed by Indianapolis architect Adolph Scherrer, was dedicated in 1929 and was the first Catholic church in the city designed in a Spanish style rather than the Gothic style. The new rectory also was constructed during the 1920s. The parish's population was diminished by the relocations forced by the construction of I-65 and I-70. As the parish declined, a new convent was built in hopes of keeping the staff of nuns on site to continue operation of the school. After nearly closing several times in the late twentieth century, the parish has rebounded by drawing on the growing Hispanic population settling in the area (St. Patrick Parish History-the First 150 Years ca. 2013).

The church's architect, Adolph Scherrer (1847–1925), was born in Switzerland, immigrated to New York City in 1870, and relocated to Indianapolis in 1873. Originally working in the office of Edwin May, Scherrer finished the design for the Indiana State House after May died in 1880. Scherrer designed many late nineteenth century and early twentieth century public buildings in the city, including the entrance arch at Crown Hill Cemetery and the NRHP-listed Independent Turnverein Building (Zeigler 1994c).

NRHP Evaluation: The St. Patrick Catholic Church Historic District was evaluated for the NRHP under Criteria A, B, and C, using guidelines set forth in the NRHP Bulletin, "How to Apply National Register Criteria for Evaluation." Built as a religious property, the St. Patrick Catholic Church Historic District must meet the requirements of Criteria Consideration A in order to be eligible for the NRHP. Criteria Consideration A states that a religious property is eligible if it derives its primary significance from architectural or artistic distinction or historical importance.

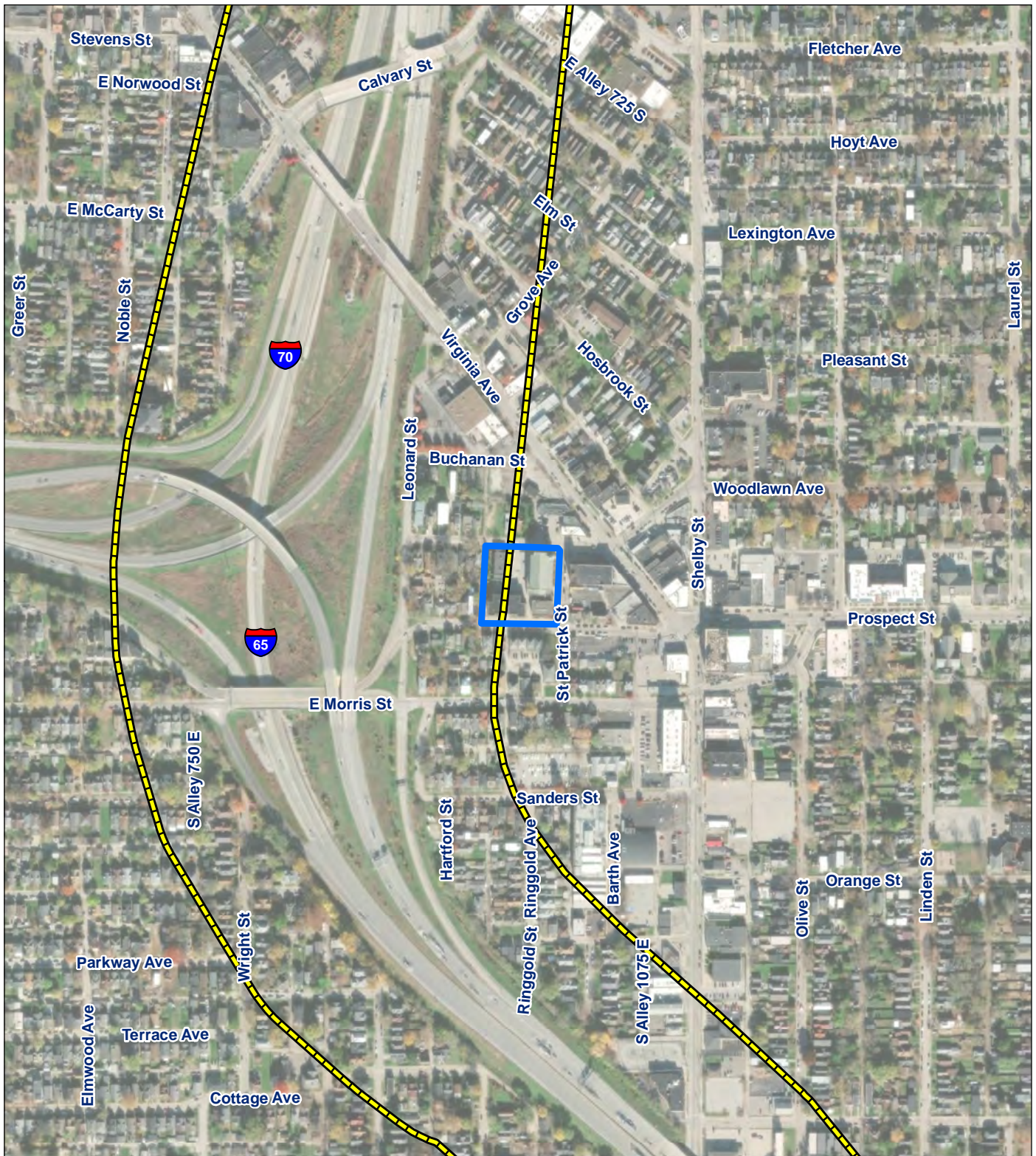
The St. Patrick Catholic Church Historic District is recommended eligible for inclusion in the NRHP under Criterion A for its association with religious history in Indianapolis, in particular for reflecting the persistence of the Irish ethnic enclave in the Fountain Square neighborhood, as well as providing religious, social, and educational functions and opportunities for the members of the parish.



No evidence was found to show that the historic district is associated with the lives of persons important in history under Criterion B.

The historic district also is recommended to be significant under Criterion C, both as a historic district and for the architectural significance of St. Patrick Catholic Church, an excellent example of Spanish Renaissance Revival style, the first Catholic church in the city designed in a style other than Gothic, and a premier work of master architect Adolph Scherrer.

The property was not evaluated under Criterion D as part of this assessment.

The historic district meets the requirements of Criteria Consideration A for deriving its significance from architectural distinction and for historical importance. The historic district's recommended NRHP boundary consists of the parcel lines of the block formed by Woodlawn Avenue, St. Patrick Street, Prospect Street, and the alley west of the school and convent (Appendix C: Figure 9, Sheet 5).



-  I-65 Safety and Efficiency Project APE boundary
-  St. Patrick Catholic Church Historic District

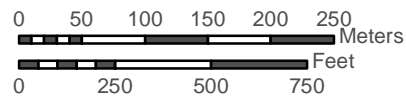


Figure 3

Aerial photograph showing the proposed NRHP boundary for St. Patrick Catholic Church Historic District.

Base: ESRI World Imagery
Aerial photograph 2021



Plate 17. St. Patrick Catholic Church (IHSSI No. 098-296-02534), 951 Woodlawn Avenue.



Plate 18. St. Patrick School (IHSSI No. 098-296-02535), 930–942 E. Prospect Street.



Plate 19. St. Patrick Rectory, 949 E. Prospect Street.

North Square

Description: The North Square neighborhood is bounded by Fletcher Avenue to the north, Virginia Avenue and Woodlawn Avenue to the south, Shelby Street to the east, and Calvary Street to the west, and is immediately north of the Fletcher Place Historic District (Figure 4; Plates 20–27). The neighborhood is part of the Fletcher, Stone, Witt, Taylor and Hoyt’s Subdivision. The majority of lots within the neighborhood are narrow rectangular lots measuring 35–50 feet wide and between 100 and 140 feet long. The area now known as North Square is a remnant of the once larger neighborhood of Fletcher Place, which was truncated by the construction of I-65 in the 1960s.

The North Square neighborhood contains approximately 120 buildings, most of which are single-family houses, with some churches and commercial buildings located along the edges. There are also several vacant lots within the neighborhood, a result of disinvestment in this neighborhood in the decades following the interstate construction. The housing stock consists primarily of frame houses built ca. 1885–1910 and range from modest one-story gable front cottages, one and two story gabled ells, bungalows, and an occasional duplex. Many of the buildings in the North Square neighborhood have been altered through the application of replacement siding and windows, altered fenestration patterns, additions, filled in porches, and the absence of historic detail. There are also numerous examples of recent infill construction.

History/Significance: Little information is available on the history of the North Square area; the neighborhood organization was organized in 2010, suggesting that the identity of the area as North Square is a fairly recent phenomenon. As noted above, the modern day neighborhood is made up of the Fletcher, Stone, Witt, Taylor and Hoyt’s Subdivision. According to the Fletcher Place Historic District NRHP nomination form (Crowe et al. 1980), Calvin Fletcher, Sr. owned a farm that encompassed most of the land in what became Fletcher Place. The farm was subdivided into individual lots in 1857 by Calvin Fletcher and his brother Stoughton, together with Stillman Witt, Amasa Stone, Jr., Elisha Taylor, and James M. Hoyt. The nomination goes on to state that, “. . . little is known of these men. Witt, Stone, Taylor and Hoyt were evidently Ohio business associates of Calvin Fletcher and never really settled in the district” (Crowe et al. 1980).

NRHP Evaluation: The North Square neighborhood was evaluated for the NRHP under Criteria A, B, and C, using guidelines set forth in the NRHP Bulletin “How to Apply the National Register Criteria for Evaluation.”

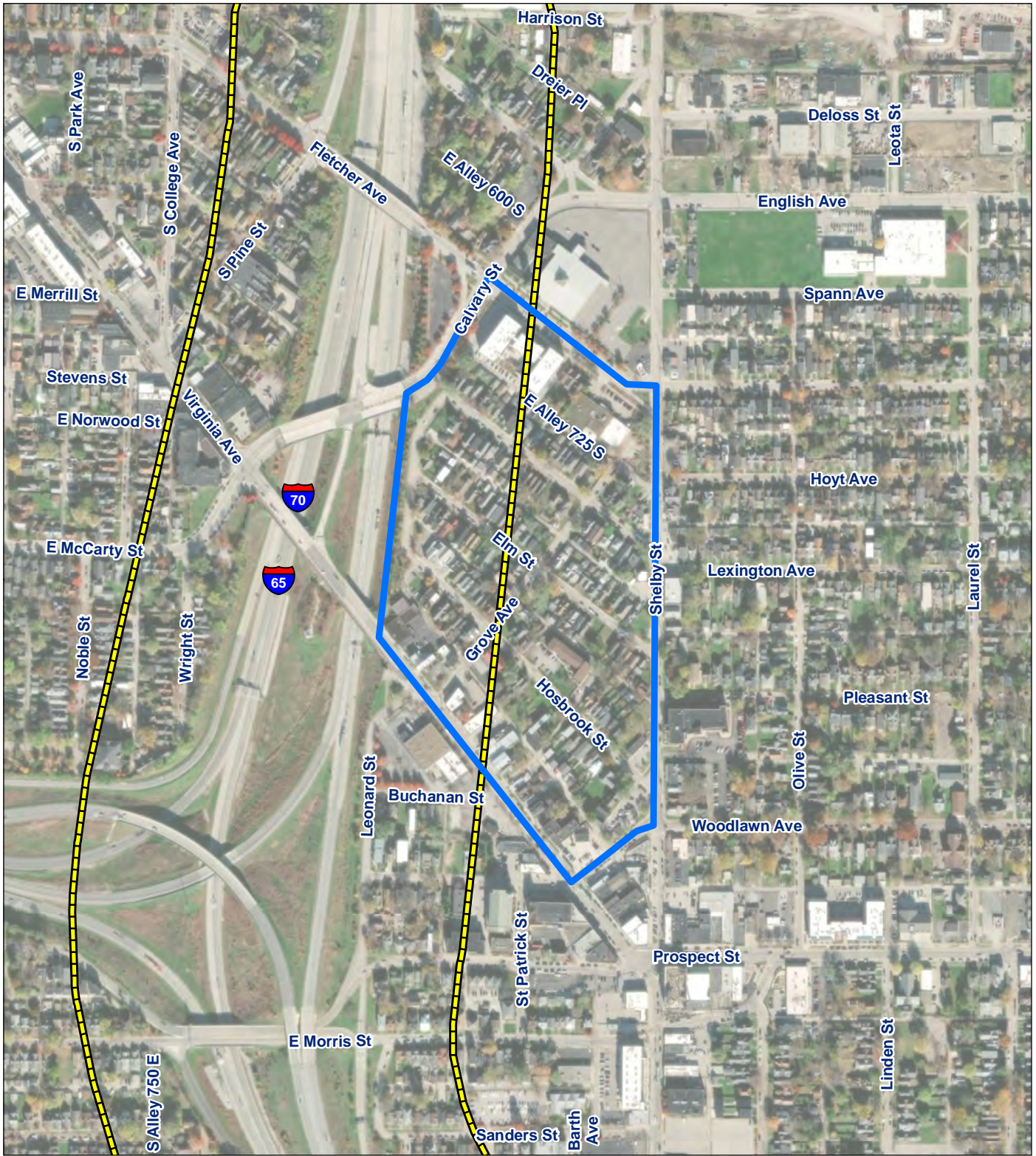
The North Square neighborhood is associated with the mid-nineteenth century expansion of Indianapolis. No other associations with historic events could be identified, and the North Square neighborhood is not significant under Criterion A.



