

IndyGo Red Line Rapid Transit Project – Phase 1

NEPA Documented Categorical Exclusion

September 2016

A. Detailed Project Description

Project Identification

The Indiana Public Transportation Corporation (IndyGo), as project sponsor to the Federal Transit Administration (FTA), is proposing to reintroduce transit in a historic transit corridor with the implementation of the Red Line Rapid Transit Project. The proposed project would establish a bus rapid transit (BRT) corridor in central Indianapolis, Indiana, focused on the Indianapolis Regional Center (downtown and vicinity) and extending north through Marion County to the Cities of Carmel and Westfield in Hamilton County and south through Marion County to the City of Greenwood in Johnson County, as shown in Figure 1. The Red Line would serve as the backbone to the planned regional transit network, Indy Connect. This project would provide a new, direct north-south transit link traveling through downtown Indianapolis. The complete Red Line Rapid Transit Project is proposed to be completed in three phases. Phase 1 would provide service from 66th Street (just north of Broad Ripple Village) in north Marion County to the Hanna Avenue in south Marion County, as shown in Figure 2. Phase 2 would extend service from 66th Street north to Westfield in Hamilton County. Phase 3 would extend service from the University of Indianapolis south to the City of Greenwood in Johnson County. Each phase of the proposed project connects logical termini and is of sufficient length to address environmental matters in a broad scope, has independent utility, and does not restrict consideration of alternatives for reasonably foreseeable transportation improvements, per 23 CFR Part 771.111(f). This Documented Categorical Exclusion (DCE) has been prepared to meet the requirements of the National Environmental Policy Act (NEPA) of 1969 and other applicable regulations for Phase 1 only.

Phase 1 of the Red Line Rapid Transit project is a 13.1-mile long initial operating segment with 28 stations, as listed in Table 1. In order to improve travel speeds and provide frequent, reliable service, 59% of the project is proposed to operate on dedicated transit lanes, either center- or curb-running exclusive transit lanes or dedicated business access and transit (BAT) lanes. Specifically, buses would utilize dedicated lanes on the northern portion of the Phase 1 Project Corridor, from Broad Ripple through downtown. Lane configurations were determined based on the existing street configuration and traffic volumes. The project would also include transit signal priority (TSP) at all 36 signalized intersections throughout the corridor and real time passenger information at stations. The project would require minor curb realignments near stations and at intersections, though lane widths would be maintained to accommodate traffic flow. The project would remove or limit 34 existing left turns but would include new U-turn locations to ensure drivers can still access all businesses and other destinations. The proposed project also requires limited expansion of the existing corridor right of way (ROW) along College Avenue and Meridian Street, as described in Section L.

The Red Line Project would provide BRT service 20 hours per day (5am to 1am), seven days per week, and 365 days per year. Fourteen hours would include 10-minute headway service; six hours would include 30-minute headway service. Initially, service would be provided on the Phase 1 corridor only, and then expanded as Phases 2 and 3 are completed. The project would use a fleet of 12 electric BRT vehicles. These buses would be charged at a new on-street charging station at the 66th Street station, and maintenance would occur at IndyGo's existing facility at 1501 W. Washington Street. The existing Route 39 bus line, currently operating between 38th Street & N. Mitthoefer Road and South Meridian Street & West Maryland Street, would operate existing buses but utilize the new dedicated lanes to provide service on the Red Line Project Corridor along Meridian Street between 38th Street and Maryland Street. This would make the headway in this portion of the Project Corridor five minutes. Buses used to provide service on Route 39 would be purchased separately and are not part of this project.

Table 1: Phase 1 Station Locations and Characteristics

Segment	Station Location	Type	Comments
College	66 th	Curb	Single long (120') platform with charging equipment at route end
	Broad Ripple	Center	
	Kessler	Center	Mid-block station
	54 th	Center	Mid-block station
	52 nd	Center	Mid-block station
	46 th	Center	
	42 nd	Center	
38th	Park	Center	Dual one-sided platforms
Meridian	38 th	Center	
	34 th	Center	
	30 th	Center	
	Fall Creek	Center	
	22 nd	Center	
	18 th	Center	
Capitol	18 th	Center	
	14 th	Center	
	St. Clair	Center	
	Vermont	Center	
	Market	Center	
Downtown	Downtown Transit Center	Transit Center	Transit center is a separate project
Virginia	Anthem	Curb	
	Merrill	Curb	
	Woodlawn	Curb	
Shelby	Pleasant Run	Curb	
	Raymond	Curb	
	Southern	Curb	
	Troy	Curb	
	Hanna	Curb	Single platform at route end

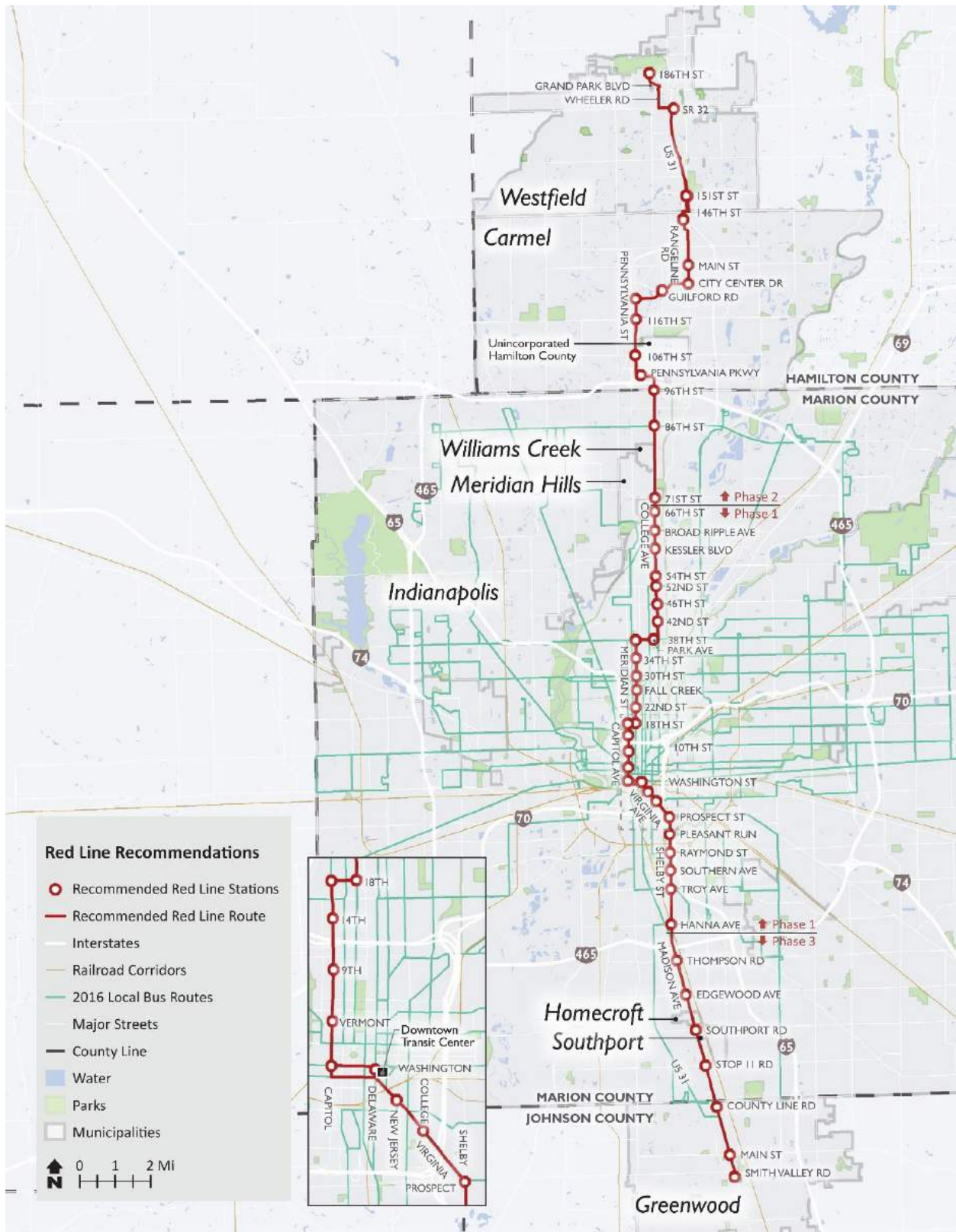


Figure 1: IndyGo Red Line Rapid Transit (Phase 1 to 3)

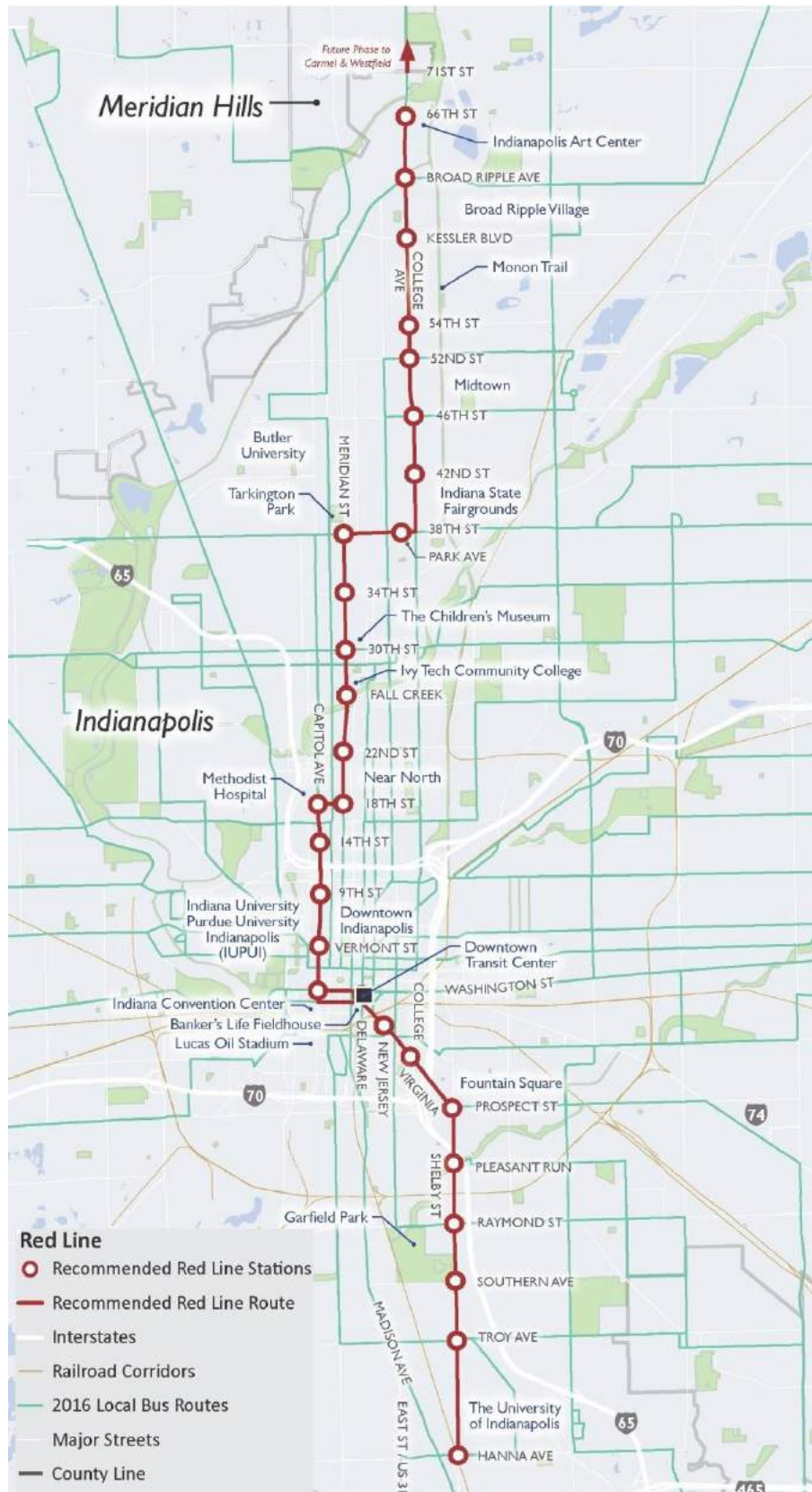


Figure 2: IndyGo Red Line Rapid Transit (Phase 1)

Purpose & Need

The Indianapolis Metropolitan Planning Organization (MPO), in cooperation with IndyGo, conducted an Alternatives Analysis in 2013.¹ The study identified the purpose and need for transit service in Central Indiana and resulted in the selection of the Red Line Rapid Transit Project as the best transit mode and alignment to meet the purpose and need.

The purpose of the Red Line Rapid Transit Project is to improve regional connectivity and mobility by providing high quality, high capacity, and cost effective premium transit service which provides a faster, more reliable, and comfortable passenger experience in comparison to current local bus service, which presently operates on all portions of the proposed corridor. Phase 1 of the proposed project would operate on a historic transit corridor in Indianapolis, amongst the densest combination of residential, commercial, universities, and hospitality/tourism venues and attractions in the region. Phase 1 of the Red Line Project would provide the initial operating phase to improve accessibility, increase reliability, and reduce transit travel times for residents and commuters in one of the busiest travel corridors in Central Indiana.

The need for this project is based on the following issues:

- Strong projected regional population growth along the corridor (17.9% population growth in the full Red Line Project Corridor by 2035 as compared to 2010 census); population growth across the state is projected to concentrate in urban areas such as the Indianapolis-Carmel metro area
- Lack of connections between major commercial, employment, government, and educational centers including the Indianapolis Regional Center (downtown at Ohio and Meridian Streets), sports and entertainment venues (south of Market Street), the State Capitol (downtown on Capitol Avenue), and several university and corporate campuses throughout the corridor
- Lack of competitive transit options despite strong north-south travel patterns throughout the study area, including during peak commuting periods and evening and weekend off-peak times
- High concentrations of transit-dependent households, including low-income households, public housing units, low-income rental assistance units (Section 8-eligible housing), and zero-car households.
- Slow bus speeds, frequent stops, and unreliable bus travel times

B. Location

The study area is located in Marion County in Central Indiana. As shown in Figure 2, Phase 1 of the Red Line Rapid Transit Project is a 13.1-mile long initial operating segment with 28 stations that would operate in Marion County from 66th Street (just north of Broad Ripple) through Downtown Indianapolis to the University of Indianapolis at Hanna Avenue. The project connects Downtown Indianapolis and its central business district with urban and suburban neighborhoods along the corridor as well as hospitals, cultural centers, parks, and government centers.

¹ <http://indyconnect.org/wp-content/uploads/2016/02/Red-Line-AA-Final-Report.pdf>

C. Metropolitan Planning & Air Quality Conformity

The Red Line Rapid Transit project is currently included in the Indianapolis Metropolitan Planning Area's 2035 Long-Range Transportation Plan and 2016-2019 Regional Transportation Improvement Program. The results of the Indianapolis Metropolitan Planning Organization's 2035 Long-Range Transportation Plan, Summer 2015 Amendment Air Quality Conformity Determination Report found the following:

The counties of Hamilton, Hendricks, Johnson, Marion, and Morgan counties are currently a Maintenance area for Particulate Matter of 2.5 microns or less in size (PM_{2.5}), based on the 1997 standard. Under the standards set forth in the Clean Air Act Amendments in 1990, the 9-county region of Hancock, Hamilton, Hendricks, Johnson, Morgan, Madison, Marion, Boone, and Shelby Counties is currently in attainment of the annual National Ambient Air Quality Standard (NAAQS) for the current eight-hour ozone standard. The attainment designation eliminates the requirement to make a conformity determination on ozone.

Between August 25, 2015 and August 31, 2015, the Indiana Department of Environmental Management (IDEM), US Environmental Protection Agency (USEPA), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) each confirmed that the proposed updates to the 2035 Transportation Plan, including the Red Line Rapid Transit project, conforms to all applicable requirements.

Metropolitan Planning and Air Quality Conformity supplemental documentation is included in Appendix A.

D. Land Use and Zoning

Land Use

Land use data from the City of Indianapolis was reviewed for the Project corridor. The City of Indianapolis completed its comprehensive plan in 2005 which included a land use element. Plan 2020, the City's latest comprehensive plan. The updated comprehensive plan will only include the Bicentennial Agenda/Plan, the Marion County Thoroughfare Plan and the Housing and Urban Development (HUD) Consolidated Plan. While other components of Plan 2020 including the Parks Plan, Comprehensive Economic Development (CED) Strategy, the Regional Center Plan are all still in development; the land use component has not yet started.

Although an updated land use plan is not available, updated neighborhood plans and other publicly available transit plans prepared by Indy Connect were analyzed as part of the proposed project. Details of these plans follow while detailed land use mapping either prepared for this project or included in one of the neighborhood plans is included in Appendix B.

The Meridian Kessler Neighborhood Plan includes the portion of Phase 1 along College Avenue between 38th Street and Kessler Boulevard.² This neighborhood plan depicts the land use along the Project Corridor as traditional neighborhood with spots of urban mixed use. It's worth noting the land use in the neighborhood plan closely follows the 2005 Comprehensive Plan. The land use description and map from the neighborhood plan is included in Appendix B.