Background research did not indicate any associations with the lives of persons significant in the past, and therefore, the North Square neighborhood is not significant under Criterion B.

The houses within the North Square neighborhood are largely frame houses from the period ca. 1885–1910. They are very common types in Indianapolis’ neighborhoods from this period. Many of the houses have been altered and do not retain individual integrity due to a combination of replacement siding and windows, altered fenestration patterns, and enclosed or otherwise altered front porches. The North Square neighborhood does not contain a collection of notable houses, and is not significant under Criterion C.

The North Square neighborhood was not evaluated for eligibility under Criterion D as part of this evaluation.

The North Square neighborhood lacks historical and architectural significance and is recommended as not eligible for inclusion in the NRHP.



-  I-65 Safety and Efficiency Project APE boundary
-  North Square Neighborhood

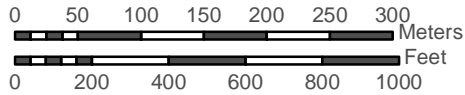


Figure 4

Aerial photograph showing the proposed NRHP boundary for North Square.

Base: ESRI World Imagery
Aerial photograph 2021



Plate 20. Streetscape view of the 1009 block of Fletcher Avenue, facing east, showing modest folk Victorian cottages.



Plate 21. View of the Mid-Century Modern “Keep Indy Beautiful” facility at 1029 Fletcher Avenue, facing west.



Plate 22. View of 1052 Hosbrook Street, facing west.



Plate 23. View of Grove Haus Church at northeast corner of Hosbrook and Grove streets, facing south.



Plate 24. Streetscape view of altered houses at 922–934 Lexington Avenue, facing north.



Plate 25. Streetscape view of modern infill houses at 952–958 Elm Street, facing north.



Plate 26. View of modern infill housing at 935, 937, and 943 Lexington Avenue, facing south.



Plate 27. Streetscape view of Hosbrook Street, facing northwest.

Bates-Hendricks Neighborhood

Description: The Bates-Hendricks neighborhood is bounded by I-70 on the north, I-65 on the east, the railroad tracks south of Beecher Street on the south, and by Madison Avenue on the west. The namesake of the neighborhood is the Bates-Hendricks House, listed in the NRHP in 1977 (Figure 5; Plates 28–33); the house is west of and outside of the APE. The neighborhood is defined in large part by the interstate highway system, which comprises two of the neighborhood’s boundaries, on the east and north. The identity of the neighborhood as Bates-Hendricks seems to have developed in the last decades of the twentieth century, as no references to the area by that name appears before at least 1990. This understanding of the neighborhood’s evolution is reinforced by the fact that, as constituted presently, the neighborhood includes portions of several subdivisions. As a result, some of the blocks are oriented north-south, while others are oriented east-west, which creates a varied pattern to the overall layout of the streets within the neighborhoods. Most blocks are bisected by alleys, some of which are oriented north-south, and others east-west, depending on the orientation of the blocks within each distinct subdivision. The majority of lots within the neighborhood are narrow rectangular lots that generally measure 35 feet wide and between 100 and 140 feet long. Closer evaluation may show that there are smaller, distinct areas within the larger Bates-Hendricks neighborhood that warrant separate evaluations; for purposes of Section 106, however, the currently recognized neighborhood boundaries were utilized for analysis.

The Bates-Hendricks neighborhood contains approximately 1,300 buildings, most of which are single-family houses, with some duplexes, mixed use residential-commercial “corner stores,” churches, commercial, and manufacturing buildings scattered throughout. The housing stock consists primarily of wood-framed houses built in the late nineteenth and early twentieth centuries, and range from modest one-story gable front cottages (some of which could be characterized as shotgun houses), American Four Squares, bungalows, and larger one and one-half and two-story gable front houses. The neighborhood has survived a period of disinvestment, and as a result, many of the buildings have been altered through the application of replacement siding and windows, altered fenestration patterns, additions, filled in porches, and the absence of historic detail. There are also numerous vacant lots scattered throughout the area, some of which have examples of recent infill construction.

History/Significance: The lot upon which the Bates-Hendricks House stands was sold in 1821, and the house was named after Hervey Bates, a prominent banker, and Thomas A. Hendricks, who served as both governor of Indiana and as the Vice President of the United States (Indianapolis Public Library Digital Collections n.d.). Initial development in what became the Bates-Hendricks neighborhood was slow, as heavy train traffic through Union Station made the land south of downtown Indianapolis less accessible. An initial development, called Hendricks Place, was built around the Bates-Hendricks House, beginning in 1872, by James O. Woodruff. Woodruff went on to develop Woodruff Place on the east side of Indianapolis (Wikipedia.com 2022). Development began in earnest in the 1890s, when a large German immigrant population built houses in the newly platted developments that made up the neighborhood (Indianapolis Public Library Digital Collections n.d.). German immigrants began settling in Indianapolis as early as the mid-nineteenth century, and what is now the Bates-Hendricks neighborhood “is made up of about 1,300 wood frame and brick homes dating to the early 1900s, when working-class German immigrants settled there” (Spalding 2005).

The first Hooks Drug Store, which went on to become an Indianapolis institution, was opened at the corner of Prospect and East streets in 1900 by pharmacist John A. Hook (Wikipedia.com 2022). The Sanders-Childers House is also located within the neighborhood, as is the NRHP-listed South Side Turnverein Hall. This structure, which reflects the German influence in the area, was designed by architects Vonnegut and Bohn and constructed in 1909 by the Southside Turnverein.

In the mid-twentieth century, however, the area fell on hard times, following the construction of the interstate highway system which now defines the neighborhood on the north and east. As a result, building fabric has suffered deterioration or loss, and entire houses have been lost to neglect and arson.

NRHP Evaluation: The Bates-Hendricks neighborhood was evaluated for the NRHP under Criteria A, B, and C, using guidelines set forth in the NRHP Bulletin “How to Apply the National Register Criteria for Evaluation.”

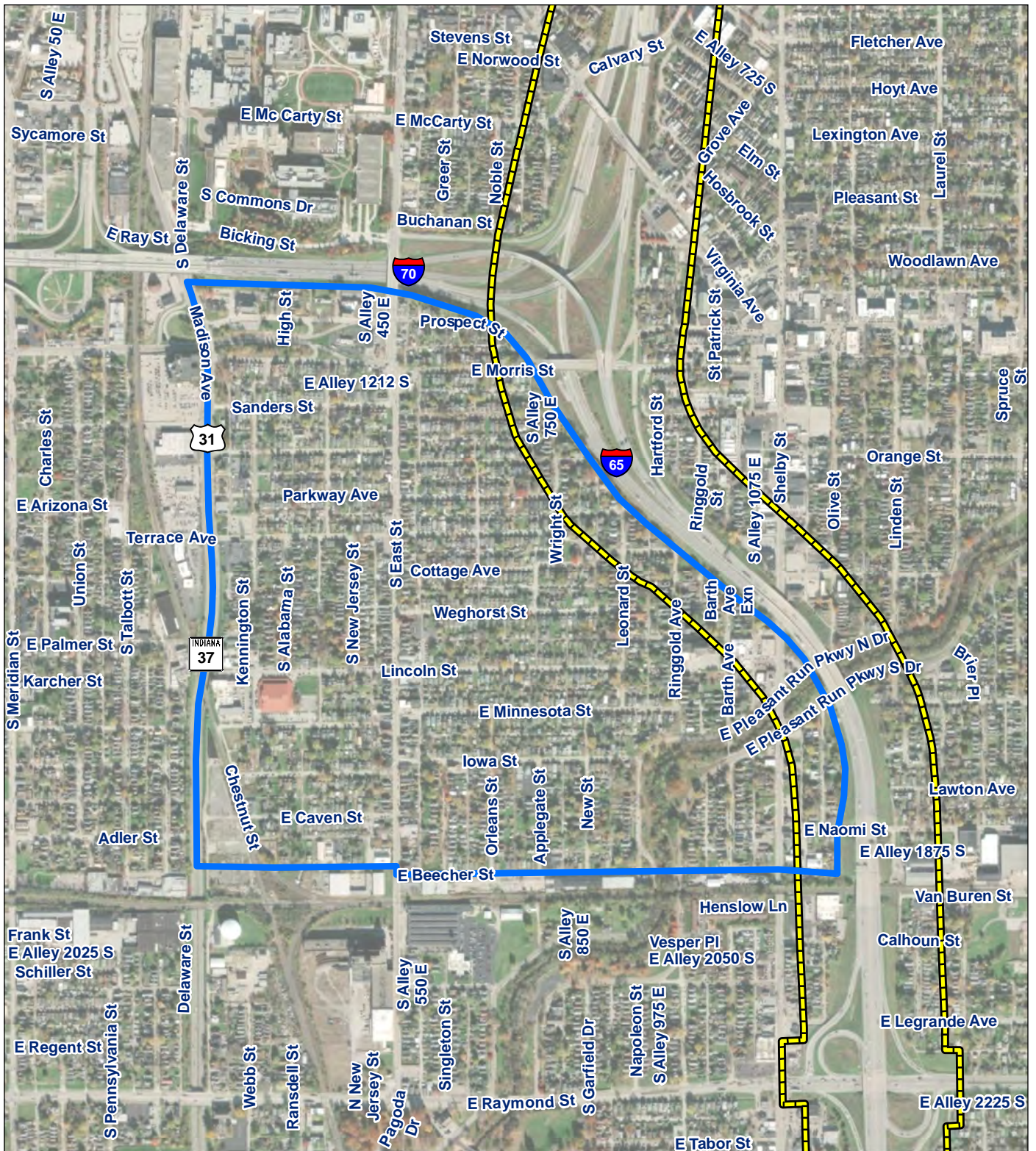
The Bates-Hendricks neighborhood is associated with German immigrants who settled in Indianapolis beginning in the mid-nineteenth century; however, this neighborhood was not exclusively German, and German immigrants settled broadly throughout the city in the



nineteenth century (Hoyt 1994, 2021). As a result, this German population was not uniquely associated with the Bates-Hendricks neighborhood. No other associations of the neighborhood with historic events were identified, and the Bates-Hendricks neighborhood is not significant under Criterion A.

Background research did not indicate any associations with the lives of persons significant in the past, and therefore, the Bates-Hendricks neighborhood is not significant under Criterion B.

The houses within the Bates-Hendricks neighborhood are largely wood-frame vernacular houses from the last decades of the nineteenth century and the first decades of the twentieth century. They are very common types in Indianapolis' neighborhoods from this era. Due in large part to the cycle of disinvestment, many of the houses have been altered and do not retain individual integrity due to a combination of replacement siding and windows, altered fenestration patterns, and enclosed or otherwise altered front porches. The Bates-Hendricks neighborhood does not contain a collection of notable houses. The Bates-Hendricks neighborhood is not significant under Criterion C.

The Bates Hendricks neighborhood was not evaluated for eligibility under Criterion D as part of this evaluation.



-  I-65 Safety and Efficiency Project APE boundary
-  Bates-Hendricks Neighborhood

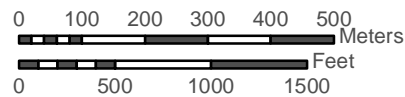


Figure 5

Aerial photograph showing the proposed NRHP boundary for Bates-Hendricks Neighborhood.

Base: ESRI World Imagery
Aerial photograph 2021



Plate 28. Streetscape view of the north side of the 700 block of Sanders Street, looking north-northeast.



Plate 29. Streetscape view of the south side of the 700 block of Sanders Street, looking southwest.



Plate 30. View of the southeast corner of Parkway Avenue and Elmwood Avenue, looking southeast.



Plate 31. Streetscape view of the south side of Parkway Avenue, looking southeast from Elmwood Avenue.



Plate 32. Streetscape view of the south side of Terrace Avenue, looking southeast from Elmwood Avenue.



Plate 33. View of infill construction on the south side of Terrace Avenue, looking southeast.

Bean Creek Neighborhood

Description: The Bean Creek neighborhood is bounded by Raymond Street on the north, Troy Avenue on the south, Keystone Avenue on the east, and Shelby Street on the west (Figure 6; Plates 34–39); I-65 runs through the western portion of the neighborhood. The Bean Creek Neighborhood Association uses this boundary to define the neighborhood. Information on the history and development of the Bean Creek neighborhood is sparse, although it appears to have derived its name from the creek that runs through the area. It is immediately east of the Garfield Park neighborhood, which is centered around the park itself. The area between Shelby Street (west) and Boyd Street (east) is within the APE for the I-65 Safety and Efficiency project, and is part of the area identified as Bean Creek. Prior to the construction of I-65, completed in 1975, the area was one contiguous neighborhood, densely built up, with housing dating from the early decades of the twentieth century. Based on a review of historic aerials available at MapIndy, the area was divided into two when I-65 was constructed through the center of the neighborhood. Most of the area now known as the Bean Creek neighborhood is east of I-65, and Bean Creek itself runs through the neighborhood on a meandering but generally east-west path, about midway through the neighborhood. The majority of lots within the neighborhood are narrow rectangular lots measuring 35–50 feet wide and between 100 and 140 feet long.

The Bean Creek neighborhood contains approximately 1,300 buildings, most of which are single-family houses, with some duplexes, churches and commercial buildings scattered throughout. The housing stock consists primarily of frame houses built ca. 1900–1960 and range from modest one-story gable front cottages, bungalows, American Small Houses, and ranch houses. Many of the buildings in the Bean Creek neighborhood have been altered through the application of replacement siding and windows, altered fenestration patterns, additions, filled-in porches, and the absence of historic detail. There are also vacant lots scattered throughout the area, some of which have examples of recent infill construction.

History/Significance: Little information is available on the history of the Bean Creek area. From the patterns of development in the neighborhood, the area appears to have developed east from Garfield Park, with older (late nineteenth century) housing stock closer to the park itself, and mid-twentieth century construction south of Bean Creek and further east toward Keystone Avenue. The area was divided when I-65 was built in the 1960s. The consistently modest size of the houses suggests that the area has always been an area for middle class

working families. The area has remained largely white, and ethnic representation in Bean Creek has transitioned to include Mexican and Native American residents.

In the twenty-first century, efforts have been made to address neighborhood safety and reinvestment and revitalization. At least one effort is a program to provide affordable housing for artists through the efforts of an organization that buys abandoned properties to renovate and resell to artists who commit to working in the neighborhood (Bongiovanni 2019).

NRHP Evaluation: The Bean Creek neighborhood was evaluated for the NRHP under Criteria A, B, and C, using guidelines set forth in the NRHP Bulletin “How to Apply the National Register Criteria for Evaluation.”

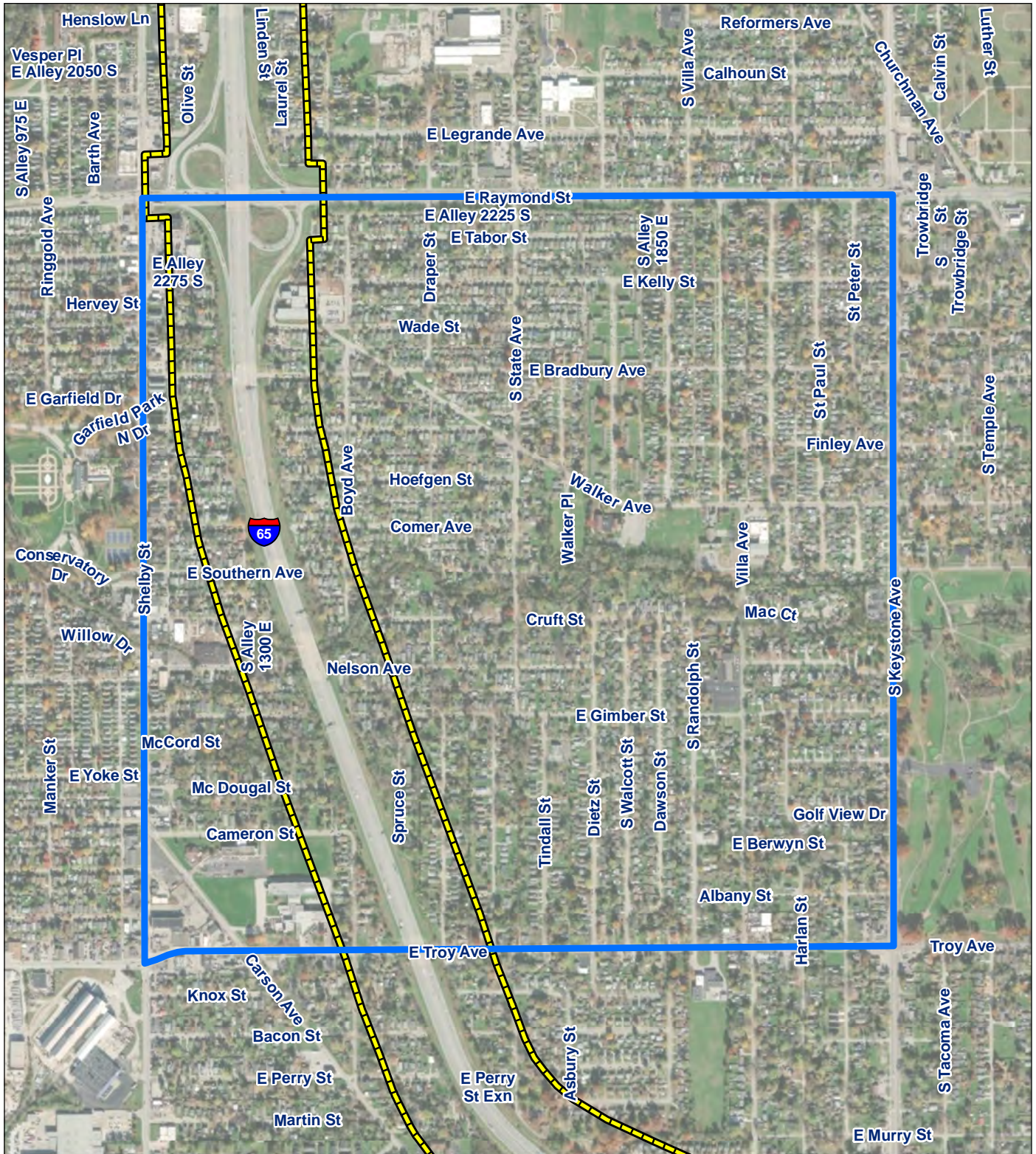
The Bean Creek neighborhood is associated with mid-twentieth century suburban expansion. No other associations with historic events could be identified, and the Bean Creek neighborhood is not significant under Criterion A.



Background research did not indicate any associations with the lives of persons significant in the past, and therefore, the Bean Creek neighborhood is not significant under Criterion B.

The houses within the Bean Creek neighborhood are largely frame houses from the period ca. 1900–1960. They are very common types in Indianapolis’ neighborhoods from this period. Many of the houses have been altered and do not retain individual integrity due to a combination of replacement siding and windows, altered fenestration patterns, and enclosed or otherwise altered front porches. The Bean Creek neighborhood does not contain a collection of notable houses, and is not significant under Criterion C.

The Bean Creek neighborhood was not evaluated for eligibility under Criterion D as part of this evaluation.

The Bean Creek neighborhood lacks historical and architectural significance and is recommended as not eligible for inclusion in the NRHP.



-  I-65 Safety and Efficiency Project APE boundary
-  Bean Creek Neighborhood boundary

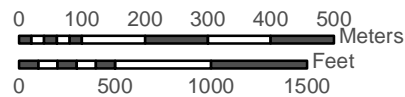


Figure 6

Aerial photograph showing the proposed NRHP boundary for Bean Creek Neighborhood.

Base: ESRI World Imagery
 Aerial photograph 2021



Plate 34. View of a one and one-half story gabled ell house at 3001 Boyd Avenue, facing southeast.



Plate 35. View of a ranch house at 1610 E. Troy Avenue facing northeast.



Plate 36. Streetscape view of Southern Avenue east of I-65, facing northeast toward Boyd Avenue.



Plate 37. Streetscape view of 1100 Block of Southern Avenue, facing southeast toward Boyd Avenue.



Plate 38. View of 1439 Cruft Avenue, facing northwest.



Plate 39. Streetscape view of E. Bradbury Avenue, facing northwest from I-65 right-of-way.

Sherman Drive Park

Description: The Sherman Drive Park subdivision is bounded by National Avenue in the north, South Sherman Drive in the east, South Dearborn Street in the west, and East Hanna Avenue in the south (Figure 7; Appendix C: Figure 9, Sheet 1). The subdivision originally was platted in 1923 with 186 lots, although some of the original lots have subsequently been combined and one has been partially destroyed by the construction of I-65. The majority of the lots are generally uniform in size and shape, and are set in a rectangular street pattern. The entirety of the subdivision was platted as residential lots and remains so to this day.

Examination of the Marion County GIS website (<https://maps.indy.gov/MapIndy/>) identified building dates ranging from 1923 through 2006. Of the 182 houses in the subdivision (as of March 2022), 27 date from 1922 through the 1930s. The majority of the houses, totaling 133 houses, were built from 1940–1959. From 1960 through the 50-year cutoff date from the letting date for NRHP eligibility (1975), another 14 houses were built. An additional six houses were built between 1975 and 2006.² In all, the overwhelming majority of houses in the subdivision were constructed in the post-war years ending with 1955. Most of these houses are Ranch houses, Bungalows, and American Small House types (Plates 40–43). There have been several alterations to the road layout within the subdivision since it was originally recorded in the 1923 plat map. Two interior streets have been partially demolished; Griffin Drive from Olney Street to Lasalle Street, and Macklin Street from Lasalle Street to Dearborn Street. Land use within the subdivision has remained residential. Houses have undergone common alterations, including replacement siding and/or replacement windows. The subdivision retains sufficient integrity to convey its age and property type.

History/Significance: The Union Trust Company filed the plat for the Sherman Drive Park subdivision in 1923. The earliest newspaper reference to the Sherman Drive Park subdivision found during research is an advertisement in *The Indianapolis News* in June 1923. This advertisement describes affordable, spacious lots, with easy access to shopping and public parks (*The Indianapolis News* 1923). Newspaper advertisements throughout the 1920s and 1930s promoted the sale of lots using the same selling points, as well as emphasizing the connection of the subdivision to the city’s boulevard network. The neighborhood experienced the majority of its growth in the 1940s and 1950s, directly following World War II. A 1946 article proclaims,

² Two additional houses do not have construction dates assigned in the county auditor records.

“plans for construction of 111 frame, two-bedroom houses for veterans, to be located in Sherman Drive Park, an addition near Beech Grove, and to sell for \$5,500 were announced yesterday by Macdougall and Son Building Contractors” (*The Indianapolis Star* 1946). A later advertisement promoted the availability of G.I. and Federal Housing Administration (FHA) financing in order to aid in purchasing new homes in the subdivision (*The Indianapolis News* 1954). It is not clear how many veterans occupied this subdivision directly following the war; however, it is clear that the subdivision developed quickly in this post-war time period. According to Marion County GIS, 133 of the 182 developed lots were built in the 1940s and 1950s. This comprises approximately 72 percent of finished homes in the subdivision (MapIndy 2022). A 1941 aerial confirms this data and shows that fewer than half of the homes in the subdivision were constructed by that date.