The southern portion of the project is located within the Concord Neighborhood. The Concord Neighborhood Plan was the Concord Community Plan completed in 2000.³ The land use section is included in Appendix B. No other land use plan has been completed within the past ten years.

Though a full update to the land use element is still forthcoming, Indy Connect completed the Transit Oriented Development (TOD) Strategic Plan in April 2015,⁴ which evaluated several rapid transit corridor routes, of which the Red Line was one. The TOD Strategic Plan analyzed land use and economic development potential of transit investments in the Central Indiana region. It is the first document in a series of steps to assess the land use patterns to accommodate the proposed Red Line Rapid Transit project and other Transit Projects occurring within Indianapolis in the future.

Indy Connect completed The Central Indiana Transit Plan in 2016.⁵ The transit plan aims to improve transit services in six counties, including Marion County. The plan will ensure that the local land use plans and ordinances maximize the opportunity for tax-generating developments in areas that are most likely to attract transit oriented development.

Review of the above information found the land use adjacent to the Project Corridor to be composed of a variety of low, medium and high-density uses. Figure 3 shows present land use along the corridor. Residential sections are spaced throughout. High density commercial uses are dominant in the central portion of the study area, downtown Indianapolis. The northern and southern sections of Red Line Project are dominated by medium density residential areas.

The primary changes within the project corridor would be inclusion of dedicated bus lanes along the corridor. Some parking locations along the Project would need to be removed to allow adequate space for the proposed stations. The loss of parking is addressed in more detail in Section E, Traffic Impacts. The Red Line Project is consistent with the existing land use along the Project Corridor. The proposed construction necessary for the Project would not alter or change the character of any of the current land uses, thus, no impacts are anticipated.

² "Meridian Kessler Neighborhood Plan." *Comprehensive Plan for Indianapolis and Marion County*. Metropolitan Development Commission, June 2016. <http://indy.gov/eGov/City/DMD/Documents/2016CPSR003-MeridianKessler-WebResDraft.pdf>

³ "Concord Community Plan: Building Homes, Community, and Hope." Concord Community Development Corporation, 17 May 2000. <http://indiamond6.ulib.iupui.edu/cdm/ref/collection/NOS/id/234>

⁴ "Transit Oriented Development Strategic Plan." IndyConnect, Apr. 2015. https://issuu.com/indyconnect/docs/tod_strategic_plan_april_2015_01_pl

⁵ "The Central Indiana Transit Plan." IndyConnect, 24 May 2015. http://indyconnect.s3.amazonaws.com/wp-content/uploads/2016/05/24134801/The-Central-Indiana-Transit-Plan_2016-05-24.pdf

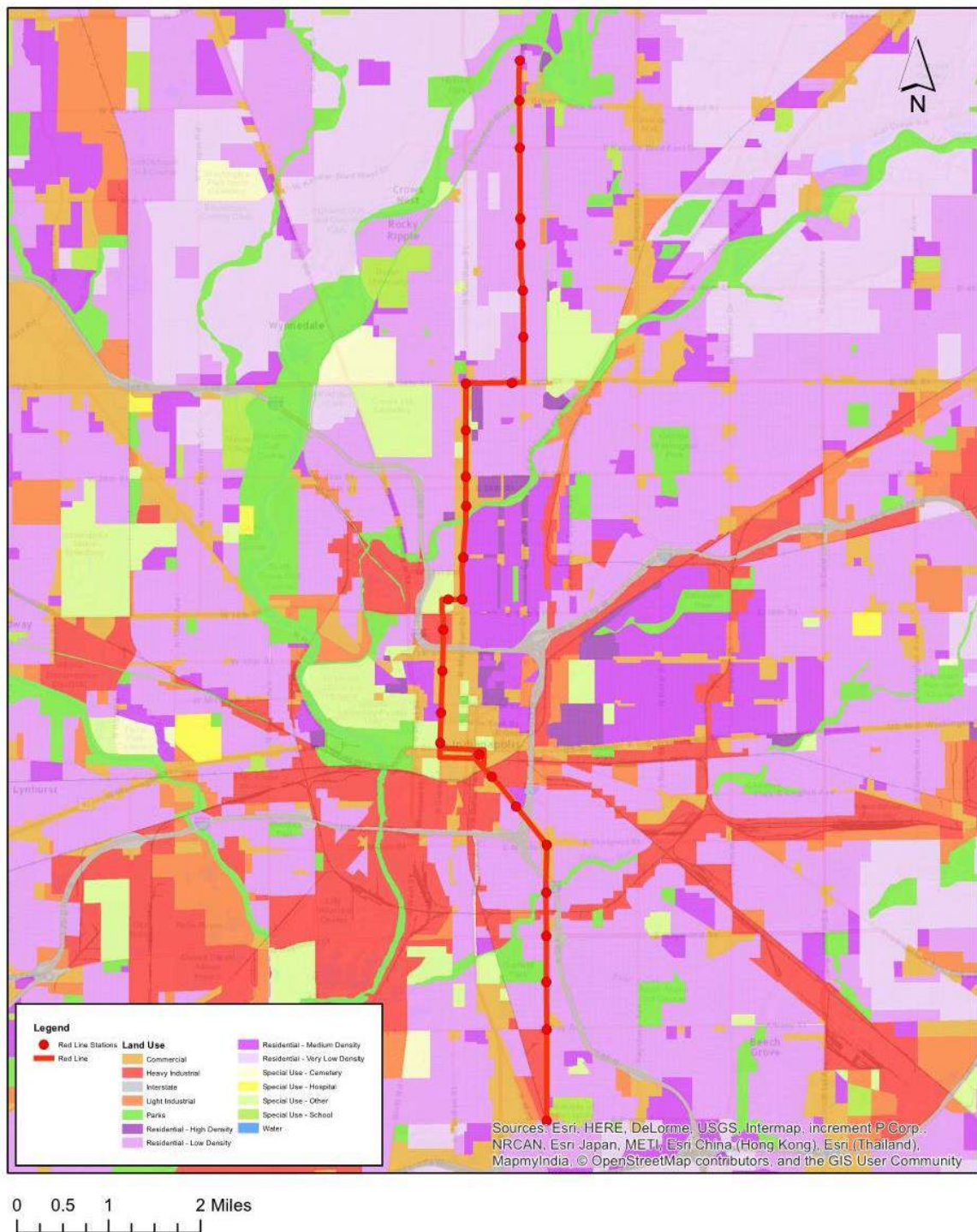


Figure 3: Red Line Project Corridor Land Use

Zoning

Zoning data from the City of Indianapolis was reviewed for the project corridor. Zoning districts, as shown in Figure 4, were updated as part of the Indy Rezone ordinance, which took effect in April 2016. The zoning districts within the project corridor are commercial, central businesses, neighborhood commercial district, dwelling district, hospital district, industrial urban district, university quarter districts, special uses and park districts. The special use zones include one religious use zone, and six school zones. Most of the zones within the proposed project area allow for high density residential and commercial development. The Project Corridor is consistent with the City's underlying zoning. The project alignment is proposed mainly within the existing public right-of-way, with the exception of one location on Meridian Street near its intersection with 38th Street where a small amount of additional right-of-way is required. This change would not require any changes to the existing zoning within the proposed project area. The Red Line Project is consistent with existing and proposed zoning; no impacts are anticipated.

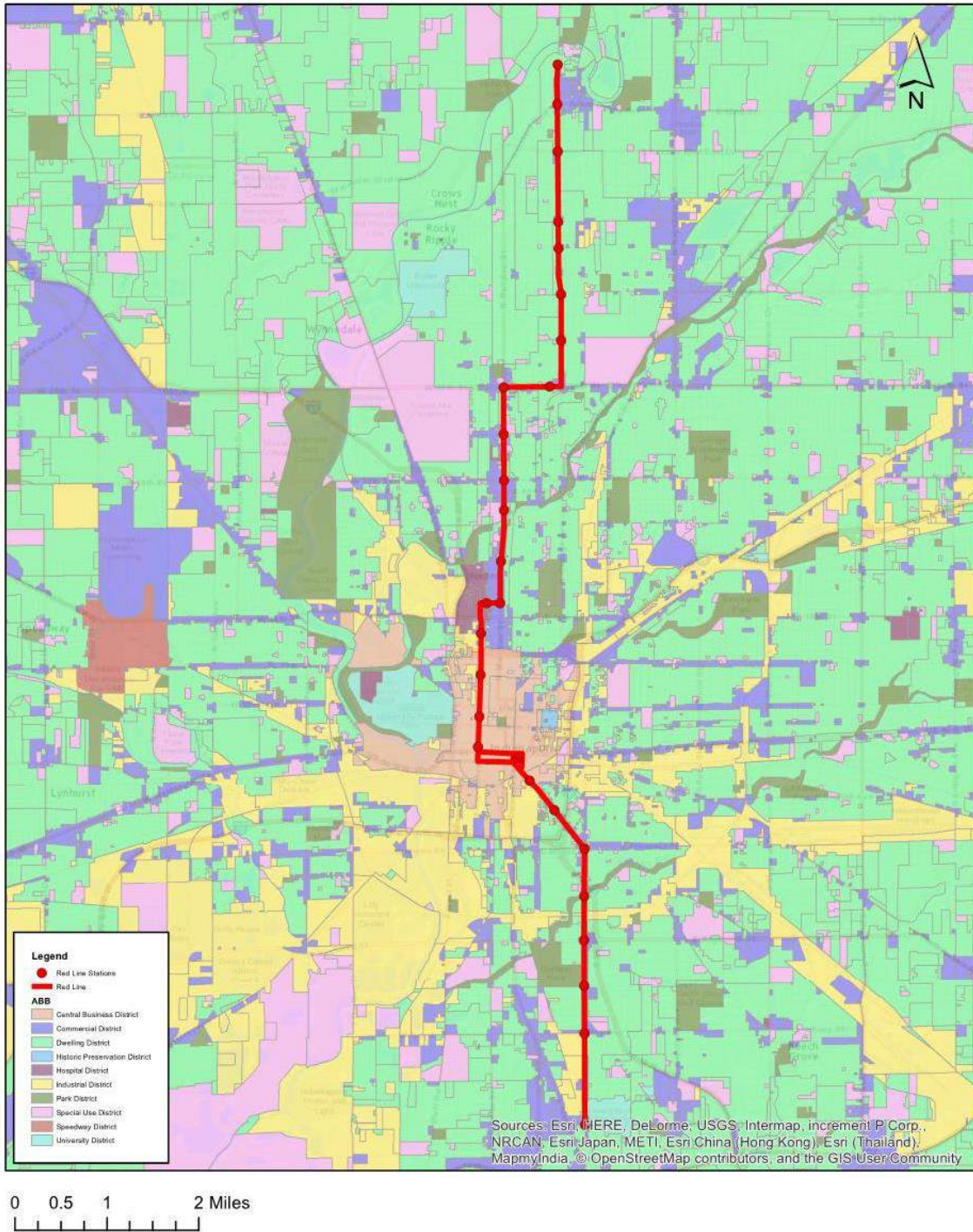


Figure 4: Marion County Zoning

E. Traffic Impacts

By reintroducing high capacity transit service to a historic transit corridor, the new service would enhance transportation options and increase overall mobility. In order to achieve higher operating speeds and increased reliability, the Red Line Rapid Transit Project would include the installation of

dedicated transit lanes along 59% of the corridor; either center- or curb-running exclusive transit lanes or dedicated BAT lanes. The project lane configurations were determined based on the existing street configuration and traffic volumes. The corridor's local bus service would continue to operate in the corridor. Like Red Line buses, local buses would also use the dedicated travel lanes where available, thereby removing them from the general travel lanes.

Exclusive transit lanes would be installed on the northern portion of the corridor, including the College Avenue, East 38th Street, and Meridian Street corridor segments; the College Avenue exclusive transit lane would be bidirectional. East 18th Street would include mixed flow traffic lanes and Capitol Avenue would include dedicated lanes (exclusive transit lane on northbound; BAT lane southbound). Maryland Street and Washington Street would also include dedicated lanes, each a mix of exclusive transit and BAT lanes. The southern end of the corridor, including Delaware Street, Virginia Avenue, and Shelby Street would not include any dedicated transit lanes and BRT service would operate in mixed flow traffic lanes.

In areas with center-running dedicated lanes, a concrete median would be installed that would limit left turns at 34 intersections, though new U-turn locations would be installed to ensure drivers can still access all businesses and other destinations. The project would require minor curb realignments near stations and at intersections, though appropriate lane widths would be maintained to accommodate traffic flow. The project would remove or limit some existing left turns but would include new U-turn locations to ensure drivers could still access all businesses and other destinations. The project would also include transit signal priority (TSP) at all 36 signalized intersections along the corridor and real time passenger information at all stations.

The introduction of a concrete median along segments of the historic transit corridor would introduce access management principles to the corridor. Access management is a set of techniques that organize roadway access points designed to increase roadway capacity, manage congestion, and reduce crashes. The geometric access management changes along with updated signal timing plans would be used to provide the BRT service with dedicated travel lanes, resulting in decreased travel times, improved reliability, and increased ridership. Federal Highway Administration⁶ and Transportation Research Board⁷ analysis has shown that access management techniques can provide net benefits to businesses affected by their implementation and do not decrease profitability or property values. Managing access can improve overall traffic operations and provide a better shopping experience for customers. The implementation of a median would provide for safer approaches to many businesses.

The traffic analysis included both planning- and operations-level analysis to measure the changes in traffic conditions associated with the project. The Indianapolis Department of Public Works (DPW) was consulting on the approach and results of both types of analysis. The primary planning-level analysis focused on signalized intersections using the Synchro traffic simulation software to verify that general traffic conditions would be acceptable based on changes in geometric and traffic signal

⁶ "Access Management." FHWA Office of Operations. US Department of Transportation, 20 Oct. 2015. Web. 04 Apr. 2016.

⁷ Rose, David C., Jerry Gluck, Kristine Williams, and Jeff Kramer. A Guidebook for Including Access Management in Transportation Planning. Rep. no. 548. Washington: Transportation Research Board, 2005. Web. 4 Apr. 2016.

timing conditions. The secondary operations-level analysis was segment-based, performed along select sections of the corridor using the microscopic simulation tool VISSIM to quantify the changes in traffic conditions at both signalized and unsignalized intersections. The segment-based analysis allowed for the detailed use of TSP to provide a more comprehensive traffic and BRT operations-level analysis. TSP would be utilized to provide BRT vehicles with priority at traffic signals in order to maintain headways and improve reliability; different TSP plans were simulated in the VISSIM models to development scenarios that ensure satisfactory bus and general traffic operations.

Level of service (LOS) is the generally accepted measure used to describe the quality of traffic service. Peak-hour LOS thresholds at signalized intersections were designated based on established DPW standards. LOS A, B, C, or D was considered acceptable, while heavily used or physically constrained intersections operating at LOS E or F could also have been considered acceptable, as identified by DPW on a case-by-case basis. Intersections that currently and would continue to operate at LOS E or F were also considered acceptable. Due to the fundamental differences in the analysis techniques, the LOS for some of the study intersection results slightly varied between the Synchro and VISSIM analysis. Regardless of the analysis technique, the traffic impact threshold approach, previously described, was consistently applied to identify changes in traffic levels at all intersections.

The VISSIM analysis identified one intersection with existing deficiencies and two intersections would operate at LOS E with the project, which are described below. 39 other intersections would operate at LOS D or better with the project and thus, would have no adverse impact.

- College Avenue & Kessler Boulevard – This intersection would continue to achieve LOS E in the PM peak even when testing roadway geometry changes along College Avenue and intersection signal timing options. Achieving LOS D or better would likely require adding east-west through capacity or prohibiting left turning movements at this intersection. Both of these intersection modifications were impractical given narrow sidewalks, limited right of way, and the historical nature of and presence of commercial buildings along Kessler Boulevard.
- Meridian Street & 34th Street – LOS E traffic operations with the project result from spillback queuing at downstream intersections, specifically southbound right turning vehicles at Meridian Street & 30th Street, heading west towards the I-65 interchange. However, observed delays are less than one second above the threshold for LOS D. The project would include signage for vehicles heading to I-65 to redirect traffic and alleviate the southbound right turning vehicles at the downstream intersections. It is anticipated that this refinement would provide a means for the intersection to operate at LOS D.
- Virginia Avenue & South Street & East Street – The intersection had existing deficiencies and operated at LOS E under Existing Conditions in both AM and PM peak hours. This signalized intersection has known traffic issues, acknowledged by DPW, and would continue to operate at the same LOS following the introduction the Red Line Project. Based on DPW traffic impact thresholds, the project would not result in a traffic impact at this location.