Sherman Drive Park appears to have some of the following characteristics of the Transitional Developments (ca. 1945–1955) subtype, which are described on pages 267 and 268 of the NRHP Multiple Property Documentation Form (MPDF) listing for Residential Planning and Development in Indiana, 1940–1973 (Higgins 2018):

- Typically platted before 1955;
- Usually located within or adjacent to the community core;
- Typically laid out on a grid;
- Made use of existing plats, street layout, and municipal services;
- Particularly attractive to builders looking to quickly construct housing in the post-World War II era; and
- Dwellings typically include American Small House and Ranch houses.

The Sherman Drive Park subdivision was platted in 1923 and its post-war houses include American Small Houses and Ranch houses. However, the subdivision is not located within or directly adjoining a community core, despite being only approximately 0.5 miles from Beech Grove. Judging from the 1941 aerial photograph, the only pre-existing road touching on the subdivision was Sherman Drive. In 1941, the area surrounding the subdivision was still primarily rural, with some scattered subdivisions nearby. In contrast to Sherman Drive Park, other transitional subdivisions were developed that extended out from the plat of Beech Grove, an independently incorporated city in Marion County. These examples of transitional developments include both pre-war subdivisions that mostly were developed after the war and subdivisions platted after the war, but which were built on the grid of pre-war streets. For example, the St.

Francis Park Addition was first platted in 1916, but is like Sherman Drive Park in that it was mostly built out in the 1940s and 1950s. Another example is Katherine Place, which is a post-war subdivision, the first of whose eight platted sections dates to 1948, but which extends in a grid network based on pre-war roads leading out from Beech Grove. These examples are not quite as large as Sherman Drive Park, but grew along the road network leading out of Beech Grove and were eventually incorporated into Beech Grove. These subdivisions, and other smaller plats, were spreading outward from Beech Grove at the same time that Sherman Drive Park was being built out. Sherman Drive Park at the present day remains outside of Beech Grove and does not abut other subdivisions that are within Beech Grove. Sherman Drive remains the only road that is part of the subdivision that ultimately extends into the modern corporate boundary of Beech Grove.

The Sherman Drive Park subdivision did not tie into a pre-existing street grid when it was first platted. The Post-War development; however, did utilize the rectilinear street plan that had been started, but not completed, before World War II. The subdivision's internal road network has two connections to adjoining roadways, one with Sherman Drive on the east and one with Hanna Avenue on the south. When the subdivision was platted, there were two roads planned that would have connected the interior of the subdivision running east to west, Griffin Street, and Macklin Street, but were only partially completed. As planned, these streets would have created possibilities for multiple routes through or around the subdivision. As built, these roads do not run the length of the subdivision – Macklin Street was never completed from Dearborn Street to Lasalle Street, and Griffin Street was never completed from Lasalle Street to Olney Street. The subdivision does not tie into a larger whole of existing neighborhoods in the area; however, it does utilize the existing internal street network of the pre-war subdivision.

The description of Transitional Developments given in the NRHP MPDF (Higgins 2018) states that such developments “were typically found in the readjustment period and through the first wave of Suburbanization (ca. 1945–1955).” The Sherman Drive Park subdivision does meet this characteristic. Approximately two-thirds of the subdivision was built between the years 1945–1955 (109 of the 182 constructed homes). However, the majority of houses appear to have been constructed in bursts of building activity, presumably as roads were opened in a westward progression. Half of the houses on Olney Street were built in 1947 and 1948; all but three out of the 34 houses on Lasalle Street were built in 1952 and 1953; and all but three out of the 34

houses on Dearborn Street were built in 1955 and 1956. Rather than building out the subdivision quickly as an important response to the post-war housing shortage, the developers appear to have staggered the development of the subdivision plat over a decade.

The NRHP MPDF also states “many of these developments were small subdivisions platted...on vacant land abutting residential growth of the early twentieth century, although some large developments emerged in more typical suburban settings.” Also, “developments situated near community cores or along first-tier growth areas commonly employed the rectilinear grid of prior development, while those on the outskirts favored the trend toward curvilinear streets.” The Sherman Drive Park subdivision was not platted on land abutting earlier residential growth and seems to have been isolated from growth spreading outward from the nearest community, Beech Grove. Despite this, the subdivision experienced fairly rapid growth in the post-war period. The subdivision did not favor the trend toward curvilinear streets, keeping with the traditional rectangular street pattern already established in its existing plat and begun its earlier development.

The basic historical context of the Transitional Development type is that it represents a span of time in the post-war period when builders were attempting to meet the strong demand for housing by making use of existing urban street layout, plats, utility lines, and community services to more quickly construct neighborhoods (Higgins 2018:267). Transitional Developments reflect both older modes of development due to making use of existing infrastructure and the newer suburban models due to being built out with the newer Ranch and American Small House types and reflecting some of the emergent concepts of subdivision design. The Sherman Drive Park subdivision reflects this context, although it is not necessarily an important example of the type. The subdivision was originally platted in a relatively remote location far from an existing street grid; however, the post-war development utilized the previous plat and expanded upon existing pre-war suburban development. The subdivision uses a rectangular street layout as a result of continuing the build out of a pre-war subdivision plat and tying in to an existing internal street grid that had been begun before the war.

NRHP Evaluation: Sherman Drive Park was evaluated for the NRHP under Criteria A, B, and, C, using the NRHP MPDF listing for Residential Planning and Development in Indiana, 1940–1973 (Higgins 2018) for analysis.

Under Criterion A, the Sherman Drive Park subdivision did not contribute to land use, growth, or development within the vicinity of its location, nor did it take advantage of housing provisions or legislation in the establishment of communities. The MPDF lists the following considerations to take into account as part of an analysis under Criterion A (Higgins 2018:270–271):

- Relative importance in the development of the selected context;
- Direct relationship with specific trends such as the growth of bedroom communities, provision of veterans’ housing, economical housing of the readjustment era, or community planning and suburbanization;
- Relationship to other contemporaneous developments;
- Reasons for the planning and establishment of the development and how well the development met its intended purpose;
- Use and influence of government provisions and standards;
- Influence of and response to community planning efforts, zoning, local building codes, and other development regulations;
- Use of innovative practices or methods;
- The development’s place within the portfolio of the developer;
- Influence of the development on other initiatives (by the same or different developers); and
- Role of the development in spurring associated development such as commercial nodes, schools, and churches.

The Sherman Drive Park subdivision does not display any relative importance in the context of the post-World War II suburban growth of Indianapolis. It was not an especially large, early, or influential subdivision in the area. The subdivision is not part of a bedroom community, was not built to provide emergency economical housing, and was not an important example of community planning. While houses were marketed to veterans, no evidence was found to show that the subdivision was limited to veterans, and a great deal of post-war housing was marketed to veterans; Sherman Drive Park is not notable in that respect.

Other development was occurring in the general area, but not immediately adjacent to this subdivision, and Sherman Drive Park had no notable relationship with contemporary developments. Developers extended other subdivisions off the street plat of nearby Beech Grove, mostly to the north, including some that appear to fit the characteristics of transitional developments. Examples of these include the St. Francis Park Addition, whose first plat is dated 1916, but which saw most of its build out during the 1940s, and Katherine Place, which was developed in eight plats beginning in 1948. However, Sherman Drive Park, located southwest of

Beech Grove, is not part of an extension of Beech Grove's street pattern, nor does it directly adjoin the community or any other subdivisions extending out of the community. Most of the development within the Sherman Park Drive subdivision pre-dates the extension of I-65 and I-465 into the area, showing that the subdivision was not built out as a result of convenient access to the interstate.

The developer made use of an existing pre-war plat and made no use of government provisions and standards, nor did local development regulations impact the design or construction of the subdivision. There were no innovative practices or methods used in the layout of the subdivision or the design of its houses. No evidence was found to show that the developer had a portfolio of other subdivisions. No evidence was found to show that Sherman Drive Park influenced any subsequent development in the area, nor did associated commercial or community development emerge in the area as a result of its construction.

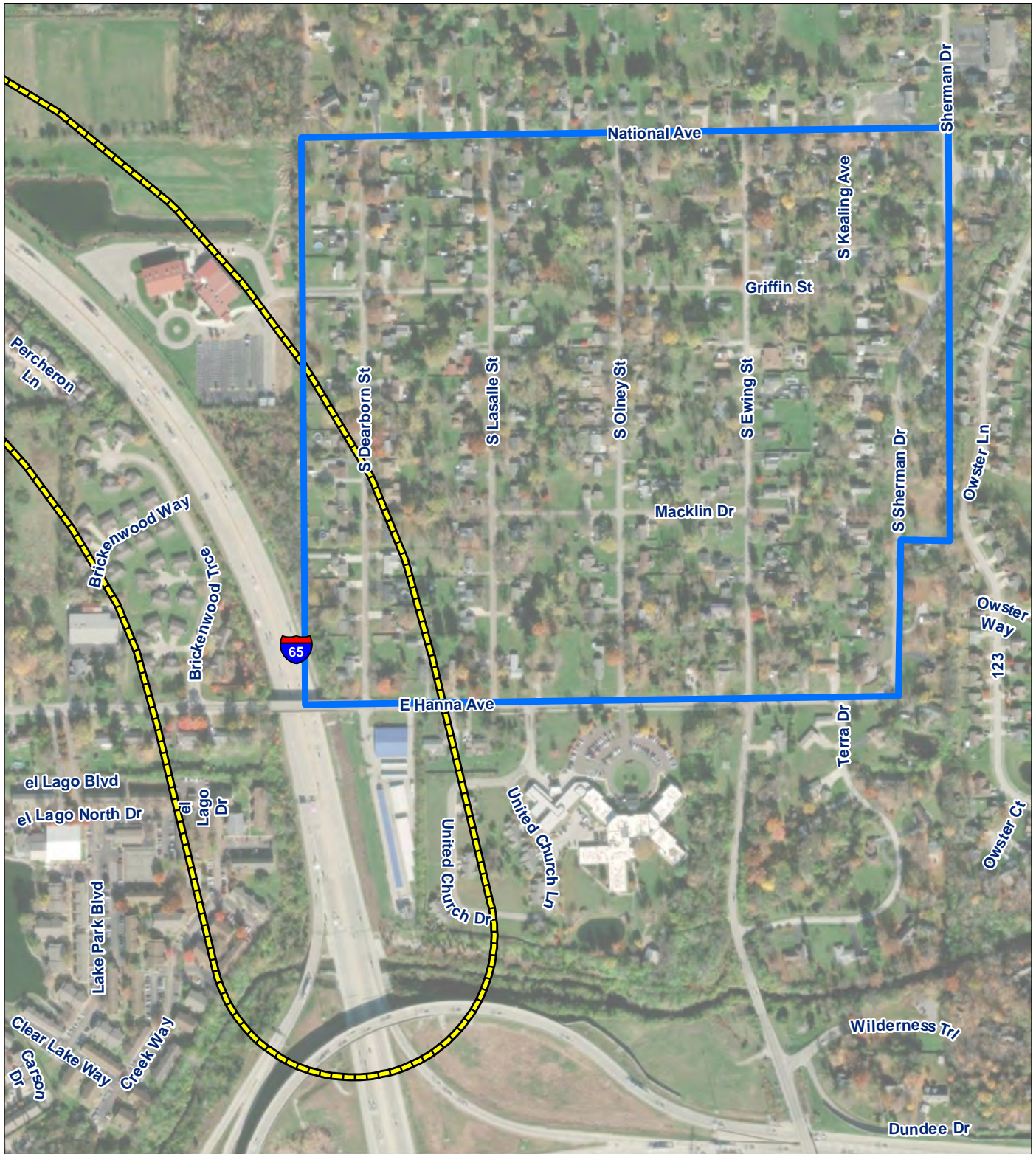
The Sherman Drive Park subdivision does not have important associations with events or trends in history under Criterion A. No evidence was found to show that Sherman Drive Park is associated with specific ethnic or religious groups or with housing workers at a specific local industry or company. No evidence was found to show that the subdivision was created to meet a socioeconomic need or that it has associations with community groups. While Sherman Drive Park has many characteristics of a Transitional Development as described in the MPDF, no evidence was found to show that the subdivision is a significant example of a Transitional Development within the context of post-World War II suburban development in Indianapolis. As the Secretary of the Interior has noted, "it is not sufficient for a subdivision to simply be an example of one of the property types, some effort must be made to place it in its appropriate context" (Gabbert 2022). In the context of the suburban development of metropolitan Indianapolis, Sherman Drive Park is not a significant example of the rapid build-out of residential subdivisions following World War II. Therefore, the subdivision is recommended as not significant under Criterion A.