DPW recognized the limitations of the project to provide LOS D with the project at these locations and, after consultation, elected to make an exception at these locations and consider LOS E acceptable. Additionally, any vehicle travel pattern changes associated with the recommended

signage (ex. one or two vehicles turn at Meridian Street & 32nd Street instead of Meridian Street & 34th Street) would likely decrease the delay at the intersection of Meridian Street & 34th Street and result in LOS D operations in the AM peak hour. Based on the results of the signalized intersection analysis conducted with Synchro (August 2015 concept designs) and the microsimulation analysis conducted with VISSIM (December 2015 concept designs), the build conditions would not result in any traffic impacts outside the allowable levels. A more detailed analysis of traffic operations can be found in Appendix C.

Parking

In order to accommodate dedicated bus lanes within the existing right-of-way, the design of the Red Line Project requires the removal of 670 on-street parking spaces along the corridor to stay within the current right-of-way and maintain adequate pedestrian accommodations. Preliminary design solutions for intersections, including the provision of left turns at certain locations to provide sufficient residential and business access, would be determined through conceptual engineering and into final design in coordination with agency partners and the public involvement process.

The project is estimated to require the removal of 670 existing spaces along Capitol Avenue, Meridian Street, College Avenue, Virginia Avenue, and Shelby Street. However, proposed as part of the Red Line Project is the provision of 69 angled/diagonal parking along several segments of Capitol Avenue between Maryland Street and 18th Street as well as an additional 16 spaces on Meridian Street between 18th Street and 38th Street. As such, the net number of impacted spaces would be reduced to 585 spaces. In addition to this estimate, but not included in the total, it is recommended that additional 18-20 spaces be introduced along Capitol Avenue between 11th and 12th Street under the I-65 Bridge. The area is currently signed as “No Parking,” potentially for safety concerns underneath an interstate bridge. This should be evaluated in discussion with the City of Indianapolis for further consideration and reducing the overall parking impact. Parking space impact estimates were developed based on the conceptual roadway alignment and station layout design of the proposed Red Line Project.

As shown in Table 2, there are approximately 2,756 parking spaces along the corridor. The majority (79.5%) of these spaces are located at unmetered parking spaces. In many of these locations along the corridor, parking spaces are not individually marked. The proposed Red Line project would remove approximately 21.2% (inclusive of regained/added spaces) of total on-street parking along the corridor.

An inventory of the existing on-street parking along the Red Line Project Corridor was taken to determine the impact of displaced parking spaces due to the new BRT infrastructure. The survey collected parking occupancy rates on the weekdays of June 16-17, 2015 along each roadway segment that was included in the parking inventory. Table 2 summarizes inventory, occupancy, and removal of parking spaces on each roadway. An analysis of both parking supply and demand revealed that at all locations, the number of parking spaces being removed is substantially less than the demand for parking in the area currently, with no more than 41% of unmetered spaces occupied at any given time. Occupancy of metered spaces was calculated using a separate methodology, and did not exceed 39%. Therefore there are no parking impacts on surrounding community and business uses. A more detailed analysis of parking can be found in Appendix C.

Table 2: Summary of Parking Inventory, Occupancy, and Removal

Street	From	To	Metered Spaces	Unmetered Spaces	Total Spaces (Metered + Unmetered)	Occupied Unmetered Spaces ¹	Percent Occupied	Spaces Removed	Spaces Regained / Added	Net Spaces Removed ²
Washington Street	Delaware St	Capitol Ave	34	12	46	N/A	N/A	0	0	0
Maryland Street	Delaware St	Capitol Ave	69	4	73	N/A	N/A	0	0	0
Capitol Ave	Maryland St	18th St	205	103	308	42	41%	196	69	127
Illinois St	Maryland St	18th St	232	105	337	N/A	N/A	0	0	0
Meridian St	18th St	38th St	0	430	430	57	13%	220	16	204
College Ave	38th St	Broad Ripple Ave/ 64th St	26	924	950	350	38%	228	0	228
Virginia Ave	Prospect St	New Jersey St	0	203	203	N/A	N/A	16	0	16
Shelby St	Hanna Ave	Pleasant Run Pkwy	0	409	409	N/A	N/A	10	0	10
Total⁴			566	2,190	2,756	449		670	85	585

Notes:

- 1) Measured during weekday evening retail peak hour
- 2) Accounts for # of spaces added/regained with angled parking and/or moving Bike Lane to Illinois Street
- 3) Occupancy Data not captured since the anticipated impacts on existing parking spaces is very little to none
- 4) Total includes Blue Indy spaces that are unimpacted

F. CO Hot Spots

Marion County is in attainment for CO pollutants, and the proposed project is consistent with all air quality conformity requirements. The traffic analysis in Section E describes that there are no serious traffic impacts predicted at any affected intersections. No carbon monoxide (CO) hot spots would be created as a result of the project. Additionally, the Red Line Rapid Transit project proposes to use electric buses, meaning that the vehicles would not emit any additional carbon monoxide (CO) during operation.

G. PM_{2.5} & PM₁₀ Hot Spots

The proposed project is consistent with all air quality conformity, and no particulate matter (PM_{2.5} or PM₁₀) hot spots would be created as a result of the project. The greater Indianapolis area is currently designated as a maintenance area for PM_{2.5} standards and has approved motor vehicle emission budgets for fine particulate matter precursors of direct PM_{2.5}. The project has been adopted into the region's 2035 LRTP and 2016-2019 TIP, and any impacts on regional emissions from this project have therefore already been taken into account. While it is located in a maintenance area, the project does not meet any criteria for "projects of air quality concern" as defined in 40 CFR Part 93.123(b)(1) for which a detailed hot-spot analysis is required. The project would not cause any significant changes to traffic and proposes to use electric buses, meaning that the vehicles would not emit any particulate matter during operation.

H. Historic Resources

Public transit has a long history in Indianapolis, dating back as early as 1864 with upgrades to electric streetcar by 1890. In less than a decade, the city had over 340 electric streetcars utilizing more than 100 miles of track. Sections of the proposed Red Line Project Corridor hosted such electric streetcars. Eventually, electric street cars were replaced by bus service. Indianapolis's changes and improvements in mass transit had a direct impact on the development and expansion of the city. The capability of the electric street car allowed residential areas to move further from manufacturing areas as foot traffic was no longer the main mode of travel. As a result, downtown became more associated with manufacturing and entertainment, and residential areas expanded beyond the city center.

The National Environmental Policy Act of 1969's regulations (NEPA), under 40 CFR Part 1500-1508, requires that all projects receiving federal funding take into account effects on historic and cultural resources, and identify all adverse and beneficial effects of a project on these resources. Cultural and historic resources are protected by various federal authorities; most notably Section 106 of the National Historic Preservation Act (NHPA) which requires federal agencies to consider impacts on historic resources from their actions and to balance preservation needs with the need for the action. The Section 106 process "seeks to accommodate historic preservation concerns with the needs of federal undertakings through consultation..." (36 CFR Part 800.1.a) The goal of the consultation is to identify historic properties potentially affected by the undertaking, assess project effects, and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties (36 CFR Part 800.1.a). Section 106 consultation was conducted for this project with the State Historic

Preservation Officer (SHPO) of the Indiana Department of Natural Resources (DNR) and other consulting parties.

In addition to the Section 106 requirements, Section 4(f) of the Department of Transportation Act of 1966 protects publicly or privately owned historic sites listed or eligible for listing on the National Register of Historic Places (NRHP). Where projects involve the use, including temporary or constructive use, of land from a historic site or district, additional consultation with the SHPO is required to determine whether a programmatic and/or individual Section 4(f) Evaluation is required. The complete Cultural Historic Survey is included as Appendix D.

For the assessment of historic and archaeological resources, the Federal Transit Administration (FTA) determined an Area of Potential Effect (APE) for cultural/historic resources along the Red Line Project Corridor, which the SHPO concurred with. A detailed map depicting the architectural and archaeological APE is included in Appendix D. The APE takes into account the location of proposed BRT stations that could impact historic resources.

The APE for above-ground resources was confined to the limits of the existing road right-of-way in the areas between the stations because project activities would be minimal in these areas, including milling of pavement, re-paving, re-striping, median improvements, and spot landscaping improvements. These activities would be limited to areas within the existing road right-of-way and would not result in any potential adverse proximity effects to the location, design, setting, materials, workmanship, feeling, or association of nearby historic resources. Although the Red Line Project's introduction of medians and other roadway infrastructure updates along some segments of the corridor restrict left-turn movements, these access management treatments are not expected to cause impacts based on analysis conducted by the Federal Highway Administration⁸ and Transportation Research Board.⁹ For areas surrounding the station locations, the APE boundary was expanded to include adjoining parcels that would have a clear and direct view of the new stations. As buildings block the visibility and/or vacant lots or surface parking lots exist, the APE boundary was reduced or expanded at the station locations

Architectural historians for CDM Smith drove all roads within the APE, examined all properties within the APE and photographed and took notes on all resources that were at least 45 years old. Individual properties were examined and those considered to at least warrant a contributing rating were evaluated for architectural and contextual integrity and historical significance, based on criteria set forth in NPS 1997, CFR 36 Part 60. Above ground resources within the APE were identified and evaluated for listing in the National Register.

A review of the National Register database indicated that there are eleven properties currently listed in the National Register: CDMS 133, 138 (Reuben Wells Locomotive), 139 (Broad Ripple Carousel), 145 (Louis Levey Mansion NR-0108), 146 (Charles W. Fairbanks House NR-1465), 148

⁸ "Access Management." FHWA Office of Operations. US Department of Transportation, 20 Oct. 2015. Web. 04 Apr. 2016.

⁹ Rose, David C., Jerry Gluck, Kristine Williams, and Jeff Kramer. A Guidebook for Including Access Management in Transportation Planning. Rep. no. 548. Washington: Transportation Research Board, 2005. Web. 4 Apr. 2016.

(Marott Hotel), 153 (Coulter Flats NR-0970), 172 (HCS Motor Car Company), 189 (Gibson Company Building), 191 (Indiana State Capitol NR-0065), and 199 (Indiana Repertory Theatre NR-0173).

There are also ten National Register Historic Districts that fall within the APE. They are: Indianapolis Parks and Boulevard System, Shortridge-Meridian Street Apartments, Fountain Square, Fletcher Place, St. Joan of Arc, Watson Park, Oliver Johnson's Woods, Forrest Hills, North Broadway and Washington-Street-Monument Circle.

Twenty-five newly recorded resources were recommended as individually eligible for listing on the National Register of Historic Places. The recommended eligible properties include nine apartment buildings, nine commercial buildings, two bridges, a movie theatre, a church, a masonic temple, and a fire station.

One previously recorded archaeological site was identified along the Red Line Rapid Transit corridor, site MA-0985, which includes the Indiana State House, the state capitol building of Indiana. No preconstruction archaeological field investigations are expected due to the limited nature of the project and its location within the existing right of way. While this project does not include any invasive investigations, an Archeological Monitoring Program would be conducted during construction, demolition, and earthmoving activities. If any historic or prehistoric archeological artifacts or human remains are uncovered any construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Indiana Department of Natural Resources (IDNR) within two business days.

One previously recorded archaeological site was identified along the Red Line Rapid Transit corridor, site MA-0985, which includes the Indiana State House, the state capitol building of Indiana. No preconstruction archaeological field investigations are expected due to the limited nature of the project and its location within the existing right of way. While this project does not include any invasive investigations, an Archeological Monitoring Program would be conducted during construction, demolition, and earthmoving activities. If any historic or prehistoric archeological artifacts or human remains are uncovered any construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Indiana Department of Natural Resources (IDNR) within two business days.

On July 25, 2016, FTA invited the SHPO and interested consulting parties to participate in the Section 106 Consultation Process. The findings of this cultural resources technical analysis were presented to interested parties on September 7, 2016 and were invited to share their comments on this project. The full list of invited consulting parties is shown in Table 3. Letters of response to SHPO and these organizations are also provided in Appendix D.

Table 3: Consulting Parties

Consulting Parties	
Indiana Department of Natural Resources (Indiana SHPO), Division of Historic Preservation and Archaeology	Perry Township-Southport Historical Society
Indiana Landmarks	Absentee Shawnee Tribe of Oklahoma
Indiana Historical Bureau	Cherokee Nation
Indianapolis Metropolitan Planning Organization	Chickasaw Nation
Marion County Historian	Eastern Band of Cherokee Indians
Marion County Historical Society	Eastern Shawnee Tribe of Oklahoma
Advisory Council on Historic Preservation	Miami Tribe of Oklahoma
City of Indianapolis, Indiana	Peoria Indian Tribe of Oklahoma
Town of Meridian Hills, Indiana	The Shawnee Tribe
Downtown Indy	United Keetoowah Band of Cherokee Indians
Indianapolis Historic Preservation Commission	

On April 25, 2016, the SHPO provided provisional concurrence on the Phase 1 APE, under the conditions that FTA (1) continue the Section 106 consultation process, (2) continue to monitor properties that are potentially eligible for inclusion on the National Register of Historic Places, and (3) keep the SHPO informed of the location of ground disturbing activities as they become known. Stations would be designed to fit the historic context of historic areas, with modern, glass enclosures.

On June 1, 2016 IndyGo provided consulting parties a tour of Red Line Project Corridor. The tour made several stops along the corridor and IndyGo highlighted the operational characteristics of the BRT within the various segments of the alignment. There was ongoing dialog where questions were asked and clarification sought. Representatives from IndyGo, FTA, City of Indianapolis, Indianapolis Department of Natural Resources/Historic Preservation & Archaeology (DHPA SHPO), Indianapolis Department of Public Works and Downtown Indy, Inc. participated in the tour.

Based on the preliminary assessment, no adverse effects to historic resources are anticipated from the implementation of the Phase 1 Red Line Project. These resources within the APE include ten previously recorded historic districts, eleven properties which were previously listed in the National Register of Historic Places (NRHP), and twenty-five properties that were recommended as individually eligible for listing in the NRHP, including two which were recommended as individually eligible and contributing to the Indianapolis Parks and Boulevard System historic district.

There would be no direct effects to any of the listed or recommended eligible resources by the proposed project. Noise and vibration analyses determined that neither would constitute any adverse effects upon historic resources.





The project team also evaluated the potential for visual impacts that could result in indirect impacts on historical resources. The potential for visual impacts on historic structures is limited since the

project is an existing transportation corridor and the proposed action is not expected to disturb or alter any of the characteristics that qualify the identified buildings as being historic. Seventeen station locations are proposed within the APE and near individual historic properties or within the parcels of contributing properties within historic districts. Potential project impacts are limited to changes to historic properties' visual settings, which would be minimal and not rise to the level of adverse. BRT stations would be located in a manner to avoid visual impacts on historic properties. Although some of the proposed stations are located within the view sheds of historic properties identified, no station structures would be located where they would obstruct or obscure any historically significant views to or from any historic properties. Therefore, no adverse visual effects are anticipated to historic properties.

I. Visual Quality

As illustrated in the visualizations included in Table 4, the proposed project is proposed to include pavement markings, bus shelters, and signage. The most visible aspect of the project would include the stations and the dedicated bus lanes. It is a project goal to blend these aspects in within the context of the local community to minimize impacts on views of the prominent features along the corridor. Some of the more notable feature along Phase 1 deserving of viewshed preservation are areas around Broad Ripple, the Children's Museum, the White River, Fall Creek, the Indiana State Capitol building, Washington Street corridor, Fountain Square, Garfield Park and the University of Indianapolis.

Table 4: BRT Station Visualizations at Select Locations

Description	Conceptual Rendering
Viewshed looking west along 42nd Street across College Avenue	 A street-level perspective looking west along 42nd Street. A BRT station platform is visible on the right side of the road, with a red and white bus stopped at the curb. The street has a crosswalk and a traffic light.
Looking northwest along Meridian Street	 An aerial view of a BRT station platform on Meridian Street. The platform is a long, narrow structure with a red and white bus stopped at the curb. The street has a crosswalk and a traffic light.
Viewshed looking north along Meridian Street across 30th Street	 A street-level perspective looking north along Meridian Street. A BRT station platform is visible on the right side of the road, with a red and white bus stopped at the curb. The street has a crosswalk and a traffic light.
Viewshed looking northeast across Meridian Street from 30th Street	 An aerial view of a BRT station platform on Meridian Street. The platform is a long, narrow structure with a red and white bus stopped at the curb. The street has a crosswalk and a traffic light.

To best fit the stations into the context of the environment, multiple options were considered and designed with input from the public in the form of a contest. The entrants were all assigned a random 5 digit number in order to maintain anonymity, and given station and budgetary specifications, as well as design guidelines, in order to guide their design process. 31 submissions were received and went through a pre-review process. The Indianapolis Historic Preservation

Commission (IHPC) considered compatibility with historical districts, contracted architects and engineers considered structural and financial feasibility, and IndyGo's Director of Special Transit Projects considered operational feasibility. Seven submissions were disqualified prior to consideration by the jury due to structural, budgetary, or operational infeasibility. The 24 remaining submissions were rated by a public vote which took place both in person and online in order to help to ensure that the preferred design fit into the context of the community. A diverse eight person jury was convened on August 2, 2016 to consider 9 designs, which comprised of the 6 highest average scores from the jury and the top 5 selections from the public vote, and led to design #54679 being selected as the overall winner of the competition. The winning design was shared with the Indiana Department of Natural Resources' Division of Historic Preservation & Archaeology for concurrence before implementation. Renderings of the design are shown in Figure 5.



Figure 5: Example Concept Rendering of Station

Several bus stations throughout downtown would be a center bus stations that would include benches and landscaping. Landscaping would be added to curbs and bus stations to fit with the context of the environment. A new skywalk to the Children's Museum would be added from the bus station on Meridian Street just north of 30th Street. The skywalk would be designed to fit in with the local environment and the new bus station. Figure 6 shows three options of what the skywalk could look like. The Children's Museum, in addition to the Section 106 Consulting Parties, would be coordinated with during the final design of the skywalk in an effort to determine which option best fits the context of the area, needs of the Children's Museum and the project cost.

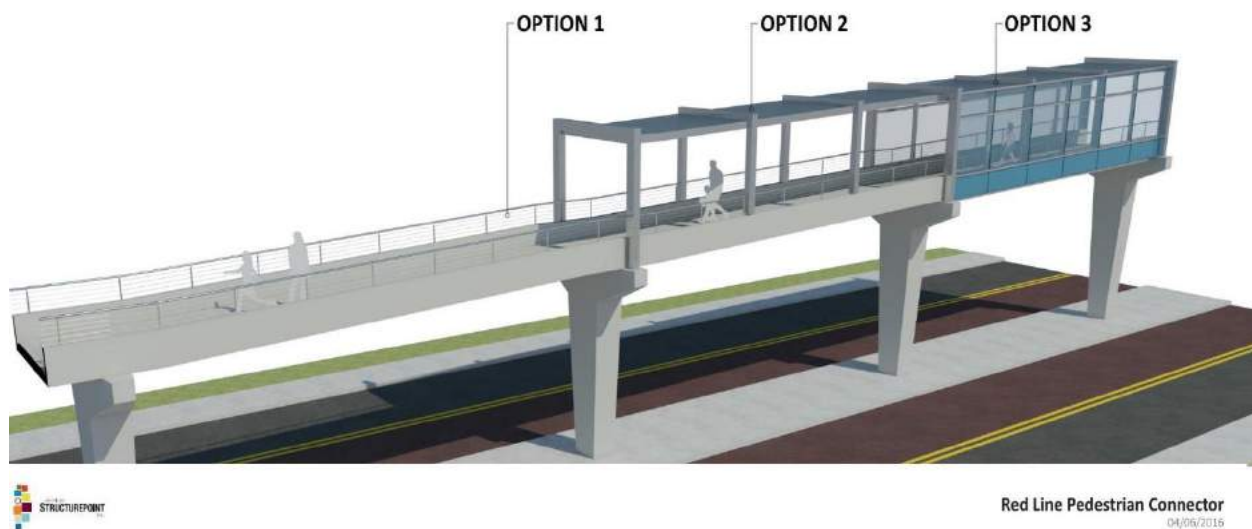


Figure 6: Examples of Possible Skywalk Options to the Indianapolis Children's Museum

The proposed project would not significantly alter open spaces or the buildings that line the street. The proposed project would also not significantly alter the width of the built roads, but reconfigure the operation to provide for a bus lane at certain locations. Therefore, the proposed project would provide improved amenities along existing City infrastructure with historic transit uses.

J. Noise

The *FTA Transit Noise and Vibration Impact Assessment Manual* provides methodologies for evaluating noise impacts of transit projects based on the type and scale of the project, the stage of project development, and the environmental setting. Based on the characteristics of this project, the screening procedure was determined to be the most appropriate methodology for analyzing the potential for noise impacts. This procedure is used to identify noise-sensitive land uses in the vicinity of a project and whether there is likely to be a perceivable noise impact. The screening procedure takes into account noise impact criteria, the type of project, and noise-sensitive land uses. The screening procedure provides an impact distance, which is defined as the distance large enough to include all locations potentially impacted by noise from this project. This distance is measured from the center of the noise-generating activity – in this case, the centerline of the project corridor.

The *FTA Transit Noise and Vibration Impact Assessment Manual* includes a spreadsheet tool to calculate the increase in project noise exposure and the total project noise exposure, based on the category of surrounding land uses, the existing noise level, and the operational characteristics of the proposed transit service. The detailed spreadsheet results from this analysis are provided in Appendix E. A worst case scenario was assumed for each of the inputs into the tool to fully identify the potential for noise impacts, as follows:

- **Land Use Assumptions:** The three land use categories used to conduct a noise impact assessment, from lowest to highest impact threshold, include outdoor quiet, residential,

and institutional. An outdoor quiet land use category was assumed for the entire corridor to provide a worst case scenario for noise impacts on surrounding land uses.

- **Existing Noise Levels:** In areas away from major roadways, noise from local streets or in neighborhoods is generally the main source of existing noise. The manual provides a formula to calculate existing noise levels (in decibels) based on population density. To estimate a worst case scenario, the intersection with the lowest population density along the corridor (at College Avenue & 66th Street) was used to calculate the existing noise levels. Using this worst case (i.e., lowest existing noise level along the corridor) resulted in an existing noise estimate of 55 dBA.
- **Noise Impacts of the Project:** The expected operating characteristics of the Red Line were also input into the tool to estimate noise impacts anticipated to result from the project. These characteristics assume electric buses that pass by once every 10 minutes in each direction (12 times total per hour). To calculate a worst case scenario, an operating speed of 35 miles per hours was used, though average buses speeds would be closer to 18 miles per hour.

The noise impacts were measured at a distance of 50 feet from center of the proposed alignment, the lowest standard reference measurement distance. The tool shows that even in this worst-case scenario for projecting noise impacts, the project would have no impacts from noise. Electric buses are proposed to operate along a corridor with substantial existing general traffic noise as the predominant source of noise; the added effect of the project on noise in the corridor would be negligible.

The proposed project also includes nine stations or other areas that would require a minor shift of the travel lane, such that vehicles would operate closer to adjacent buildings. A full list of these areas is shown in Appendix E. Noise sensitive receptors at these locations and adjacent sites were determined through recent land use data and current zoning data within 500 feet of the proposed project site. Noise-sensitive receptors within 500 feet of these locations are predominately residential land uses, with one additional linear park at the proposed Broad Ripple Station. Due to the corridor's existing urban context, the presence of existing local bus service and general traffic, and the minimal noise created by electric buses, the results of the noise evaluation show no adverse impact at all locations along the Red Line Project Corridor.

K. Vibration

The project proposes to operate thirty new rubber-tired electric buses on existing roadways in an existing urban corridor. The proposed route alignment for this new service would operate on smooth asphalt streets, on a mix of dedicated travel lanes and shared lanes with general traffic. Ground-borne vibration impacts are not anticipated from the operation of rubber-tired buses as proposed and any potential vibration effect is not likely to be perceptible at sensitive receptor locations adjacent to the proposed transit route. Therefore, no vibration impacts as a result of the project are expected to occur.

L. Acquisitions & Relocations Required

The Project does not result in the displacement of businesses or residences along the project corridor, and is expected to be constructed mostly within existing right-of-way. However, there would be a need to acquire a minor amount of strip and corner cut right-of-way for the completion of the project. The areas affected by right-of-way acquisition are along College Avenue between Broad Ripple Avenue and 42nd Street, Meridian Street at the 38th Street intersection, 18th Street between Illinois Street and Capitol Avenue, and Shelby Street between Raymond Street and Troy Avenue. In all, a total of 0.241 acre of right-of-way, permanent and temporary, would be required from 28 parcels. Of the total 0.241 acre, approximately 0.074 acre is permanent right-of-way required specifically from commercial land uses (four parcels). The remaining 0.167 acre is temporary right-of-way that would be acquired from 27 parcels comprised of a variety of land use types including, residential, commercial and public / non-profit (i.e., church). The temporary right-of-way is needed for equipment access for station construction, yard grading and drive construction.

Although 27 parcels would be affected temporarily by loss of usable land, the temporary right-of-way acquired for the Project would be restored to its pre-construction condition and revert to the original owners upon completion of the Project. The permanent loss of land by the four commercial properties is considered to be minor (less than 0.1 acre cumulatively) and does not impair the accessibility or functionality of the businesses. Therefore, the proposed acquisitions do not constitute an adverse effect. Table 5 summarizes the amount and type of right-of-way required for the project based on land uses. Detailed maps showing the location of the right-of-way acquisitions are included in Appendix F.

Table 5: Summary of Right-of-Way Acquisition by Land Use Type

Land Use	Permanent Right-of-Way	Temporary Right-of-Way
Residential	0.000	0.009
Commercial	0.074	0.156
Agricultural	0.000	0.000
Forest	0.000	0.000
Wetlands	0.000	0.000
Other: Public / Non-Profit (Church)	0.000	0.002
Total	0.074	0.167

M. Hazardous Materials

This analysis includes identification of potential sources of hazardous materials impacts, both within and adjacent to the IndyGo Red Line Project Corridor. Sites that currently or have historically handled, stored, transported, released, or disposed of hazardous or regulated waste are potential sources of hazardous material contamination.

There are no specific NEPA thresholds for determining potential adverse impacts related to hazardous materials; however, FTA's process for implementing NEPA requires an evaluation of

potential impacts related to hazardous materials. For the purpose of this impacts analysis, a hazardous material is any media such as soil, groundwater or building materials that contain detectable concentrations of any state or federally regulated contaminant. An impact would be considered adverse if it would have the potential for the following:

- Harm to human health or the environment through the routine transport, use, or disposal of hazardous materials
- Harm to human health or the environment through the accidental release of hazardous materials into the environment.

A review of federal, state, and local regulatory databases was conducted by Environmental Data Resources, Inc. (EDR) to identify sites that currently or have historically handled, stored, transported, released, or disposed of hazardous or regulated materials, as these types of sites are potential sources of hazardous material contamination. The full list of federal, state, local, tribal, and other databases that were consulted for this analysis are listed in Appendix G.

Nine sites of the greatest concern adjacent to the proposed project are summarized in Appendix G, neither of which are Superfund sites. Six of these sites are located more than 500 feet from proposed station locations. There are three sites within 500 feet of proposed station locations: CVS Pharmacy #2311 (2215 South Shelby Street) near the proposed Troy Station, CVS Pharmacy #6569 (6290-6292 North College Avenue) near the proposed 66th/Art Center Station, and the Lilly Corporate Center Building (25-46 Delaware Street) near the Downtown/Transit Center Station. The complete list of sites containing potentially hazardous material in within a mile of the Project Corridor is included in Appendix G.

There are no known contamination plumes in the project study area. While the potential for contamination exists at any location that has underground storage tanks (USTs) for hazardous materials, the sites identified as having USTs are regularly monitored to ensure they are not leaking and do not threaten human health and welfare.

In addition to these sites, the urban setting of the project area creates the potential for the presence of typical urban fill throughout the entire project corridor. Typical urban fill materials contain elevated concentrations of polynuclear aromatic hydrocarbons and metals due to nearby roadways, railways, and industrial and commercial land uses and activities. In addition, urban fill may include contaminated building demolition debris. This type of contamination is not necessarily associated with a release from a specific site or source. Contaminated urban fill may be encountered during excavation.

The majority of the project footprint is limited to within the existing right-of-way, however a small property acquisition would be required in order to expand existing right-of-way at Meridian Street near the intersection of 38th Street. Soil and/or groundwater could be contaminated with hazardous materials due to the urban setting of the project and/or adjacent or nearby regulated hazardous material sites identified in the database search. Based on this assessment, a number of measures are proposed as part of this project to ensure no impacts result from implementation of the proposed improvements. These measures primarily relate to construction and pre-construction

activities as described below. With these project measures incorporated, no impacts on hazardous materials sites would be expected, and no mitigation would be required.

Construction of the proposed project would include subsurface ground disturbance activities, which could result in contaminated soil and/or groundwater being encountered. However, the majority of excavation would be associated with construction of the BRT stations, such as for the slab-on-grade platforms and shelters, and excavation would be limited to the top three to five feet below ground surface.

In the limited areas of right-of-way acquisition, Phase I Environmental Site Assessments (ESAs) are scheduled to be conducted in Summer/Fall 2016, before acquisition of any new properties. Based on the Phase I findings, a Phase II ESA could also be recommended prior to acquiring the property. Should a Phase II ESA be required, site testing and additional analysis would be conducted to identify whether there is no reasonable risk of contamination at the site, or to confirm and detail the risk of contamination at the site. If a site is contaminated and remediation is needed, the Phase II ESA would provide recommendations for remediation. Once remediation of the site has occurred, there would be no impacts.

Project construction, which would be in a previously disturbed area and in close proximity to the existing roadway, is not expected to have impacts associated with hazardous materials. All proposed construction debris would be properly disposed of in construction/demolition landfills. If encountered, lead-based paint and asbestos containing materials would be disposed of in accordance with all federal, state, and local regulations.

N. Social Impacts & Community Disruption

The project proposes the addition of new transit service between Broad Ripple and the University of Indianapolis. As noted in the Section D of this document, the Red Line Project Corridor, in particular the sections further from downtown, are dominated by medium density residential uses. However, even in the central portions of the Red Line Project Corridor (downtown Indianapolis) there are residential uses mixed in with the high density commercial development. Several neighborhoods are located along the Red Line Project Corridor including Broad Ripple, Meridian Kessler, Indiana Avenue and Indiana University Purdue University Indianapolis (IUPUI), North Meridian, Wholesale District, Market East, Fletcher Place / Holy Rosary-Danish Church, Fountain Square, Garfield Park, and Concord. In addition, there are many community resources along the Red Line Project Corridor (e.g., parks, schools, government centers, and religious institutions), as shown in Table 6.

Table 6: Community Resources

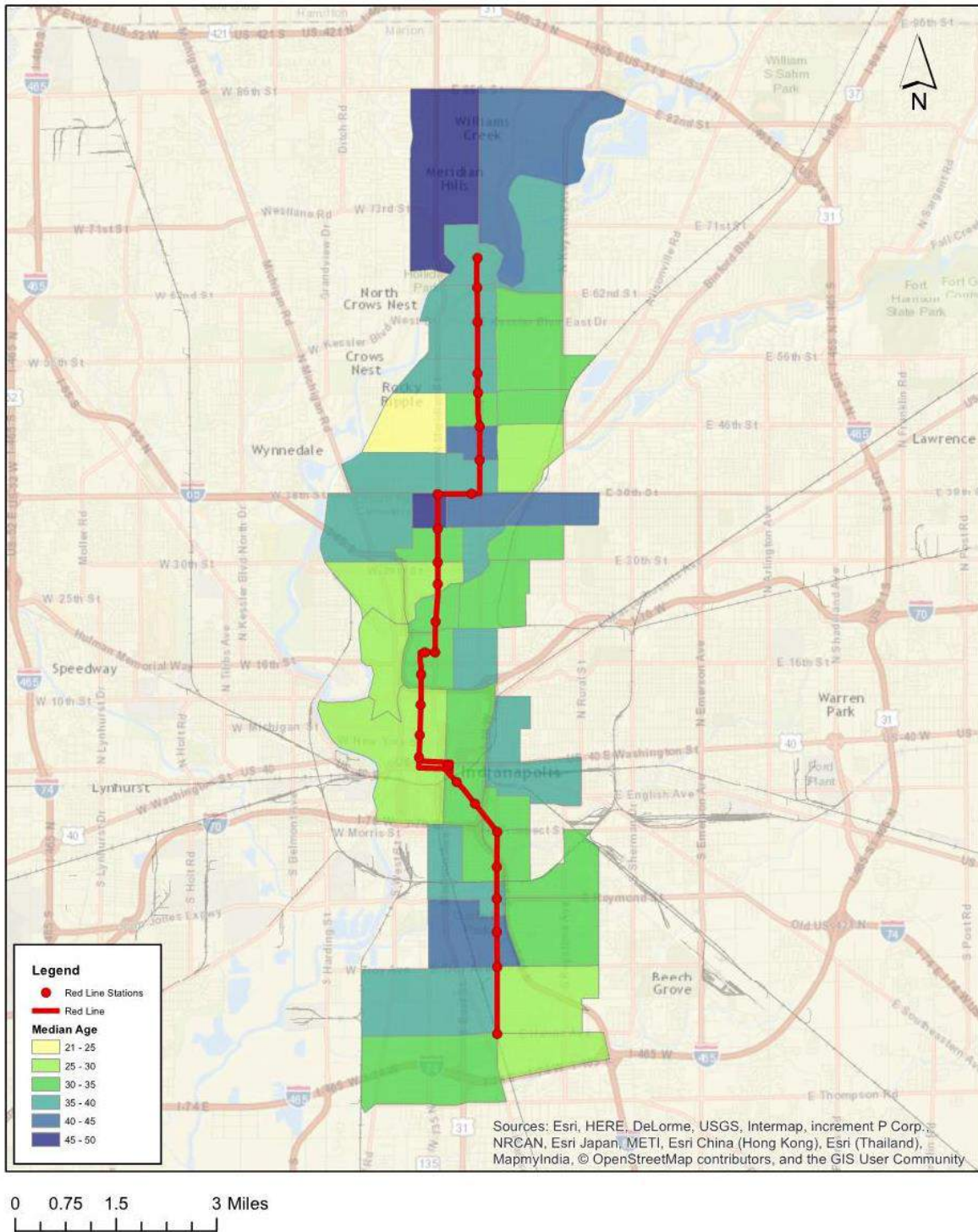
Community Resources	Type
Convention Center Plaza	Convention Center
Robinson Community AME Church	Church
New Paradigm Christian Church	Church
Church of Christ Scientist	Church
Unification Church	Church
North United Methodist Church	Church
Trinity Episcopal Church	Church
St. John the Evangelist Catholic Church	Church
Christian Church (Disciples of Christ)	Church
St. Patrick Church	Church
St. Mark AME Zion Church	Church
Garfield Park Baptist Church	Church
Bethany Wesleyan Church	Church
Church of Christ Garfield Heights	Church
Good Shepherd Catholic Church	Church
Indiana State Capitol	Government
Methodist Hospital	Hospital
Indianapolis Public Library Services Center	Library
The Indianapolis Children's Museum	Museum
Shortridge Middle School	School
Ivy Tech Community College	School
Sense Charter School	School
Fountain Square Academy	School
University of Indianapolis	School

Data from the US Census Bureau was analyzed to determine the demographic profile within the Red Line Project Corridor. The median age of most tracts adjacent to the project corridor is 30-35 years, as shown in Figure 7. The ratio of males to 100 females is mainly 82-93.4. Overall, there are slightly more females surrounding the project corridor than males.