No evidence was found to show that the Sherman Drive Park subdivision is associated with a person or people important in history, and the subdivision is recommended as not significant under Criterion B.

The Sherman Drive Park subdivision has a simple rectangular grid plan and lacks the curvilinear streets that the FHA promoted. The houses in the subdivision are unremarkable

examples of Ranch houses and American Small Houses. The subdivision retains its overall integrity, but lacks architectural significance and is recommended as not eligible under Criterion C.

The Sherman Drive Park subdivision lacks historical and architectural significance and is recommended as not eligible for inclusion in the NRHP.



-  I-65 Safety and Efficiency Project APE boundary
-  Sherman Drive Park Neighborhood

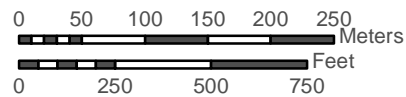


Figure 7

Aerial photograph showing the proposed NRHP boundary for Sherman Drive Park.

Base: ESRI World Imagery
Aerial photograph 2021



Plate 40. Ranch style homes along South Dearborn Street in the Sherman Drive Park Historic District, looking northeast.



Plate 41. Ranch style homes along South Dearborn Street in the Sherman Drive Park Historic District, looking southwest.



Plate 42. American Small House at 3717 South Lasalle Street in the Sherman Drive Park Historic District, looking northeast.



Plate 43. Ranch style homes at 3264 and 3260 East Hanna Avenue in the Sherman Drive Park Historic District, looking northwest.

CONCLUSIONS

The APE contains six properties listed in the NRHP:

- Fletcher Place Historic District
- Holy Rosary-Danish Church Historic District
- Fountain Square Commercial Historic District
- Indianapolis Park and Boulevard System Historic District
- Horace Mann Public School No. 13, 716 Buchanan Street (NR-0827; IHSSI No. 098-296-24085)
- Wheeler-Schebler Carburetor Company/Wheeler Arts Community, 1234 Barth Avenue (NR-1736; IHSSI No. 098-392-02545)

As a result of identification and evaluation efforts for this project, five properties are recommended eligible for listing in the NRHP:

- St. Patrick Catholic Church Historic District, Criteria A and C and Criteria Consideration A
- Sanders-Childers House, 1020 E. Palmer Street (IHSSI No. 098-296-02550), Criteria A and C
- Green Lea Farm/Hotel Tango Farms, 3615 S. Rural Street (IHSSI No. 097-041-85120), Criteria A and B
- 941 E. English Avenue (IHSSI No. 098-296-01611), Criterion C
- 937 E. English Avenue (IHSSI No. 098-296-01612), Criterion C

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APPENDIX A: ADDITIONAL PROJECT DATA

Table 5. I-65 Safety & Efficiency Bridges.

Bridge No.	Structure No.	Location/Crossing	Proposed Scope of Work
1	I65-106-04797 DRB	I-65 southbound (SB) Ramp over Lick Creek	Resurfacing and restriping
2	I65-108-04446 B	Hanna Avenue over I-65	Bridge replacement
3	I65-107-05075 ANBL	I-65 northbound (NB) over Keystone Avenue	N/A (replaced 2021 under previous contract)
4	I65-107-05075 ASBL	I-65 SB over Keystone Avenue	N/A (replaced in 2021 under previous contract)
5	I65-108-05691 ANBL	I-65 NB over Troy Avenue	Resurfacing and restriping
6	I65-108-05691 ASBL	I-65 SB over Troy Avenue	Resurfacing and restriping
7	I65-108-05622 ANBL	I-65 NB over Nelson Street and Bean Creek	Resurfacing and restriping
8	I65-108-05622 ASBL	I-65 SB over Nelson Street and Bean Creek	Resurfacing and restriping
9	I65-108-05692 ANBL	I-65 NB over Southern Avenue	Resurfacing and restriping
10	I65-108-05692 ASBL	I-65 SB over Southern Avenue	Resurfacing and restriping
11	I65-108-05693 ANBL	I-65 NB over Bradbury Avenue	Resurfacing and restriping
12	I65-108-05693 JASB	I-65 SB over Bradbury Avenue	Resurfacing and restriping
13	I65-109-02422 ANBL	I-65 NB over CSX Railroad (RR)	Resurfacing and restriping
14	I65-109-02422 JASB	I-65 SB over CSX RR	Resurfacing and restriping
15	I65-109-05623 BNBL	I-65 NB over Pleasant Run & Parkways	Bridge rehabilitation (widening)
16	I65-109-05623 JASB	I-65 SB over Pleasant Run & Parkways	Resurfacing and restriping
17	I65-109-05694 BNBL	I-65 NB over Raymond Street	Resurfacing and restriping
18	I65-109-05694 ASBL	I-65 SB over Raymond Street	Resurfacing and restriping
19	I65-109-05695 ANBL	I-65 NB over Naomi Street	Bridge rehabilitation (widening)
20	I65-109-05695 ASBL	I-65 SB over Naomi Street	Resurfacing and restriping
21	I65-109-05696 JANB	I-65 NB over Shelby Street	Resurfacing and restriping
22	I65-109-05696 ASBL	I-65 SB over Shelby Street	Resurfacing and restriping
23	I65-110-02427	Abandoned RR over I-65 NB, SB, and SB collector/distributor (CD)	No work on the bridge. Added travel lanes/resurfacing beneath
24	I65-110-05713 ANBL	I-65 NB over Morris Street and Prospect Street	Bridge rehabilitation (widening)
25	I65-110-05714 ASBL	Morris Street and Prospect Street over I-65 SB and Ramp 7W-S	No work on the bridge. Added travel lanes/resurfacing beneath
26	I65-110-05715 B	Ramp I-65 NB I-70 WB over Morris Street and Prospect Street	Bridge rehabilitation (beam painting only)
27	I65-110-05719 DNBL	Virginia Avenue over I-65 NB/I-70 EB	No work on the bridge. Added travel lane/restriping beneath
28	I65-110-05720 DSBL	Virginia Avenue over I-65 SB and Ramp 7N-W	No work proposed
29	I65-110-05722 BNBL	Calvary Street over I-65 NB	No work on the bridge. Added travel lane/ striping beneath
30	I65-110-05721 BSBL	Calvary Street over I-65 SB	No work proposed
31	I65-110-05723 A	Fletcher Avenue over I-65 NB and SB	No work on the bridge. Added travel lane/striping beneath

Table 6. I-65 Safety and Efficiency Project Master Des. Nos. List (Updated April 29, 2022).

Des. No.	DESIGNATION	TYPE
1801630	Hanna Avenue over I-65	Bridge
1801631	I-65 NB over Naomi Street	Bridge
1801632	I-65 NB over Pleasant Run Parkway	Bridge
1801633	I-65 NB over Morris and Prospect Streets	Bridge
1801763	CV I65-049-107.64	Culvert
1801766	CV I65-049-117.00	Culvert
1801767	CV I65-049-107.27L	Culvert
1801768	CV I65-049-106.81	Culvert
1801769	CV I65-049-164.40R	Culvert
1801770	CV 100	Culvert
2002371	I-65 SB Ramp over Lick Creek	Bridge
2002091	I-65 NB over Troy Avenue & Path	Bridge
2002092	I-65 SB over Troy Avenue & Path	Bridge
2002093	I-65 NB over Nelson Avenue & Bean Creek	Bridge
2002094	I-65 SB over Nelson Avenue & Bean Creek	Bridge
2002095	I-65 NB over Southern Avenue	Bridge
2002096	I-65 SB over Southern Avenue	Bridge
2002097	I-65 NB over Bradbury Avenue	Bridge
2002098	I-65 SB over Bradbury Avenue	Bridge
2002099	I-65 NB over Raymond Street	Bridge
2002100	I-65 SB over Raymond Street	Bridge
2002101	I-65 NB over CSX RR	Bridge
2002102	I-65 SB over CSX RR	Bridge
2002103	I-65 SB over Naomi Street	Bridge
2002104	I-65 SB over Pleasant Run Parkway	Bridge
2002105	I-65 NB over Shelby Street	Bridge
2002106	I-65 SB over Shelby Street	Bridge
2101657	Ramp, I-65/I-70 over Morris & Prospect streets	Bridge

APPENDIX B: PHOTOS



Photo 1. View of English Avenue at Calvary Street, looking northwest.



Photo 2. View of Fletcher Avenue at Calvary Street, looking northwest.



Photo 3. View of Lexington Avenue at Pine Street, looking east toward I-65.



Photo 4. View of Hosbrook Street at Grove Avenue, looking northwest.



Photo 5. View of Virginia Avenue at Grove Avenue, looking southeast.



Photo 6. View of 631-641 Prospect Street, looking southwest.



Photo 7. View of the 700 block of E. Morris Street, looking east-northeast.



Photo 8. View of the 900 block of E. Morris Street, looking west-northwest.



Photo 9. View of the 700 block of Sanders Street, looking east-northeast.



Photo 10. View of Cottage Avenue, looking east-southeast.



Photo 11. View of Leonard Street at Cottage Avenue, looking north toward I-65.



Photo 12. View of the 1300 block of Calhoun Street, looking northeast.



Photo 13. View of the 1200 block of E. Kelly Street, looking northwest.



Photo 14. View of the 1200 block of Wade Street, looking southwest.



Photo 15. View of the 1200 block of E. Bradbury Avenue, looking northwest.



Photo 16. View of the 1100 block of Hoefgen Street, looking northeast.



Photo 17. View of the 1200 block of Comer Avenue, looking southeast.



Photo 18. View of E. Southern Avenue at Boyd Avenue, looking west.



Photo 19. View of the 2600 block of Cruft Street, looking northwest.



Photo 20. View of the 1200 block of Gimber Street, looking southeast.



Photo 21. New construction at Keystone Lakes Drive, looking east.



Photo 22. View of S. State Street from I-65 ROW, looking south.



Photo 23. View of the east end of Sparrow Avenue, looking east toward I-65.



Photo 24. View of S. Walcott Street at I-65, looking south.



Photo 25. View of Developers Road, looking north toward I-65.



Photo 26. View of S. Tacoma Avenue, looking south toward I-65.



Photo 27. View of I-65 at Keystone Avenue, looking northeast.



Photo 28. View of I-65 at S. Rural Street, looking southwest.



Photo 29. View of Percheron Lane (south of I-65), looking west.