According to US Census Bureau data, most residents near the project corridor commute by car; a low percentage, less than 5%, commute by public transportation, as shown in Figure 8. The anticipated increase in utilization of IndyGo's public transportation system associated with Red Line Project would result in added benefits to the central region of Indianapolis such as better accessibility to jobs, improved air quality through the reduction in commuter traffic, reduced travel times and congestion, and greater potential for economic opportunities along the corridor. In addition, the proposed amenities to be included near stations (i.e., landscaping, benches, and lighting) would enhance community aesthetics. The upgrades to existing sidewalks, curb ramps, and crosswalks near stations also takes the necessary steps to provide the community with pedestrian facilities that are compliant with the Americans with Disabilities Act (ADA); many of these facilities are not currently ADA compliant.

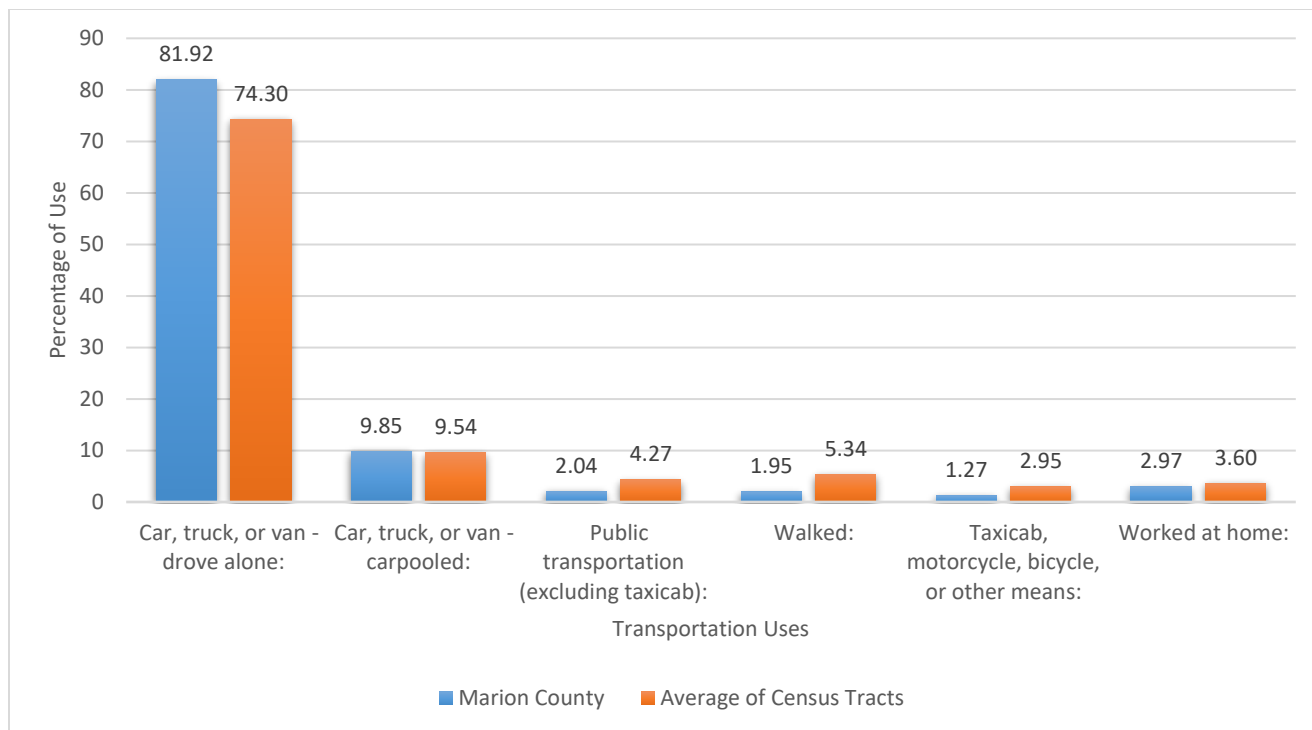
No residences or community resources would be displaced as a result of the Red Line Project. Permanent socioeconomic effects resulting from the Project includes the loss of property tax base due to right-of-way acquisition. However, this impact is somewhat diminished by the actual minimal amounts (less than 0.05 acre) of total permanent right-of-way that would be acquired, which is entirely from properties identified as commercial uses. Another permanent impact resulting from the Red Line Project is the loss of metered and non-metered parking in numerous locations along the corridor. These loss of parking spaces is intended to be offset either through compensatory measures or efforts to establish new parking spaces nearby the area of loss, thus minimizing the severity of impact. Temporary negative socioeconomic impacts the project would have on the community include inconveniences commonly associated with construction such as noise, fugitive dust, increased travel delay, and utility disruptions. These impacts are temporary and would cease upon completion of the project. Access to businesses and residences would be provided throughout construction.

The project would not adversely affect community cohesion as it does not change access or travel patterns. The neighborhoods identified above would not be segmented by the Red Line Project, as the new service is an expansion along the existing transportation infrastructure. Opportunities provided by the Red Line Project include the enhancement of bus frequency through the affected area in addition to the number of stations providing easier access within the community. To that end, the project would contribute to the enhancement of the surrounding communities by adding more convenient and more accessible public transportation and lowering air emissions. Therefore, the Red Line Project is not expected to have adverse impacts on the social or community environment.



Source: US Census Bureau, 2014

Figure 7: Median Age (years) by Census Tract



Source: US Census Bureau, 2014

Figure 8: Percentage of Transportation Uses to Work

O. Environmental Justice

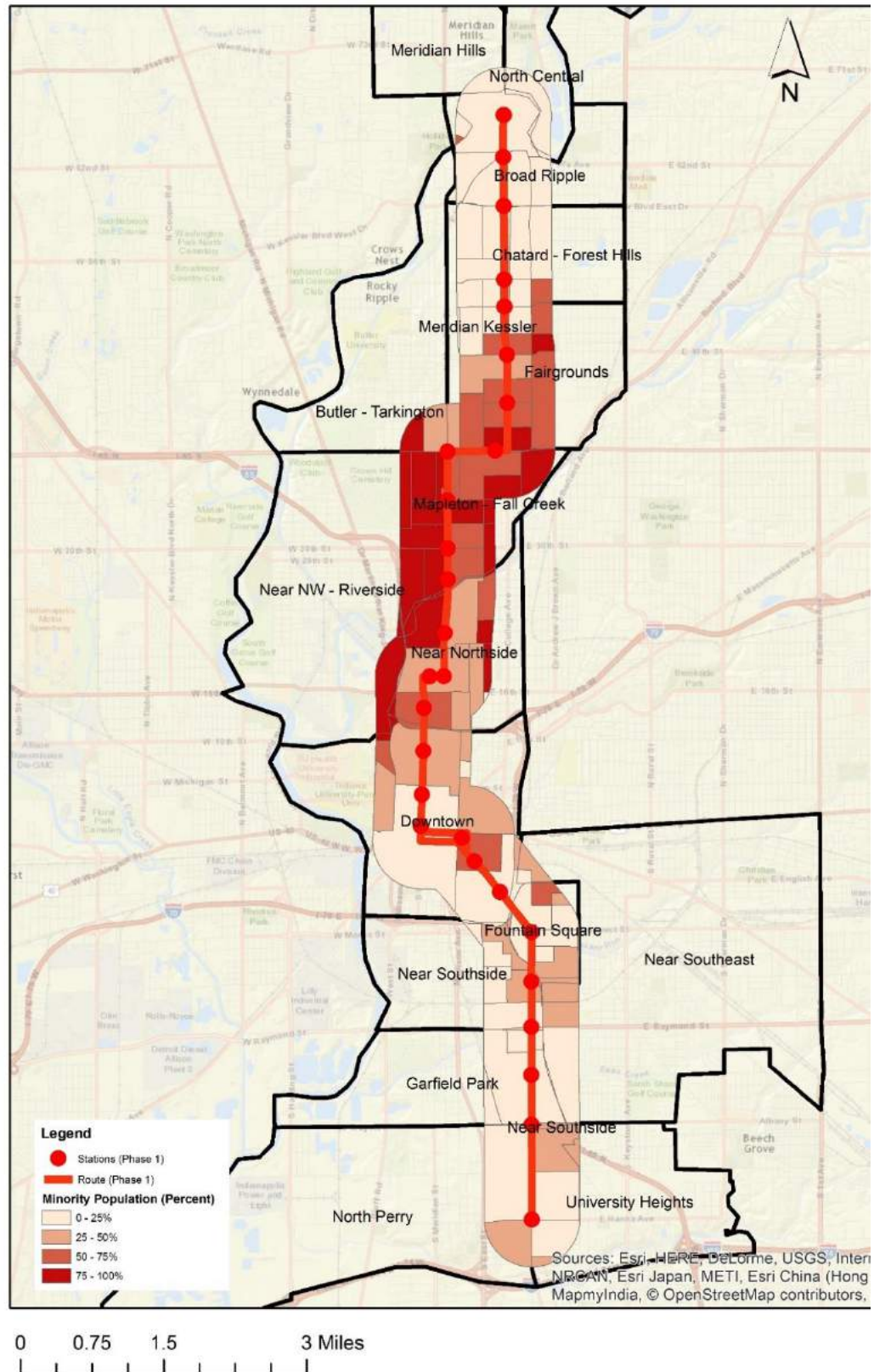
According to the US Environmental Protection Agency, Environmental Justice (EJ) is the “fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.” EJ analysis was performed in accordance with related federal and state laws and guidance including Title VI of the 1964 Civil Rights Act, Executive Order (EO) 12898, EO 13166, and FTA Circulars 4703.1 and 4702.1B. This section provides information on EJ analysis conducted for this project.

FTA Circulars 4703.1 Environmental Justice Policy Guidance for Federal Transit Administration and 4702.1B Title VI Requirements and Guidelines for Federal Transit Administration Recipients provide methods to fulfill the key goals of federal environmental justice policies:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

To establish the presence of low-income and minority populations, US Census data was analyzed for all census tracts within a half mile of the proposed alignment along the corridor.

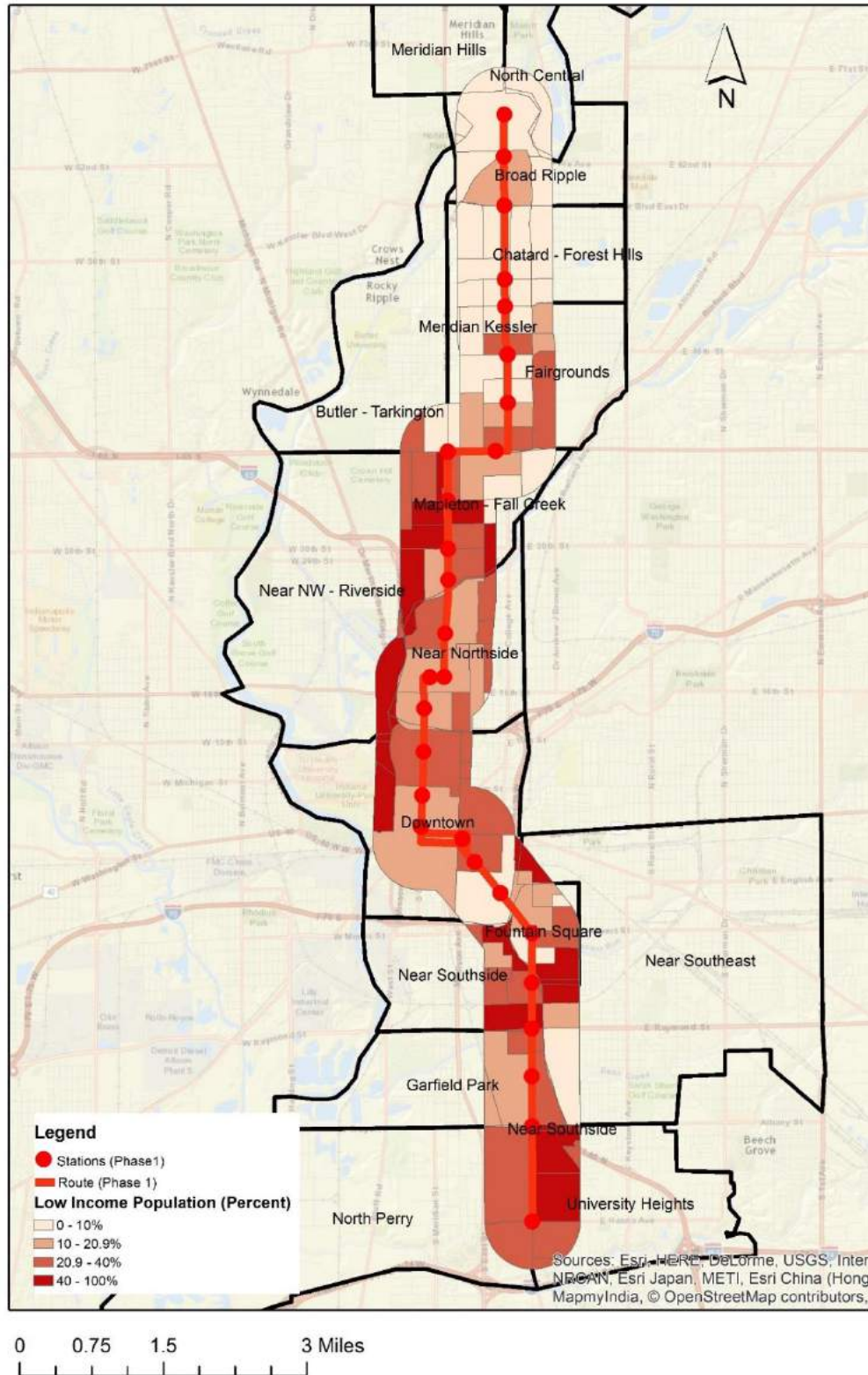
Minority populations were determined by using the combination of all persons identifying as non-white and/or Hispanic/Latino populations. Figure 9 provides a map of the minority populations of neighborhoods along the Red Line Project Corridor. The neighborhood boundaries defined by the City of Indianapolis typically coincide with geographic features that are more meaningful to residents than census tract boundaries, such as boulevards, freight corridors, highways, and other major divisions between neighborhoods. To avoid artificially diluting or inflating the presence of minority and low-income populations, all census tracts along the corridor within each affected neighborhood were analyzed to determine whether the neighborhood as a whole contains a predominantly minority or low-income population. The map shows high concentrations of minority populations were found in the Near NW-Riverside, Mapleton-Fall Creek, Butler-Tarkington, and Fairgrounds neighborhoods.



Source: US Census Bureau, 2010

Figure 9: Minority Population

As shown in Figure 10, low-income populations were identified by comparing income levels and Department of Health and Human Services (DHHS) poverty thresholds. Similar to the process for identifying neighborhoods with high concentrations of minority populations, low-income populations were identified by neighborhoods where the percentage of households with median income below the DHHS poverty guidelines exceeds the citywide percentage. As such, neighborhoods where the percentage of low-income families in the census tracts along the Red Line Project Corridor is greater than the city-wide percentage of 20.9% were classified as communities with concentrations of low-income populations.