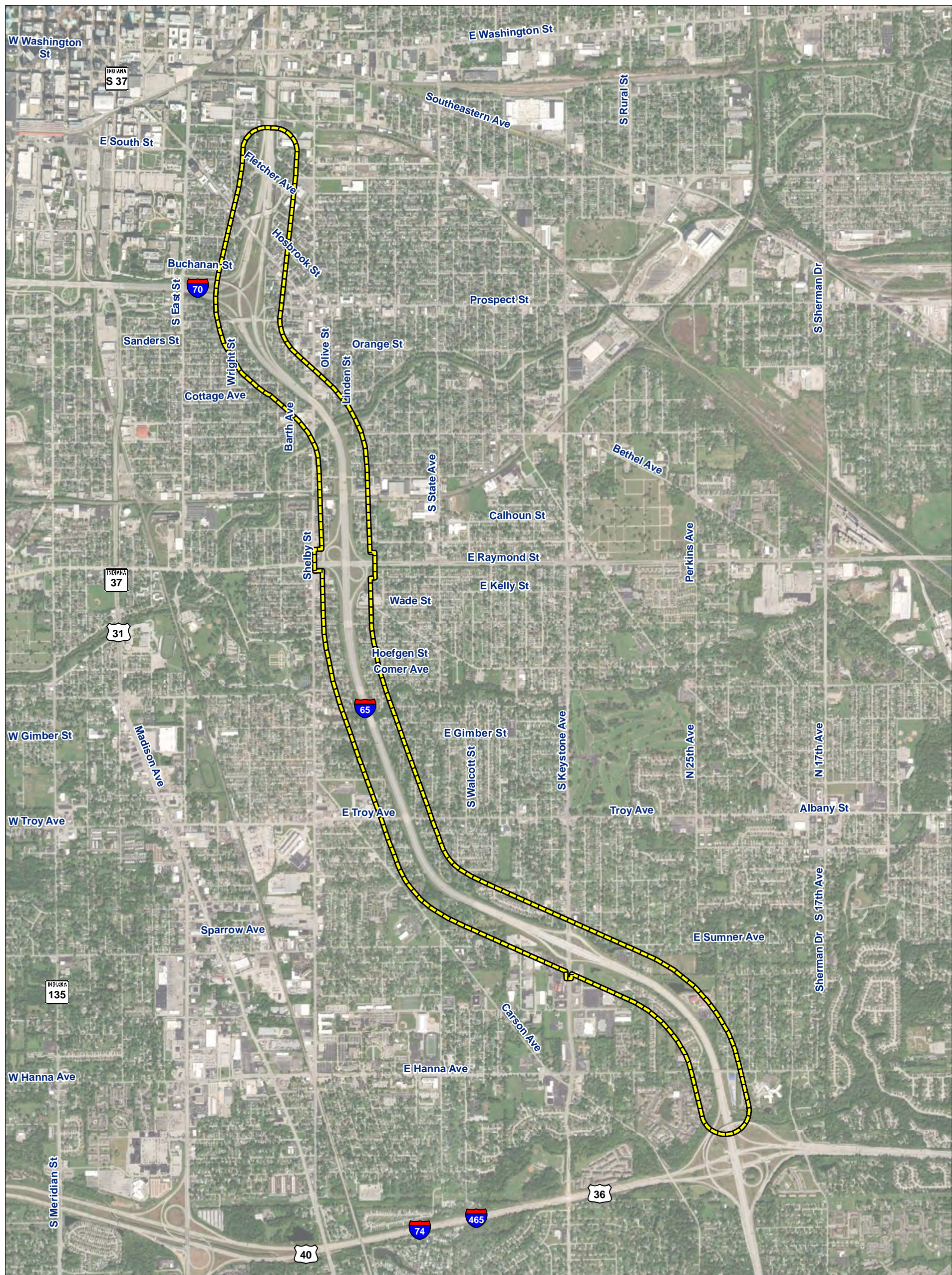


Photo 30. View of Brickenwood Trace, looking north from E. Hanna Avenue.



Photo 31. View of the 3900 block of S. Dearborn Street at E. Hanna Avenue, looking north-northeast.

APPENDIX C: FIGURES




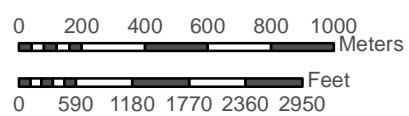
 I-65 Safety and Efficiency Project
 APE boundary

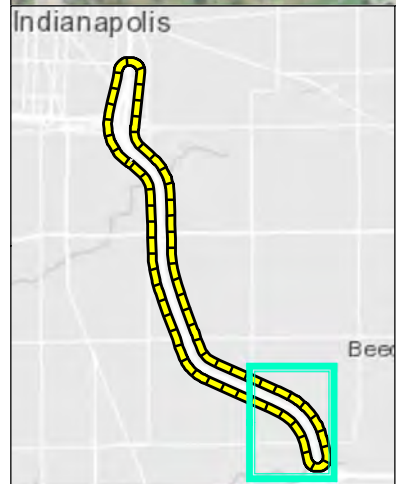
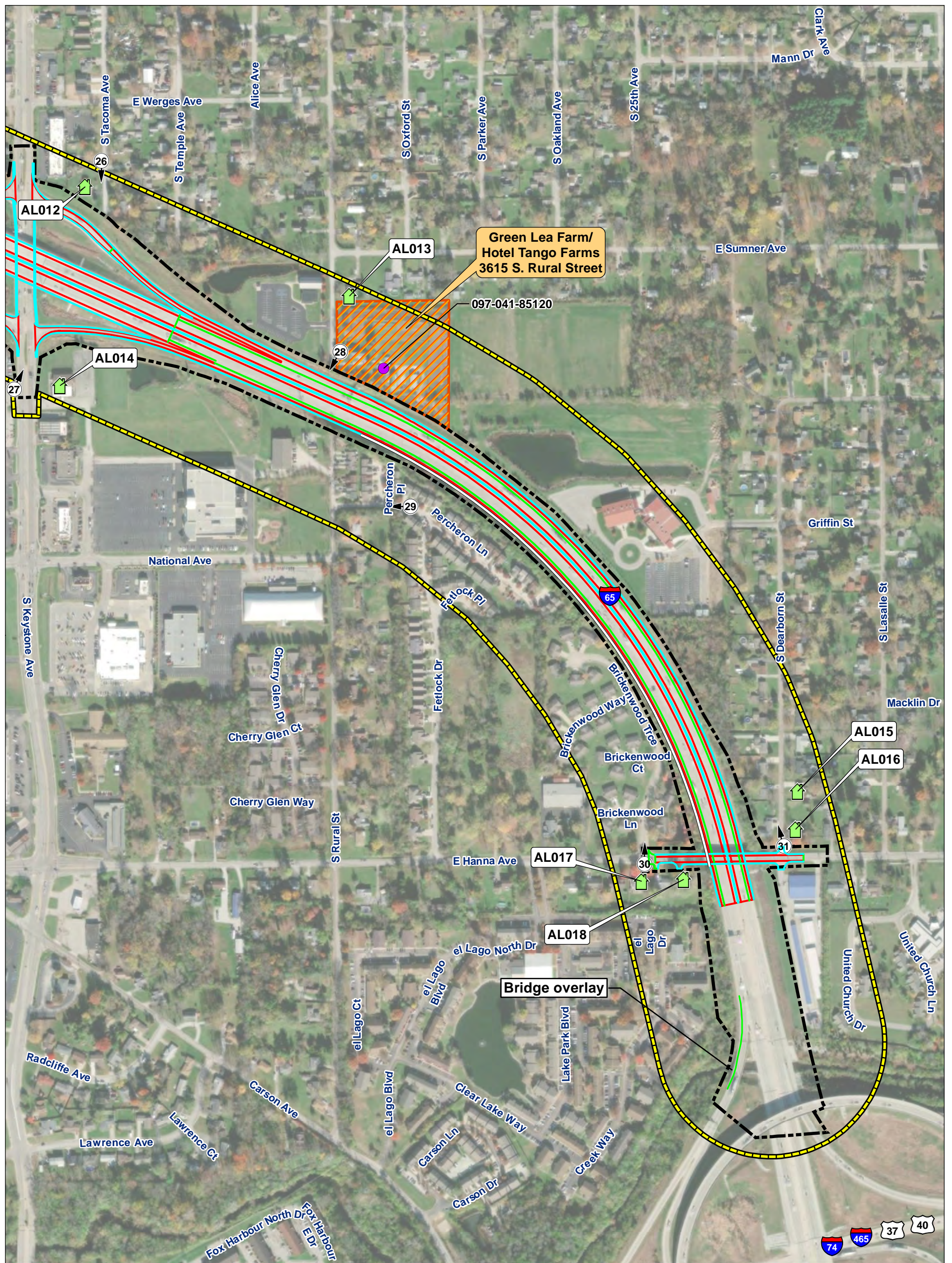


Figure 8

Aerial photograph showing the project area for the I-65 Safety and Efficiency Project, Marion County (Des. No. 1400073, et al.).



Base: ESRI World Imagery
 Aerial photograph 2021



I-65 Safety and Efficiency Project APE boundary	Architectural location	Saw cut	IHSSI point
Study area	Photograph location	Driveway/Edge/Sidewalk	Contributing
Recommended eligible for NRHP	Approach slab/Pavement Edge	Barrier Wall	
		Pavement Edge	

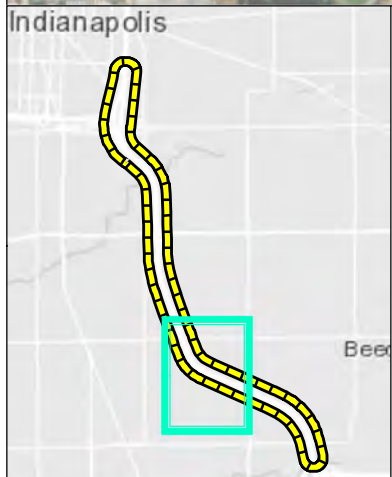
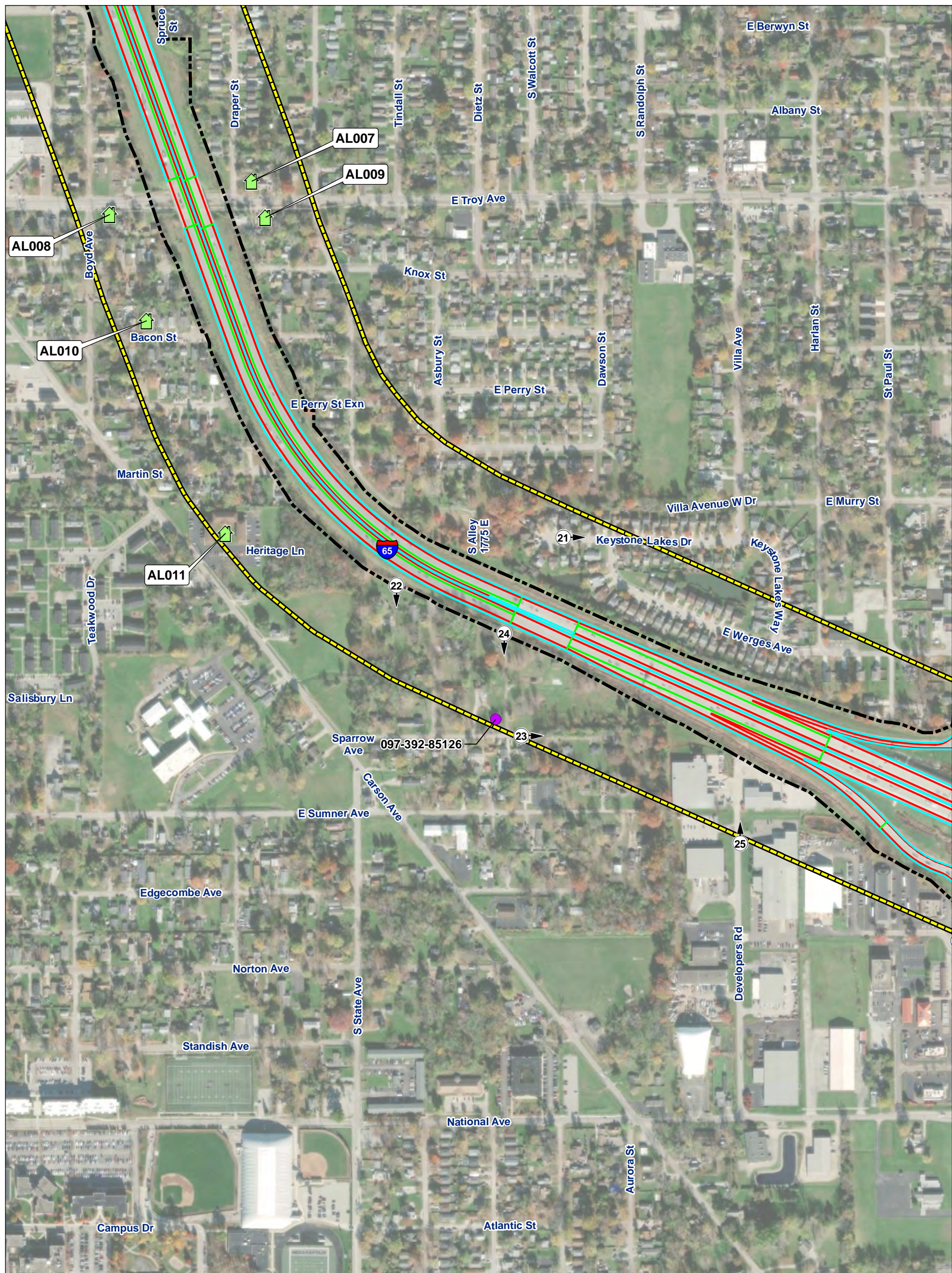
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0 200 400 600 Feet









Base: DigitalGlobe Aerial photograph 2016

Figure 9 **Sheet 1 of 5**

Aerial photograph showing the records check results, including individually listed NRHP resources, NRHP-listed historic districts, IHSSI resources, historic bridges identified in the IHBBC Map, and newly identified historic resources and representative examples. (5 Sheets)

* Plate locations not included on this map



	I-65 Safety and Efficiency Project APE boundary		Approach slab/Pavement Edge
	Study area		Saw cut
	Architectural location		Driveway/Edge/Sidewalk
	Photograph location		IHSSI point Contributing

0 50 100 150 200 Meters
0 200 400 600 Feet

Base: DigitalGlobe Aerial photograph 2016


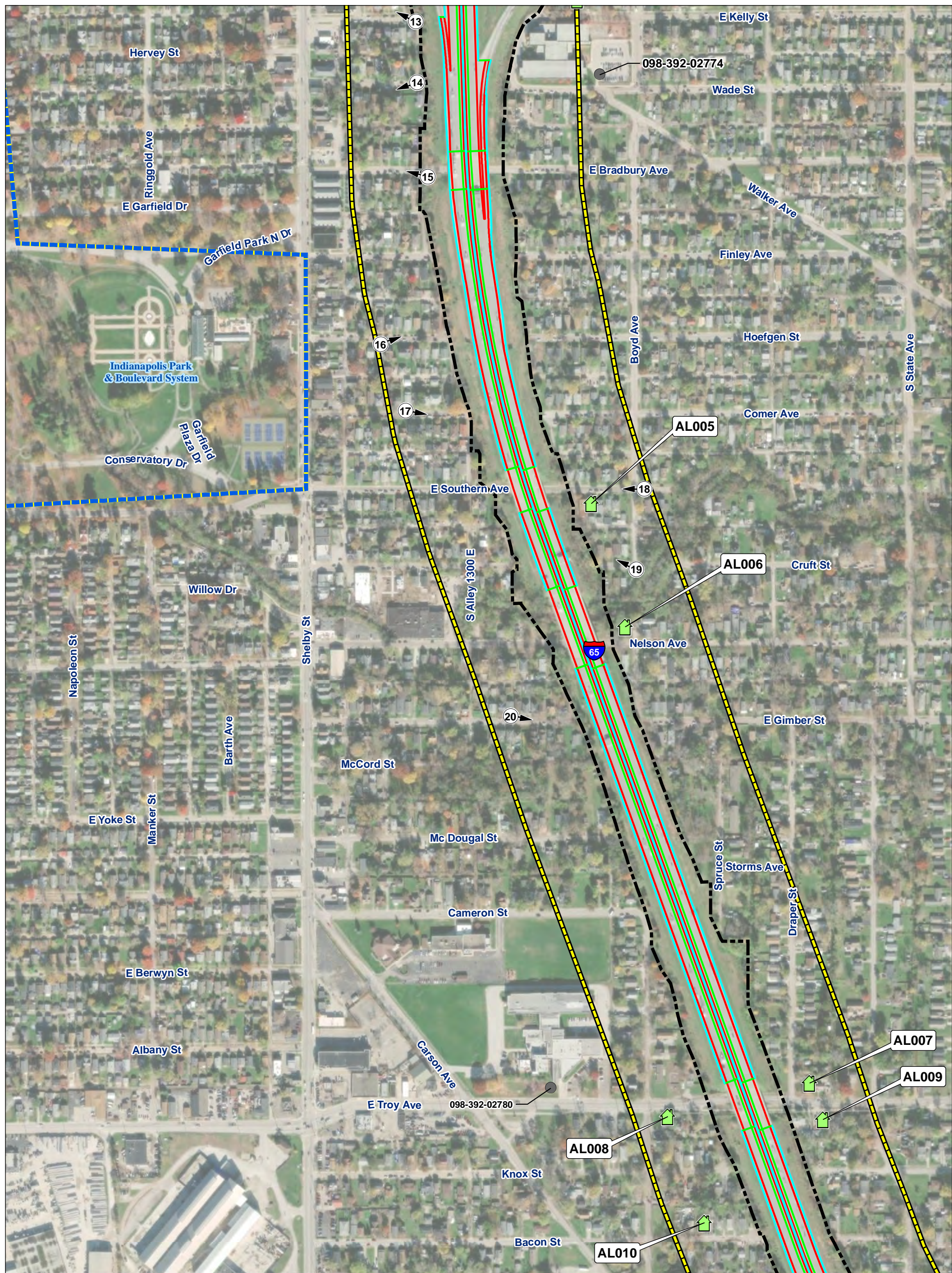











Figure 9 **Sheet 2 of 5**

Aerial photograph showing the records check results, including individually listed NRHP resources, NRHP-listed historic districts, IHSSI resources, historic bridges identified in the IHBBC Map, and newly identified historic resources and representative examples. (5 Sheets)

* Plate locations not included on this map



	I-65 Safety and Efficiency Project APE boundary		Photograph location		IHSSI point Demolished
	Study area		Approach slab/Pavement Edge		
	NRHP/IRHSS listed Historic district		Saw cut		
	Architectural location		Driveway/Edge/Sidewalk		

0 50 100 150 200 Meters
0 200 400 600 Feet

Base: DigitalGlobe Aerial photograph 2016




Figure 9 **Sheet 3 of 5**

Aerial photograph showing the records check results, including individually listed NRHP resources, NRHP-listed historic districts, IHSSI resources, historic bridges identified in the IHBBC Map, and newly identified historic resources and representative examples. (5 Sheets)

* Plate locations not included on this map

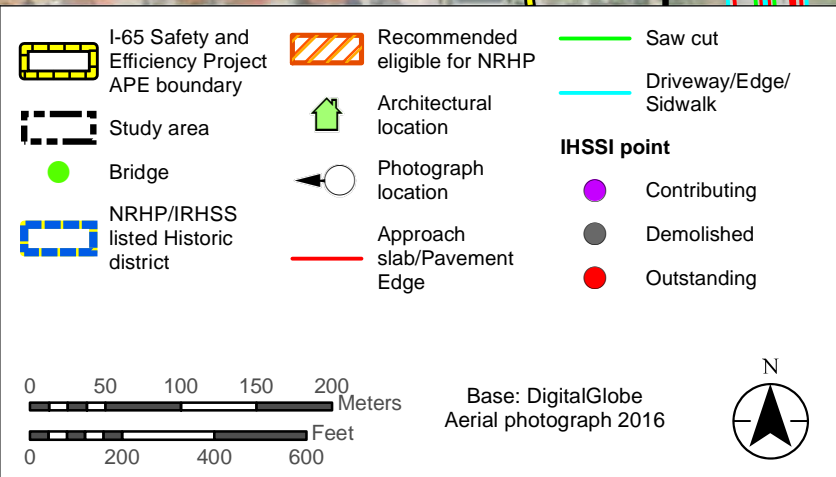
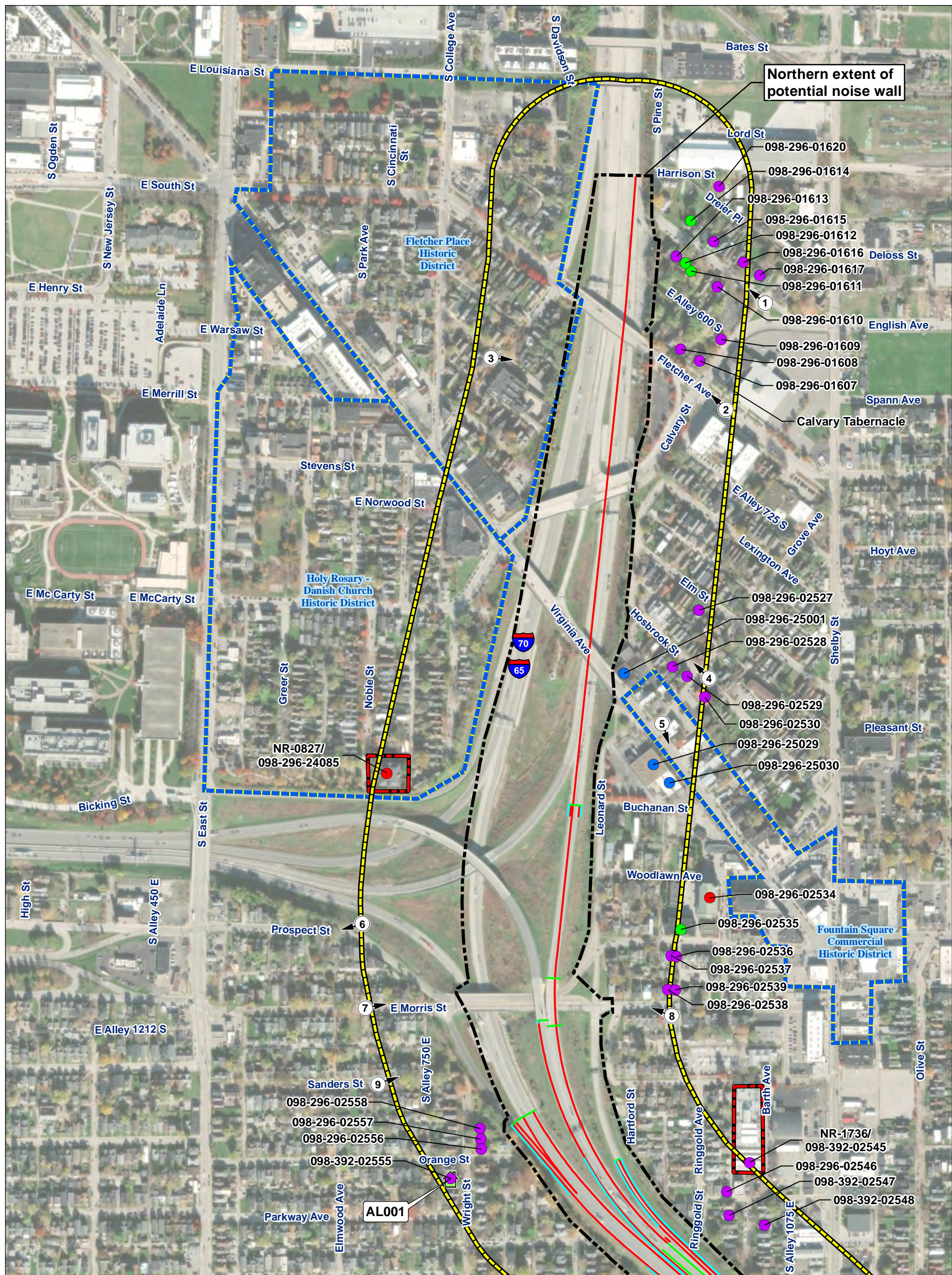


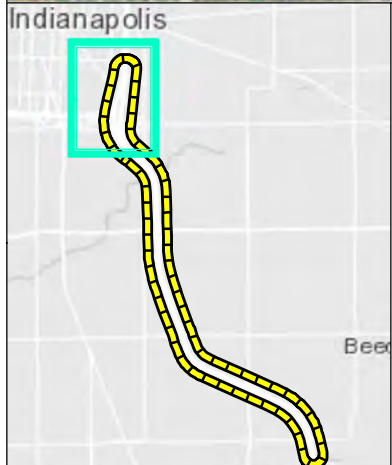
Figure 9 **Sheet 4 of 5**

Aerial photograph showing the records check results, including individually listed NRHP resources, NRHP-listed historic districts, IHSSI resources, historic bridges identified in the IHBBC Map, and newly identified historic resources and representative examples. (5 Sheets)

* Plate locations not included on this map



Northern extent of potential noise wall



I-65 Safety and Efficiency Project APE boundary	Architectural location	Driveway/Edge/Sidewalk
Study area	Photograph location	IHSSI point
National Register Site	Approach slab/Pavement Edge	Contributing
NRHP/IRHSS listed Historic district	Saw cut	Non-Contributing

0 50 100 150 200 Meters
0 200 400 600 Feet

Base: DigitalGlobe Aerial photograph 2016

Figure 9 **Sheet 5 of 5**

Aerial photograph showing the records check results, including individually listed NRHP resources, NRHP-listed historic districts, IHSSI resources, historic bridges identified in the IHBBC Map, and newly identified historic resources and representative examples. (5 Sheets)

* Plate locations not included on this map

APPENDIX D: TABLES

Table 7. Previously Documented IHSSI Scattered Sites Rated Contributing in the APE.