Source: US Census Bureau, 2010

Figure 10: Low Income Population

All neighborhoods containing predominantly minority populations and/or concentrations of low-income populations were classified as environmental justice communities. These findings were then analyzed to determine whether impacts would occur disproportionately in neighborhoods with environmental justice populations. The Red Line Rapid Transit Project would not have a high or disproportionate impacts on EJ communities. No direct impacts or indirect/cumulative impacts are anticipated. The project would result in transportation benefits to all populations within the project corridor, including environmental justice populations. Benefits would include faster, more frequent bus service, improved bus stations, sidewalk enhancements, and associated quality of life improvements. These physical enhancements would also contribute to potential economic development and livability improvements. BRT facilities would be designed to fit within the existing urban context of the surrounding neighborhoods, thereby preserving the character of existing EJ neighborhoods. IndyGo's current fare policy and structure would remain at the current levels through the implementation of the Red Line Rapid Transit Project; no price increases, which could potentially impact EJ communities are planned.

Community Outreach

Though not specifically required for a DCE, recent community outreach efforts have included a focus on an overall greater outreach to minority communities. Throughout the planning process, IndyGo has and would continue to prepare and distribute public information materials to update the public, including minority and low income communities, on the project. The Red Line public outreach and involvement process has followed several parallel paths including: public involvement, public presentations with informational boards, key stakeholder meetings, champion meetings, focus groups, advertising buys, social media, a newsletter, a website, coordination with partner organizations, email, and phone. The marketing and communications team individually responded to each inquiry made regarding the project. Recent community outreach efforts have included a focus on an overall greater outreach to minority communities. Stakeholder meetings were held with community groups that focus on advocating for minorities and other disadvantaged groups including the African American Coalition, Indiana Black Expo, and the Urban League. A number of public meetings were held in Title VI areas to encourage broader input from a diverse set of communities in shaping the project.

In support of these efforts, a variety of materials have been developed that provide an overview of the project and the opportunities for public input. Surveys and materials displayed and discussed at outreach and events through 2016, are available to those who could not attend on the website www.IndyGo.net/RedLine. Information was also passed along to the Mayors Neighborhood Liaison for posting and communicated to neighborhood leaders and stakeholders, as well as follow up emails to those who attend stakeholder meetings.

P. Use of Public Parkland & Recreations Areas

In accordance with Section 4(f) of the Department of Transportation Act of 1966, which requires the consideration of park and recreational lands and wildlife and waterfowl refuges in development of transportation projects, the project study area was examined to determine the location of such lands along the proposed Red Line Project Corridor. The proposed alignment lies within a one quarter mile walking-shed of 25 existing parks and greenways, plus the Indianapolis Cultural Trail, as shown in Table 7 and Figure 11. No parklands, wildlife refuges, or recreational areas would be taken or adversely impacted as a result of this project. More detailed descriptions of these parks and trails can be found in Appendix H.

Table 7: Parks and Trails within ¼ Mile of Proposed Alignment

Park Name	Managing Entity	Total Area (ac)	Area Within ¼ Mile of Project (ac)	Use
Al E. Polin Park	Indy Parks	1.56	1.56	Active Park
American Legion Mall	Indiana War Memorial Commission	8.53	5.14	Memorial
Barton Park	Indy Parks	6.07	0.09	Active Park
Broadway & 61st Park	Indy Parks	2.71	2.71	Active Park
Canal Walk	Indianapolis Dept. of Metropolitan Development	15.94	12.07	Trail
Cultural Trail	ICT, Inc.	N/A	N/A	Urban Trail
Edna Balz Lacy Park	Indy Parks	2.14	2.14	Active Park
Fall Creek Greenway	Indy Parks	179.00	15.93	Trail
Fountain Square Fountain	Indy Parks	0.02	0.02	Passive Pocket Park
Garfield Park	Indy Parks	122.83	36.56	Active Park
George E. Kessler Park	Indy Parks	1.16	1.15	Passive Park
Hot Shot Tot Lot	Indy Parks	0.14	0.14	Active Pocket Park
Indiana War Memorial	Indiana War Memorial Commission	4.64	2.82	Memorial Museum
Iwc Canal Towpath Greenway	Indianapolis Water Company	19.79	1.40	Trail
Marott Park Woods Nature Preserve	Indy Parks	78.46	1.01	Nature Preserve
McCord Park	Indy Parks	0.66	0.52	Passive Pocket Park
Monon Greenway	Indianapolis Dept. of Metropolitan Development	55.85	3.19	Trail

Park Name	Managing Entity	Total Area (ac)	Area Within ¼ Mile of Project (ac)	Use
Monument Circle	Indiana War Memorial Commission	2.22	2.22	Memorial
Peace Park	Indy Parks	0.08	0.08	Passive Pocket Park
Pleasant Run Greenway	Indy Parks	30.42	5.38	Trail
Presidential Place	Indy Parks	0.55	0.55	Passive Pocket Park
Ringgold Park	Indy Parks	0.21	0.21	Active Pocket Park
Tarkington Park	Indy Parks	10.31	9.89	Active Park
University Park	Indiana War Memorial Commission	5.33	3.20	Memorial
Veteran's Memorial Plaza	Indiana War Memorial Commission	4.60	2.77	Memorial
Watson Road Bird Preserve	Indy Parks	4.00	3.37	Wildlife Sanctuary

The proposed Red Line Project Corridor would cross the Cultural Trail, Canal Towpath, and Monon Greenways in multiple locations. At each site trail users cross the street at a crosswalk and continue on the trail on the opposite side. The proposed project would generally be constructed entirely within current right of way on existing roadways and would have no effect on these trail crossings. The lone exception is where the Cultural Trail crosses Capitol Avenue at Walnut Street. An existing bumpout would be removed and replaced with a center median with a pedestrian and bicycle cutout, which would reduce the distance a pedestrian or cyclist must travel across motor vehicle traffic lanes. The intersection is signalized, allowing for safe crossing movements by trail users, and the proposed project would have no adverse impacts on the trail.

The transit service provided by the proposed project would help enhance access to all parklands located within the one quarter mile walking-shed of the proposed alignment, all of which are labeled in Figure 11. Transit access would be particularly enhanced for those parks and trails that are directly adjacent to a proposed station, including the IWC Canal Towpath, Monon Greenway, Cultural Trail, Pleasant Run Greenway, and Garfield Park.

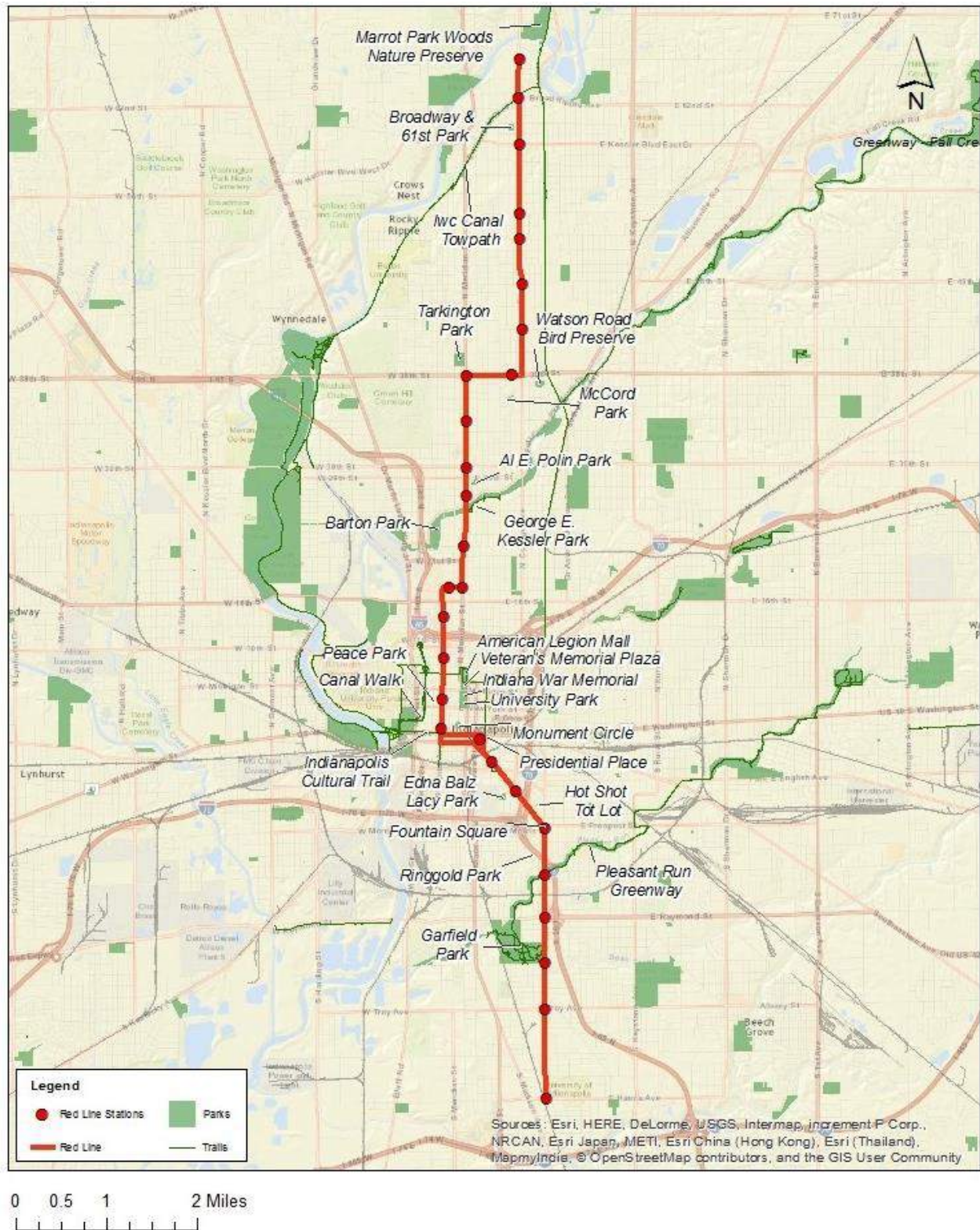


Figure 11: Public Parkland & Recreations Areas

Q. Impacts on Wetlands

Executive Order 11990 of May 24, 1977, *Protection of Wetlands*, requires that an analysis of impacts on wetlands be performed for any mass transportation project that may affect a wetlands area. In addition, per Section 404 of the Clean Water Act, infrastructure development projects must document minimal impacts on wetlands resulting from dredged or fill material. The US Fish and Wildlife Service (USFWS) and National Wetlands Inventory (NWI) wetlands maps were consulted to assess the impact of the project on any wetlands that may occur near the project site. The project corridor is located in an urbanized area and would be constructed primarily within the existing ROW, and there are no anticipated impacts on wetlands associated with the project.

A small island in Fall Creek is the only designated wetland within ¼ mile of the proposed alignment. The island, which contains a designated forested wetland, is located about 45 feet from the bridge containing the proposed alignment. The project would be constructed within the current ROW on an existing bridge, there would be no modifications to the bridge, and the impermeable surface area in the vicinity of the wetlands would not increase. As such, the project and its construction activities would have no impacts on this wetland. The proposed alignment would cross two waterways: Fall Creek near 27th Street station and Central Canal near Broad Ripple station. The project would be constructed within the current ROW on existing bridges and would have no impacts on the waterways. Three freshwater ponds are located within ¼ mile of the proposed alignment, but the proposed alignment would not affect these wetlands as the project would be constructed entirely within the existing roadway in these areas. Construction best management practices, as described in Section V, would be used in all cases to ensure no impacts on nearby wetlands. A map of wetlands in the area are shown in Figure 12.



Figure 12: Wetlands

R. Floodplain Impacts

The Federal Emergency Management Agency's (FEMA) Flood Insurance Rate map was consulted to assess the impact of the project on floodplains near the project site. The proposed alignment lies within the 100-year floodplain in two locations, as shown in Figure 13.

In northern Marion County, the East 66th Street and Broad Ripple Avenue stations and approximately 3,000 feet of proposed alignment on College Avenue lie within the 100-year floodplain surrounding the White River. This area is controlled by the Warleigh Levee to the west, north, and east. The majority of this section of the corridor would be constructed within the existing right-of-way, though there would be a slight expansion (less than 1/10 of an acre) of impermeable surface area on the approach to the East 66th Street Station in order to accommodate the bus turnaround area. This increase would not have a significant impact on the floodplain. Roadway construction would be minimal and would not impact base flood elevations.

In downtown Indianapolis, roughly 1,600 feet of alignment between East Pearl Street and East Louisiana Street lies within the 100-year floodplain. No proposed stations lie within the floodplain, and these sections would be constructed entirely within current ROW on existing roadways and would have no impacts on floodplain areas. The proposed alignment crosses Fall Creek, Pleasant Run and Bean Creek floodways via bridge. The project would be constructed mostly within the existing right-of-way with no anticipated modifications to the existing bridges and would have no adverse impacts on floodways.

No significant impacts on floodplains are anticipated. The proposed alignment is located almost entirely within current right of way on existing roadways and would not affect surface contours. The addition of impervious surfaces due to new construction would be minimal and would not impact base flood elevations.

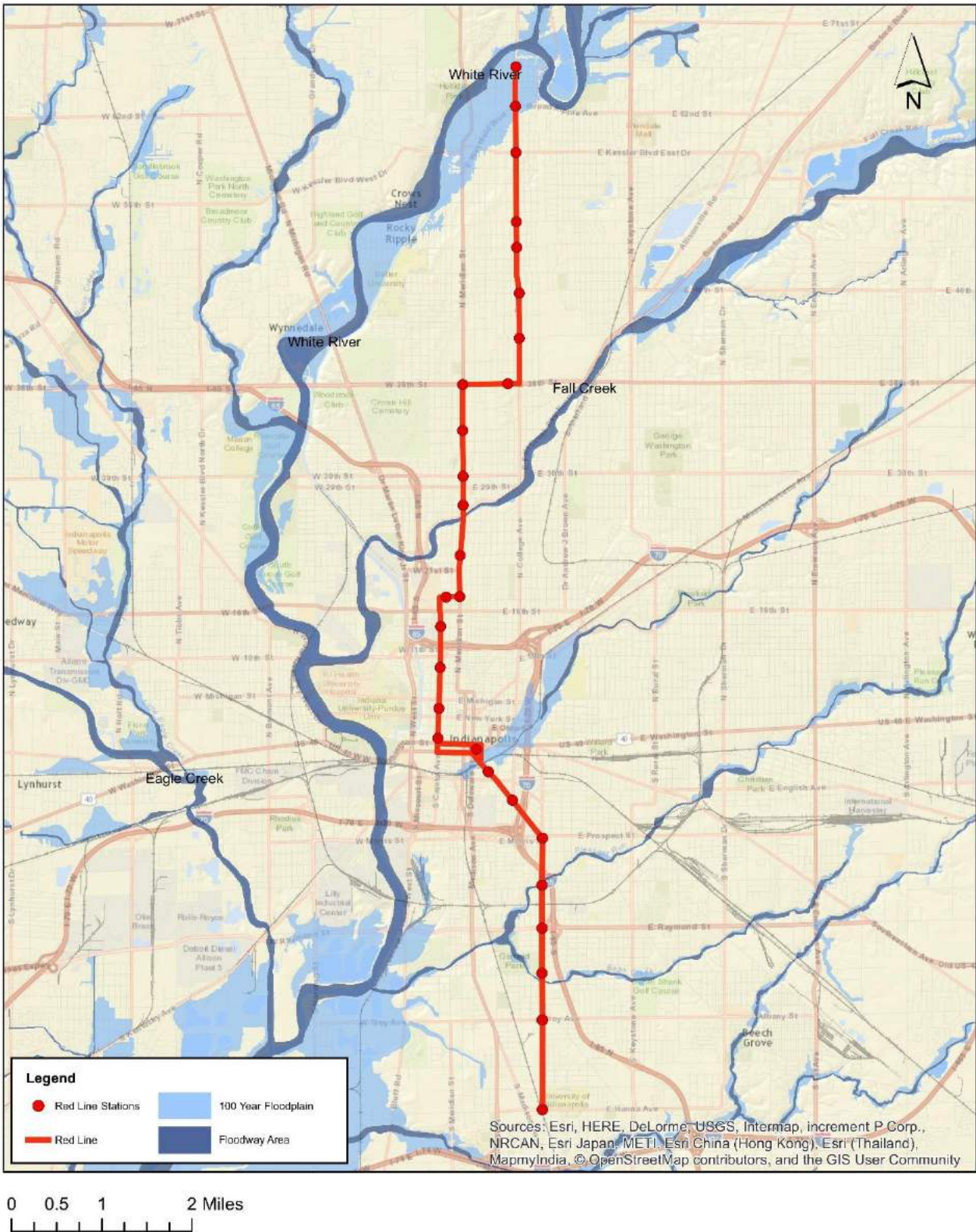


Figure 13: Floodplains

S. Water Quality, Navigable Waterways, & Coastal Zones

Waterways are regulated under the Clean Water Act of 1977, as amended (33 USC 1251). In addition, navigable waterways are regulated by Section 10 of the Rivers and Harbors Act of 1899, as amended (33 USC 403). The Outstanding Rivers List for Indiana was reviewed to determine possible presence of protected waterways in the project area. No listed waterways were identified within or adjacent to the project area. Additionally, the 2011 aerial photography, United States Geological Survey (USGS) topographic mapping, Marion County Soil Survey, and the National Wetland Inventory (NWI) map were reviewed to determine whether any perennial or intermittent streams occurred in the project area. Figure 14 shows waterways in the vicinity of the project.