IHSSI No.	Name of Resource	Address	Date(s) of Construction	Style and Type of Building or Structure	County Interim Report Rating	Rating in 2022	Photo
097-041-85120	House/Farm	3615 S. Rural Street	ca. 1890	Gabled Ell	Contributing	Outstanding	
097-392-85126	House	1744 Sparrow Street	1922	T-plan	Contributing	Contributing	
098-296-01607	House	880 Fletcher Avenue	ca. 1880	Queen Anne/Classical	Contributing	Contributing	
098-296-01608	House	866 Fletcher Avenue	ca. 1880	Italianate/Eastlake	Contributing	Contributing	
098-296-01609	House	934 Calvary Street	ca. 1865	Greek Revival/ Italianate	Contributing	Non-contributing	

Table 7. Previously Documented IHSSI Scattered Sites Rated Contributing in the APE.






IHSSI No.	Name of Resource	Address	Date(s) of Construction	Style and Type of Building or Structure	County Interim Report Rating	Rating in 2022	Photo
098-296-01610	House	957 E. English Avenue	ca. 1890	Cottage	Contributing	Contributing	
098-296-01613	House	933 E. English Ave	ca. 1880	Italianate	Contributing	Contributing	
098-296-01615	Double House	940/938 E. English Ave	ca. 1890	Italianate/Queen Anne	Contributing	Contributing	
098-296-01616	House	956 E. English Ave	ca. 1890	Queen Anne	Contributing	Contributing	
098-296-01617	House	964 E. English Ave	ca. 1870	Cottage	Contributing	Contributing	

Table 7. Previously Documented IHSSI Scattered Sites Rated Contributing in the APE.





IHSSI No.	Name of Resource	Address	Date(s) of Construction	Style and Type of Building or Structure	County Interim Report Rating	Rating in 2022	Photo
098-296-01620	House	937 Harrison Street	ca. 1880	Cottage	Contributing	Contributing	
098-296-02367	Demolished	1431 Shelby Street	N/A	N/A	Contributing	Demolished	Demolished
098-296-02527	Double House	961-963 Elm Street	ca. 1890	Gable Front	Contributing	Contributing	
098-296-02528	House	969 Hosbrook Street	ca. 1880	Italianate	Contributing	Contributing	
098-296-02529	Neon Architecture	955 Hosbrook Street	ca. 1890	19th Century Functional/Italianate	Contributing	Non-contributing/ altered	

Table 7. Previously Documented IHSSI Scattered Sites Rated Contributing in the APE.






IHSSI No.	Name of Resource	Address	Date(s) of Construction	Style and Type of Building or Structure	County Interim Report Rating	Rating in 2022	Photo
098-296-02530	Olivet Baptist Church (Grove Haus)	1001 Hosbrook Street	1887/1927	Tudor/Craftsman	Contributing	Contributing	
098-296-02536	House	935 E. Prospect Street	ca. 1880	Queen Anne Cottage	Contributing	Contributing	
098-296-02537	House	933 E. Prospect Street	ca. 1880	Stick/Shotgun	Contributing	Contributing	
098-296-02538	House	940 S. Morris Street	ca. 1915	Bungalow	Contributing	Non-contributing/ altered	
098-296-02539	House	942/944 S. Morris Street	ca. 1915	Four Square	Contributing	Non-contributing	

Table 7. Previously Documented IHSSI Scattered Sites Rated Contributing in the APE.






IHSSI No.	Name of Resource	Address	Date(s) of Construction	Style and Type of Building or Structure	County Interim Report Rating	Rating in 2022	Photo
098-392-02555 / AL001	House	1306 Wright Street	ca. 1880	Cottage	Contributing	Contributing	
098-296-02556	Double House	1259–1261 Wright Street	ca. 1913	American Four Square/ Duplex – classical details, looks in good shape	Contributing	Contributing	
098-392-02557	House	1255 Wright Street	ca. 1908	Bungalow with Classical Details	Contributing	Contributing	
098-296-02558	Double House	1247–1249 Wright Street	ca. 1900	American Four Square/ Duplex (altered, siding, etc.)	Contributing	Non-contributing	
098-296-02545	Wheeler Schebler Carburetor Company/ Wheeler Arts Community	1035 Sanders Street	ca. 1910	20th Century Functional	Contributing	NRHP Listed	

Table 7. Previously Documented IHSSI Scattered Sites Rated Contributing in the APE.






IHSSI No.	Name of Resource	Address	Date(s) of Construction	Style and Type of Building or Structure	County Interim Report Rating	Rating in 2022	Photo
098-296-02546	Double House	1026/1024 Orange Street	ca. 1900	Four Square	Contributing	Non-contributing	
098-296-02547	House	1342 Barth Avenue	ca. 1880	Gable Front	Contributing	Non-contributing	
098-296-02548	House	1345 Barth Avenue	ca. 1890	Cottage	Contributing	Contributing	
098-392-02353	House	1301 E. Naomi Street	1915	Cottage	Contributing	Non-contributing	
098-392-02354	House	1258 E. Naomi Street	ca. 1900	Gable Front	Contributing	Non-contributing	

Table 7. Previously Documented IHSSI Scattered Sites Rated Contributing in the APE.






IHSSI No.	Name of Resource	Address	Date(s) of Construction	Style and Type of Building or Structure	County Interim Report Rating	Rating in 2022	Photo
098-392-02355	House	1838 Olive Street	ca. 1910	Four Square	Contributing	Contributing	
098-392-02356	St. Mark AME Zion Church	1801 Shelby Street	ca. 1924	Gothic Influences	Contributing	Contributing	
098-392-02357	Mount Pilgrim Baptist Church	1753 Linden Street	1926	Craftsman	Contributing	Non-contributing	
098-392-02366	House	1524 Olive Street	1860/1880	L-plan	Contributing	Contributing	
098-296-02549	Baptist Church	840 Cottage Avenue	ca. 1900; ca. 1955	Romanesque / Mid-Century Modern Addition	Contributing	Contributing	

Table 7. Previously Documented IHSSI Scattered Sites Rated Contributing in the APE.


IHSSI No.	Name of Resource	Address	Date(s) of Construction	Style and Type of Building or Structure	County Interim Report Rating	Rating in 2022	Photo
098-392-02551	Abraham Lincoln School	1001 E. Palmer Street	1901, 1906, 1915	Classical Revival	Contributing	Contributing	

Table 8. Previously Documented IHSSI Scattered Sites Rated Notable in the APE.






IHSSI No.	Name of Resource	Address	Date(s) of Construction	Style and Type of Building or Structure	County Interim Report Rating	Rating in 2022	Photo
098-296-01611	House	941 E. English Avenue	ca. 1880	Italianate	Notable	Notable/NRHP Eligible	
098-296-01612	House	937 E. English Avenue	ca. 1880	Italianate	Notable	Notable/NRHP Eligible	
098-296-01614	House	928 E. English Avenue	ca. 1890	Queen Anne	Notable	Notable	
098-296-02535	St. Patrick School	930-942 E. Prospect Street	1922	Neoclassical	Notable	Outstanding/ NRHP Eligible as part of St. Patrick Catholic Church Historic District	
098-392-02780	McClainsville School/ Emma Donnan School	1202 E. Troy Avenue	N/A	N/A	Notable	Demolished/ elements of historic structure incorporated into new	

Table 9. Previously Documented IHSSI Scattered Sites Rated Outstanding in the APE






IHSSI No.	Name of Resource	Address	Date(s) of Construction	Style and Type of Building or Structure	County Interim Report Rating	Rating in 2022	Photo
098-296-02534	St. Patrick Catholic Church	951 Woodlawn Avenue	1928	Spanish Renaissance Revival	Outstanding	Outstanding / NRHP Eligible as part of St. Patrick Catholic Church Historic District	
098-296-02550	Sanders-Childers House	1020 E. Palmer Street	ca. 1822	Central passage	Outstanding	Outstanding / NRHP Eligible	
098-296-24085	Horace Mann Public School	716 Buchanan Street	1873	Italianate	Outstanding	Outstanding / NRHP Listed	
HB-2623	Marion County Bridge No. 3203	Shelby Street Bridge	1938	Concrete filled spandrel arch	Outstanding	Notable/NRHP Listed as part of Indianapolis Park and Boulevard System Historic District	
HB-2628	Marion County Bridge No. 3213	Linden Street over Pleasant Run Creek	ca. 1922	Concrete filled spandrel arch	Outstanding	Notable/NRHP Listed as part of Indianapolis Park and Boulevard System Historic District	

Table 9. Previously Documented IHSSI Scattered Sites Rated Outstanding in the APE


IHSSI No.	Name of Resource	Address	Date(s) of Construction	Style and Type of Building or Structure	County Interim Report Rating	Rating in 2022	Photo
098-392-02774	Eleanor Skilken School	1410 E. Wade Street	N/A	N/A	Outstanding	Demolished/elements of historic structure incorporated into new	

Table 10. Newly Identified Contributing Properties in the APE.




AL No.	Name of Resource	Address	Date(s) of Construction	Style and Type of Building or Structure	NRHP Eligibility Rating/Integrity Issues	Photo
AL001	House	1306 Wright Street	ca. 1880	Cottage	Not NRHP eligible; lacks individual significance	
AL002	House	1202 E. Pleasant Run Parkway North Drive	ca. 1950	American Small House	Not NRHP eligible; lacks individual significance; stone veneer, concrete block panel windows	
AL003	House	1204 Calhoun Street	1900	Gabled Ell	Not NRHP eligible; lacks integrity and significance	

Table 10. Newly Identified Contributing Properties in the APE.






AL No.	Name of Resource	Address	Date(s) of Construction	Style and Type of Building or Structure	NRHP Eligibility Rating/Integrity Issues	Photo
AL004	House	1406 E. Kelly Street	1900	Gabled Ell	Not NRHP eligible due to alterations and lack of significance	
AL005	House	1419 E. Southern Avenue	1900	Bungalow	Not NRHP eligible; lacks significance	
AL006	House	1452 Nelson Avenue	1953	Ranch	Not NRHP eligible; lacks significance	
AL007	House	1610 E. Troy Avenue	1959	Massed Ranch	Not NRHP eligible; lacks significance; modest ranch house, replacement elements	
AL008	House	1507 E. Troy Avenue	1920	American Small House	Not NRHP eligible; lacks significance; replacement windows; stone façade	

Table 10. Newly Identified Contributing Properties in the APE.










AL No.	Name of Resource	Address	Date(s) of Construction	Style and Type of Building or Structure	NRHP Eligibility Rating/Integrity Issues	Photo
AL009	House	1609 E. Troy Avenue	1953	Ranch	Not NRHP eligible; lacks significance	
AL010	House	1416 Bacon Street	1940	American Small House	Not NRHP eligible; lacks significance	
AL011	Indiana Bible College	1604 Heritage Lane	1966	Neoclassical	Not NRHP eligible; lacks significance	
AL012	House	3322 S. Tacoma Avenue	1965	Ranch	Not NRHP eligible; lacks individual significance	
AL013	House	3515 S. Rural Street	1948	American Small House	Not NRHP eligible, lacks individual significance	

Table 10. Newly Identified Contributing Properties in the APE.

AL No.	Name of Resource	Address	Date(s) of Construction	Style and Type of Building or Structure	NRHP Eligibility Rating/Integrity Issues	Photo
AL014	Mt. Zion General Baptist Church	3565 S. Keystone Avenue	ca. 1961	Mid-Century	Not NRHP eligible due to lack of individual significance and large side addition detracts from original structure	
AL015	House	3923 S. Dearborn Street	1956	Ranch	Not NRHP eligible; lacks significance; replacement windows and doors	
AL016	House	3244 E. Hanna Avenue	1946	American Small House	Not NRHP eligible; lacks significance; unusual example of concrete block with quoins; garage attached via breezeway	
AL017	House	3019 E. Hanna Avenue	1959	Ranch	Not NRHP eligible; lacks significance; largely intact, multiple materials, multi-pane picture window	
AL018	House	2959 E. Hanna Avenue	1954	Ranch	Not NRHP eligible; lacks significance; similar to 3019 E. Hanna, different materials	