The Red Line Project crosses six waterways: the Indianapolis Water Company (IWC) Canal, Fall Creek, Pogues Run, Pleasant Run, Bean Creek, and Highland Creek. No endangered or threatened species have been noted in these streams according to the USFWS. Additionally, no work below the ordinary high water mark is expected to occur at these stream crossings; therefore, it is anticipated that there would be no direct impacts on these streams.

The 2014 IDEM Section 303(d) list of Impaired Waters ¹⁰ was reviewed for the Study Area. Table 8 identifies those waterways within Phase 1 designated as impaired, as well as the causes of impairment and the impairment category of the streams. The incorporation of best management practices (BMPs) would be used to ensure the project does not contribute to the degradation of the impaired waterways or hinder any established recovery plans.

¹⁰ <http://www.in.gov/idem/nps/2647.htm>

Table 8: Cause of Impairment of Streams

Waterway	Facility Carried	Cause of Impairment	Impaired Category
IWC Canal	College Avenue	E. Coli	5A
		Nutrients	
Fall Creek	Meridian	PCBS (Fish Tissue)	5B
Pogues Run	Virginia	E. Coli	5A
		Impaired Biotic Communities	
Pleasant Run	Shelby	Impaired Biotic Communities	5A
Bean Creek	Shelby	E. Coli	5A
		Impaired Biotic Communities	
Highland Creek	Shelby	PCBS (Fish Tissue)	5B
White River	College Avenue	Nutrients	5A 5B
		PCBS (Fish Tissue)	
		Impaired Biotic Communities	

None of the streams within the project corridor are designated as a Traditional Navigable Waterway (TNW). The White River West Fork, located approximately 0.2 miles north of the project corridor, is a TNW up to 66.2 miles above the mouth according to the US Army Corps of Engineers (USACE). This TNW designation extends from the junction with the Wabash River to where the river splits into the East Fork and the West Fork. The Red Line Project would not impact this TNW.

Generally, the water quality within urban settings is impaired by runoff from transportation uses. During construction, erosion and/or pollutant spills could decrease the quality of the storm water runoff from the construction sites and, in turn, the water quality in the receiving streams. As the Project would disturb more than one acre of land, Rule 5 approval from the local Soil and Water Conservation District and IDEM is required. The Rule 5 approval process would ensure BMPs are utilized in the Project's erosion control plan. A component of the Rule 5 application is the preparation of a Storm Water Pollution Prevention Plan (SWPPP), which would define specific measures to be implemented during construction that minimize impacts storm water would have on receiving waterways. IndyGo, or their Agent, would prepare the Rule 5 and SWPPP prior to construction.

A National Pollutant Discharge Elimination System (NPDES) permit may also be required for the Project as the drainage outfalls from the stations may be considered a point source discharge of pollutants. The NPDES permits would include effluent limits, as well as monitoring and reporting requirements to ensure water quality is not degraded to a point that adversely affects public health.

The US Fish and Wildlife Service (USFWS) early coordination response, dated May 3, 2016, stated that in order to protect water quality in areas where additional drainage outlets are proposed, pollutant-trapping technology should be used, such as storm drain inserts, to reduce the runoff of urban pollutants directly to the stream system. These recommendations would be implemented to reduce contamination of water resources. Appendix I includes coordination correspondence with USFWS.

In correspondence dated June 2, 2016, the IDNR recommended consideration of sustainable storm water management. Such approaches include the use of storage techniques (retention basins, constructed wetlands, raingardens, etc.), recharging groundwater using infiltration techniques (infiltration basins or trenches, pervious pavement, etc.), and reusing runoff for irrigation elsewhere in the basin. These recommendations would be considered in the advancement drainage design for the project. However, it should be noted that should a Construction in a Floodway Permit be required from the IDNR, these recommendations may become conditions to the permit.

The Red Line Project's impacts on water quality is expected to be limited to runoff that is collected by storm sewers and discharged into receiving waterways. The implementation of the SWPPP would minimize these impacts during construction, while the NPDES permit would provide long-term measures to controlling pollution discharged into the affected waterways. Therefore, the Red Line Project would not result in adverse impacts on the water quality along the corridor.

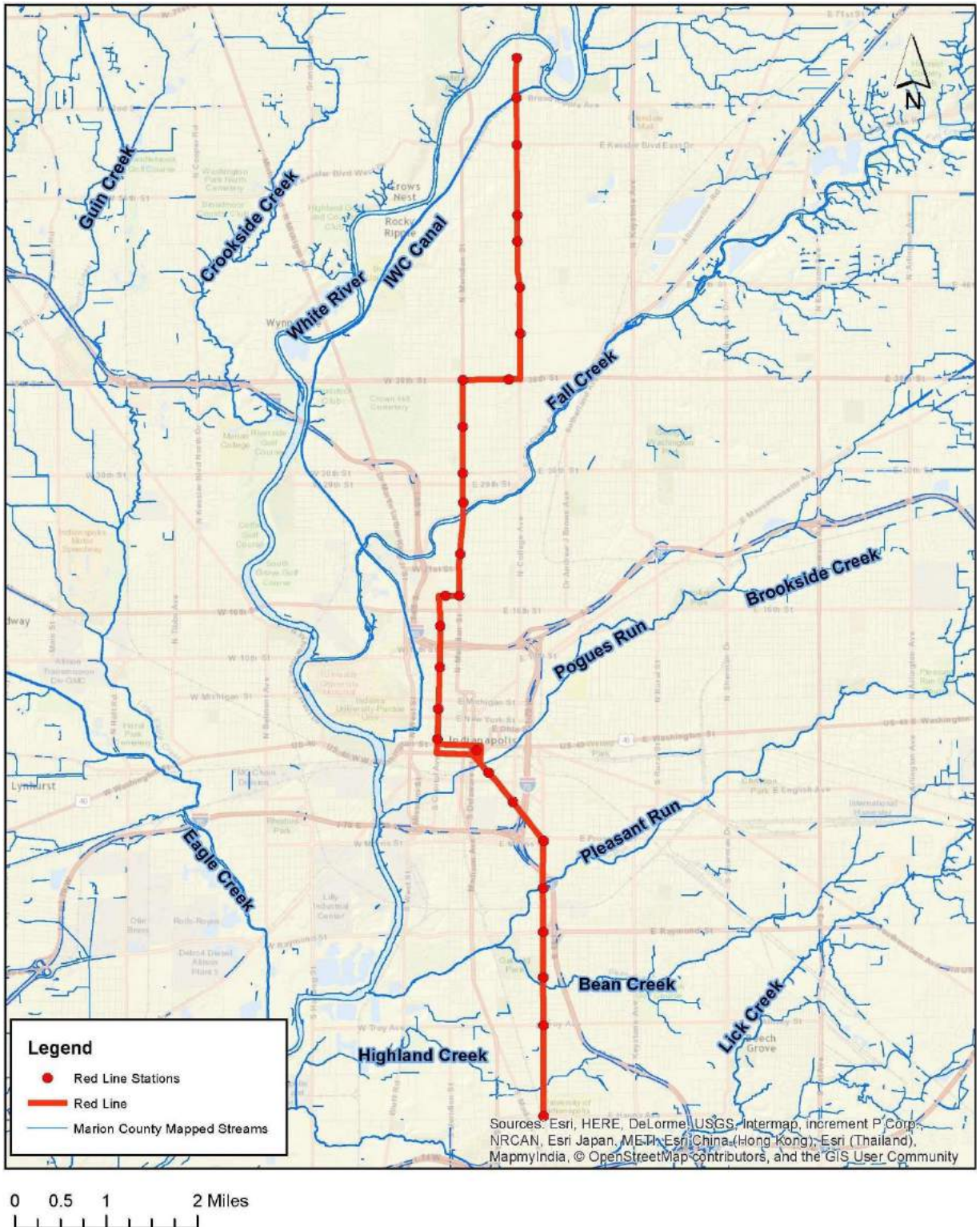


Figure 14: Floodplains

The Indiana Department of Environmental Management's (IDEM) Wellhead Proximity Locator website (<http://www.in.gov/idem/cleanwater/pages/wellhead>) was accessed on February 2, 2016. The required project location data was provided and it was determined that the project is located

within at least one Wellhead Protection Area (WHPA). Due to security concerns related to WHPAs, detailed location information about the WHPA is not available. Any potential for impacts related to the WHPAs would be associated with areas where construction would occur at station locations or areas of pavement widening. These impacts would not only be temporary, but likely addressed through the sediment and erosion control plan approved through the Rule 5 permitting process. Coordination would occur with the managing entities of the WHPA during the design phase to determine the impacts that may occur as well as any special conditions that need to be included in the plan development.

The Indiana Department of Natural Resources (IDNR) Water Wells Enhanced Web Viewer (http://dnrmmaps.dnr.in.gov/apps/dnrwaterwells_enh) was accessed on February 2, 2016.

Approximately five bedrock water wells, seven unconsolidated water wells, and nine unknown water wells are along the Project Corridor. It should be noted that these wells are located beyond the right-of-way limits and are not located next to or within the proposed construction limits. Due to the scope of the proposed project, it is anticipated that no impacts on the water wells would occur.

Because the project is located in Marion County, the project is not located within the St. Joseph Sole Source Aquifer System, which is the only legally designated sole source aquifer in the state. The St. Joseph Sole Source Aquifer System is located within St. Joseph, Elkhart, Lagrange, Kosciusko, and Noble Counties in the northern portion of Indiana. Due to the geographic distance between the project and the St. Joseph Sole Source Aquifer, no impacts are anticipated.

T. Impacts on Ecologically-Sensitive Areas and Endangered Species

Protection of federally threatened and endangered species is governed by the Endangered Species Act of 1973 as amended. The consultation that occurs between the sponsoring federal agency and the US Fish and Wildlife Service (USFWS) to determine a project's likeliness to jeopardize a threatened or endangered species is done so under Section 7 of the Act. The USFWS endangered species list (<http://www.fws.gov/midwest/endangered/lists/indiana-cty.html>) was referenced on December 18, 2015. The species that potentially occur in Marion County include two bat species. The IDNR Natural Heritage database indicates that there are a number of other federally listed species potentially occurring in Marion County, but the USFWS records indicate that these species do not occur within the County any longer. The USFWS list is used for federally listed species and the IDNR Natural Heritage database is used for state and federally listed species.

The USFWS endangered species that may occur in Marion County include the endangered Indiana bat (*Myotis sodalis*) and the threatened northern long-eared bat (*Myotis septentrionalis*). Both species hibernate in caves and mines during the winter months. Summer roosting and foraging habitat for both bats occurs along wooded stream corridors and in bottomland and upland forests and woods. Maternity colonies are typically found in fallen trees with hollow cavities or trees with loose or sloughing bark. Within the limits of the Red Line Project, the only notable areas of riparian habitat are along the White River where it crosses College Avenue just north of the northern terminus; Fall Creek where it crosses Meridian Street just south of Fall Creek Parkway; Pleasant Run at its Shelby Street crossing north of Pleasant Run Parkway; and Bean Creek where it crosses Shelby

Street south of Southern Avenue. Most of these riparian areas are narrow and surrounded by dense urban development and would likely provide limited potential habitat. If either of these species are located adjacent to the Project Corridor, the species would be accustomed to typical activity along the streets of Indianapolis, including periodic roadwork and bus traffic. No tree removal is anticipated in these riparian areas, therefore no impacts are anticipated to the USFWS federally listed species.

The project would not conduct any work below the ordinary high-water marks of any of the waters within the project area. Although the alignment does cross several streams, these streams have been altered by the urban environment and no listed species are known to exist within the waters located within the proposed project area. Therefore, there would be no effect on any aquatic species.

As the project crosses multiple streams, an early coordination letter was prepared and sent to the USFWS on May 2, 2016. The USFWS early coordination response, dated May 3, 2016, stated that the USFWS have no objections to the project as currently proposed. This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act of 1973, as amended. However, should new information arise pertaining to project plans or a revised species list be published, it would be necessary for the Federal agency to reinstate consultation. Appendix I includes coordination correspondence with USFWS.

An early coordination letter was also sent to the IDNR on May 2, 2016. In correspondence dated June 2, 2016, the IDNR indicated that the Natural Heritage Database identified the Rose Turtlehead (*Chelone obliqua* var. *speciosa*), a plant on the state watch list, as being documented within a half mile of the project area. However, the IDNR, Division of Nature Preserves does not anticipate any impacts on this species. Their correspondence further indicates documentation of the three faunal species within a half mile of the project area, the state endangered Kirtland's Snake (*Clonophis kirtlandii*), the state special concern Peregrine Falcon (*Falco peregrinus*), and the American Badger (*Taxidea taxus*). According to IDNR records, a Peregrine Falcon nest is located 0.8 mile from the project area and is a suitable distance to provide buffer against any disturbance. Indiana is at the eastern edge of the American Badger's natural range, which continues to expand as a result of land use changes from forest to farmland and open pastureland. The IDNR has determined impacts on the Peregrine Falcon and the American Badger are unlikely as a result of this project. With respect to Kirtland's Snake, the IDNR indicates it inhabits urban landscapes and are regularly found in the Indianapolis metropolitan area. The species is known for using crawfish burrows during both the active (April 15 – November 1) and inactive (November 1 – April 15) phase as hibernaculum and for refuge, while using manmade trash and debris only during the active phase for refuge and cover. In order to avoid impacts on Kirtland's Snake, the IDNR recommends:

- a) For work occurring during the active season, all trash and debris should be removed from the worksite one week prior to construction. A trenched-in drift fence should be placed around the construction site and remain in place until work is completed. Any snakes found within the construction area, regardless of species, should be removed, unharmed, and immediately relocated to suitable habitat outside the drift fence and away from roads.

- b) If work is planned to occur during the inactive season and crawfish burrows are present within the construction limits, then no work should occur until the active season begins and the above guidelines are followed.
- c) If work is planned to occur during the inactive season and no crawfish burrows are present or have been known to occur at the site, then no impacts are foreseen as a result of the project.

Crawfish burrows are typically present in areas near waterways or drainage depressions. With the exception of the seven crossed waterways identified in Section S above, the majority of this project occurs within an environment where drainage is facilitated by a storm sewer system. Therefore, the majority of the stations to be constructed are unlikely to encounter any crawfish burrows. However, the incorporation of IDNR Condition (a) would assist in keeping transient snakes from entering the construction area. It should be ensured that stations where added drainage structures to adjacent waterways are required are constructed between April 15 and November 1, the active season of Kirtland's Snake, due to likely potential to encounter crawfish burrows. Appendix I includes coordination correspondence with IDNR.

With the incorporation of IDNRs comments as commitments, the Red Line Project would not adversely affect any state or federally threatened or endangered species, or ecologically sensitive areas.

U. Impacts on Safety & Security

No impacts on safety or security are anticipated to result from the project. The Red Line Rapid Transit project has the potential to enhance the safety and security of the corridor for all roadway users. The project would include pedestrian improvements around all stations, including restriped crosswalks and enhanced accessibility through sidewalks and ramps. New crosswalks, pedestrian signals, and transit signals for holding buses would be installed at stations, where appropriate, to enhance safety for pedestrians, motorists and other users of the roadway.

The addition of new stations and safer pedestrian crossings could contribute to a safer environment by providing security measures such as more lighting and new security cameras at proposed station areas. In addition, a new skywalk would be installed to connect the 30th Street Station with the Children's Museum, allowing museum-goers to walk from the transit station without crossing vehicular travel lanes.

Where the project would involve a bus-only travel lane, safety would potentially be enhanced for all roadway users due to the traffic-calming effects of segregating uses and reducing the number of vehicular lanes.

V. Impacts Caused by Construction

Construction would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and

installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features.

Construction would predominantly take place during daylight hours, and would take into account peak travel hours so as to minimize delays wherever possible. Some nighttime work may be required where specific work activities would disrupt traffic or create safety concerns.

Traffic delays would likely occur during construction, but would be temporary in nature. Detours with alternative routing and appropriate signage would be provided to maintain access for motorists, transit riders, and pedestrians. Some closures to streets and intersections as well as removal of on-street parking would occur; however, these closures would be limited in duration. Detailed maintenance of traffic plans would be developed during final design in coordination with Department of Public Works (DPW) to ensure safety during construction and emergency vehicle access is not impeded.

General construction noise impacts for passersby and individuals living or working near the project can be expected. In some areas, construction noise impacts can be expected to be greater due to the close proximity of existing housing. However, considering the relatively short-term nature of construction noise at any one location and daytime scheduling of construction activities along the project corridor, these impacts are not expected to be substantial.

No major impacts would occur to water resources during construction. Best management practices and the appropriate erosion and sediment control measures would be employed during construction to offset any potential surface run-off or soil erosion.

Prior to construction, procedures for identifying, characterizing, managing, handling, storing, and disposing of contaminated soil and groundwater encountered during construction activities would be developed by the construction contractor as part of the project construction plan. These procedures would cover the entire project area, as it is assumed that all material has at least some level of contamination associated with it. Contaminated material encountered during construction would be disposed of at a facility permitted to accept such material.

No relocation of utilities under the Project Corridor would be needed. Utility relocation at station areas would consist of valves, fire hydrants, electric poles, utility boxes, and vaults. Where utility access is required underneath station areas, utility relocations may be required; however, this work would be short-term in duration and could be completed in tandem with other roadway restriping and paving work to minimize impacts on traffic flow during this time.

Appendices

Appendix A	Air Quality Conformity Documentation
Appendix B	Detailed Land Use Map, Neighborhood Plans, and Transit Plans
Appendix C	Traffic & Parking Analysis
Appendix D	Cultural Historic Survey, Area of Potential Effect, and Section 106 Consulting Parties Correspondence
Appendix E	Noise Analysis
Appendix F	Property Acquisition Map
Appendix G	Hazardous Materials Analysis
Appendix H	Review of Parks and Trails within ¼ Mile of Proposed Alignment
Appendix I	USFWS & IDNR Coordination Correspondence

IndyGo Red Line Rapid Transit Project – Phase 1
NEPA DCE Appendix A: Air Quality
Conformity Determination Report

Indianapolis Metropolitan Planning Area

Air Quality Conformity Determination Report

2035 Long-Range Transportation Plan:

Summer 2015 Amendment

&

2016-2019 Indianapolis Regional

Transportation Improvement Program

Final Draft for Public Review

**Indianapolis Metropolitan Planning Organization
Indiana Department of Transportation**



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Introduction

This amendment to the 2035 Long Range Transportation Plan (LRTP) will include the first bus rapid transit line to be implemented in the metropolitan area. The second project being amended is a pedestrian improvement project on Monument Circle.

The central Indiana region has invested five years of planning on the Indy Connect transit plan, carefully gathering input, analyzing modes, and refining routes. The recommendation of those accumulated studies is the implementation of the Red Line, a premium transit service. The route will connect the communities of Carmel, Westfield, Indianapolis, and Greenwood. IndyGo will submit a Small Starts grant application to the Federal Transit Administration (FTA) to assist in construction of the Red Line. IndyGo is seeking the LRTP amendment because the Red Line must be adopted into the LRTP to qualify for federal funding.

This amendment also includes a project to improve pedestrian access within Monument Circle. Typically, the LRTP only includes regionally significant projects. However, due to the high cost of the project, the Federal Highway Administration has asked the Indianapolis MPO to add the Monument Circle project to the Illustrative List to indicate Policy support. The project has received federal funding for design (\$444,600 in FY13) and is programmed for preliminary engineering (\$500,000 in FY16). The cost to complete this project is \$56.6 million.

Current Air Quality Status

Particulate Matter 2.5

The counties of Hamilton, Hendricks, Johnson, Marion, and Morgan counties are currently a Maintenance area for Particulate Matter of 2.5 microns or less in size (PM_{2.5}), based on the 1997 standard. The PM 2.5 emissions analysis is shown on page 5.

Ozone Attainment

Under the standards set forth in the Clean Air Act Amendments in 1990, the 9-county region of Hancock, Hamilton, Hendricks, Johnson, Morgan, Madison, Marion, Boone, and Shelby Counties is currently in attainment of the annual National Ambient Air Quality Standard (NAAQS) for the current eight-hour ozone standard. The attainment designation eliminates the requirement to make a conformity determination on ozone.

Planning Assumptions

The planning assumptions did not change except concerning the air quality modeling. For this amendment, the MOVES 14 air quality modeling software was used; in addition, a new vehicle fleet dataset was provided to the MPO via the Indiana Department of Transportation (INDOT) to use in the MOVES 14 software.

Interagency Consultation Group (ICG) Process

As prescribed in the Interagency Consultation Group, Conformity Consultation Guidance document, this consultation process is intended to guide Metropolitan Planning Organizations (MPOs) and other interagency consultation group parties through the transportation conformity process. On June 23, 2015, the MPO held the conference call with members of the ICG and discussed the projects proposed, any new planning assumptions, and the travel demand modeling and air quality modeling process to represent those changes. The meeting summary can be found in Appendix A.

Public Involvement Process

This Long Range Transportation Plan amendment will be advertised for public review from July 24, 2015, through August 13, 2015, in accordance with the MPO's Public Involvement Plan

Amended Projects

Red Line Bus Rapid Transit (BRT)

The Red Line BRT is the first premium transit service proposed to be implemented in the region. Full build out stretches from Westfield to Greenwood via downtown Indianapolis. The Red Line connects the largest employment centers in the region with the highest population densities. The project would be completed in three phases. Phase 1 is from Broad Ripple to the University of Indianapolis; Phase 2 is from Broad Ripple to Westfield; and Phase 3 is from University of Indianapolis to Greenwood.

See Appendix B for the Red Line route map with proposed station locations.

The table below shows the project's cost and proposed revenue sources. Previous to this amendment, projects adopted into the LRTP have been roadway expansion projects. As a policy since the adoption of this 2035 LRTP, the MPO has required identified and secured funding sources for LRTP project amendments. However, federal transit and roadway expansion projects have different requirements during project development. The Federal Transit Administration (FTA) requires Small Starts projects be included in MPO LRTPs before being considered for Small Starts grant awards. Because of fiscal constraint concerns, the MPO reached out to FTA for their review. The FTA's headquarters in Washington, D.C., reviewed the funding assumptions and feels comfortable moving forward. The project has federal support as it was recently accepted in FTA's Small Starts Project Development pipeline.

Project Costs and Revenue Sources:					
Capital Costs		Phase 1	Phase 2	Phase 3	Total
	Preliminary Engineering (PE)	\$5,000,000	\$4,000,000	\$2,500,000	\$11,500,000
	Right of Way (RW)		\$1,000,000	\$1,000,000	\$2,000,000
	Construction (CN)	\$50,000,000	\$35,000,000	\$23,000,000	\$108,000,000
	Total	\$55,000,000	\$40,000,000	\$26,500,000	\$121,500,000
Capital Revenues	Federal (FTA 5309)	\$44,000,000	\$20,000,000	\$13,250,000	\$77,250,000
	State (Regional Cities Grant)	\$5,500,000			\$5,500,000
	Property Tax				
	Downtown Tax Increment Financing (TIF)	\$5,500,000			\$5,500,000
	Income Tax (Referendum)		\$20,000,000	\$13,250,000	\$33,250,000
	Total	\$55,000,000	\$40,000,000	\$26,500,000	\$121,500,000
Operation	Annual Operating Cost	\$6,500,000	\$6,000,000	\$3,500,000	\$16,000,000
	Property Tax Revenues (IndyGo)	\$6,500,000			\$6,500,000
	Income Tax Revenues (Referendum)	\$	\$6,000,000	\$3,500,000	\$9,500,000
Grand Total		\$61,500,000	\$46,000,000	\$30,000,000	\$137,500,000

Monument Circle

This amendment also includes a project to improve pedestrian access within Monument Circle. Though not an expansion project (typically the only project type considered regionally significant in this LRTP), the Federal Highway Administration has asked the Indianapolis MPO to add the Monument Circle project to the Illustrative List to indicate Policy support due to the high cost of the project. The project has received federal funding for design (\$444,600 in FY13) and is programmed for preliminary engineering (\$500,000 in FY16). The cost to complete this project is \$56.6 million.

The full application for the 2015 IRTIP funding is included in Appendix C. This project does not affect air quality conformity; and fiscal constraint is not affected as it is an Illustrative project.

Conformity Analysis Results

The table 1 below shows the emissions budgets and forecasts for the model years 2015, 2025, and 2035. The results of the air quality conformity analysis indicate the area is under the allowable budgets for the PM2.5 pollutant.

Table 2 shows the travel demand model output for Vehicle Miles Traveled.

Table 1 PM2.5 Pollutant Budgets and Forecasted Emissions

Particulate Matter (PM) 2.5 Results Running + Non-Running Emissions				
Year	PM 2.5 Budget	PM 2.5 Forecast	PM NOx Budget	PM NOx Forecast
2015	853.76	736.52	25,314.49	21,401.28
2025	460.18	334.27	13,368.60	8,969.29
2035	460.18	268.44	13,368.60	5,673.90

Table 2 Vehicle Miles Traveled (VMT)

Vehicle Miles Traveled (VMT)		
Year	System VMT	PM2.5 County VMT
2015	53,050,312	43,447,831
2025	64,718,776	52,007,027
2035	67,261,792	54,764,545

Fiscal Constraint

The fiscal constraint of the 2035 LRTP is maintained as shown in Table 3. This amendment does not change fiscal constraint of the LRTP. The revenues proposed for funding the Red Line BRT are new revenue sources and were not included in the major update completed in 2011. The Monument Circle project is being amended to the Illustrative List of projects. The Illustrative list is not cost-constrained.

The fiscal constraint of the 2035 LRTP is maintained in its entirety; the negative difference (0.6%) in Period 2's revenue and cost is considered a reasonable difference. The MPO will be updating its revenue projections during the development of the 2045 LRTP, beginning this year.

Table 3 Fiscal Constraint

Fiscal Balancing – Non-INDOT Roadway Expansion Projects

	<i>2035 LRTP Time Period</i>		
	<u>Period 1</u>	<u>Period 2</u>	<u>Period 3</u>
Federal Revenue	\$49,863,737	\$113,566,852	\$944,154,530
Local Revenue	\$209,510,811	\$547,922,378	\$139,851,760
Total Revenue	\$259,374,548	\$640,702,322	\$1,084,006,290
Total Estimated Cost of Planned Projects	\$188,959,514	\$665,444,140	\$1,067,684,112
Difference between Revenues and Costs	27.1%	-0.6%	1.5%

Conclusion

This amendment meets air quality conformity standards for particulate matter 2.5; and the LRTP's fiscal constraint is maintained.

Appendix A ICG Meeting Notes

Indianapolis MPO 2035 Long Range Transportation Plan (LRTP) Amendment – Summer 2015

Central Indiana Interagency Consultation Group Amendment Packet

(Including ICG Initial Meeting Minutes, Conformity Results, and Air Quality Modeling Inputs)

Indianapolis Metropolitan Planning Organization
2015 Long Range Transportation Plan Amendment
Central Indiana Interagency Consultation Group Meeting
Minutes
June 23, 2015; 2pm

Attendance:

Stephanie Belch, MPO	Larry Heil, FHWA
Andy Swenson, MPO	Tony Maietta, EPA
Catherine Kostyn, MPO	Tony Greep, FTA
Ryan Wilhite, MPO	Frank Baukert, INDOT
Anna Gremling, MPO	Randy Walter, INDOT
Annette Darrow, IndyGo	Shawn Seals, IDEM
Justin Stuehrenberg, IndyGo	Jerry Bridges, MCCOG

I. Introductions and Air Quality Status

The 9-county area is in attainment of the 2008 Ozone standard; the 5-county area (Hamilton, Marion, Hendricks, Morgan, and Johnson) is a maintenance area for Particulate Matter 2.5, based on the 1997 standard.

II. Planning Assumptions

Except for a new vehicle fleet mix, there have been no changes in the planning assumptions since the last amendment (early 2015). A statewide vehicle fleet dataset was provided to the Indiana Department of Transportation (INDOT) in December 2014 from the Indiana Bureau of Motor Vehicles (BMV). The analysis was performed by Corradino Group under contract to INDOT.

III. Discussion of the Red Line Bus Rapid Transit (BRT)

The Red Line BRT is moving forward with an application to FTA's Small Starts program in the Fall of this year and therefore needs to be amended into the Long Range Transportation Plan. The FTA has confirmed that the ability to hold referenda is reasonable for meeting fiscal constraint requirements.

Justin Stuehrenberg from IndyGo walked us through the project corridor that stretches from Westfield down to Greenwood. The busses will be electric with onboard batteries, and charging stations along the route. Outside the urban core the BRT would operate mostly in mixed traffic

with some traffic signal improvements and enhanced station areas. Dedicated bus lanes would begin on College Avenue in Broad Ripple and continue downtown using 38th Street, Meridian Street, and Capital Avenue to downtown to the new Transit Center. From there, the bus would operate in mixed traffic using Virginia Ave., Shelby St. and Madison Ave. into Greenwood. The MPO has modeled the dedicated lanes by removing traffic lanes as appropriate. It's important to note that the regional travel demand model doesn't recognize many of the BRT design elements that are important to the project, but from the modeling perspective, the project is reflected as appropriate.

Larry Heil pointed out that the U.S. Secretary of Transportation has visited the City in support of the Red Line as it's seen as an important project to the Ladders of Opportunity program that will help low-income people on the near north side have better access to jobs.

Jerry Bridges asked about the public process and which documents have been posted online. Justin responded that the Alternatives Analysis which set the alignment is posted; IndyGo is currently in the design and environmental phase, the final environmental document should be complete by early next year.

Justin added that the NEPA (National Environmental Protection Act) public involvement process would begin this summer in July/August.

Tony Greep, FTA Region 5, offered that the funding assumptions for this project have been reviewed by FTA Headquarters in Washington, D.C., and they are comfortable with the assumptions.

IV. Other Potential Projects to be Amended

At the request of the FHWA, the Monument Circle pedestrian enhancement project is being added to the LRTP's Illustrative list. This project has received federal funding through the Transportation, Community, and System Preservation (TCSP), as well as STP funds for Preliminary Engineering to continue the NEPA process. The city of Indianapolis has applied for \$15 million in 2015 TIGER funds for construction.

This project is exempt from air quality conformity.

V. Amendment Schedule (proposed)

- A. Travel Demand Modeling: June 24 – July 17
- B. Draft AQ Analysis to ICG: July 20
- C. Public Comment: July 21 – August 5
- D. IRTC Policy Board Approval: August 19

VI. ICG Member Questions, Concerns, or Comments

There were no questions, concerns, or comments not already covered in these notes.

VII. The meeting was adjourned at approximately 2:30 pm.

Appendix B Red Line BRT



Appendix C Monument Circle

J. Pedestrian Enhancement (100 points possible)

	CRITERION	MEASURES	Mark appropriate SCORE	
1	SIDEWALK EXPANSION / REHABILITATION *	Adds or rehabs 0.5 or more miles (Project Length)	20	20
		Adds or rehabs 0.3 to 0.49 miles (Project Length)	15	
		Adds or rehabs less than 0.3 mi. (Project Length)	10	
2	PROJECT LOCATED ON RECOMMENDED CORRIDOR IN REGIONAL PEDESTRIAN PLAN or IDENTIFIED AS NEEDED SEGMENT in a WALKABILITY STUDY	Yes	15	15
		No	0	
3	CONNECTS MISSING LINK IN SIDEWALK NETWORK * (identified in the Regional Pedestrian Plan)	Connects to a collector sidewalk	20	
		Makes another connection	10	
4	ELIMINATES PEDESTRIAN / VEHICLE HAZARD *	Yes	15	15
		No	0	
5	CONNECTS MULTIPLE PEDESTRIAN DESTINATIONS * [high density (10+units/acre) residential, commercial, office districts and/or mixed use districts]	Yes	15	15
		No	0	
6	NEW or REHABED SIDEWALK/MULTIUSE PATH CONNECTING TO a BUS STOP or RAPID TRANSIT STATION *	Existing mass transit route	15	15
		Planned mass transit route	10	
		Not connected	0	
TOTAL POINTS for PEDESTRIAN ENHANCEMENT PROJECT				80

* Documentation is required to substantiate the scores; particularly those criteria identified by an asterisk (*)

VALUES CAPTURED

1. Pedestrian Travel Opportunity
2. Extension of Planned Network
3. Network Travel Function
4. Improved Safety
5. Improved System Function
6. Multi-Modal Travel Opportunity



Indianapolis *Gregory A. Ballard, Mayor*
REBUILDINDY
Department of Public Works

1200 S. MADISON AVE., SUITE 200
INDIANAPOLIS, INDIANA 46225

July 3, 2014

Indianapolis Metropolitan Planning Organization
200 E Washington Street, Suite 1922
Indianapolis, IN 46204

RE: 2019 SIP Call for Projects
Monument Circle Reconstruction Project - Phase 1
Project Priority Worksheet Supporting Documentation

To whom it may concern,

As requested in the Project Priority Worksheet for the Monument Circle Reconstruction project, below is additional information supporting the Pedestrian Enhancement scoring:

ITEM 1: SIDEWALK EXPANSION &/or REHABILITATION

There is currently approximately 0.80 miles of sidewalk within the Monument Circle Phase 1 project limits, including Monument Circle, Market Street from Illinois Street to Pennsylvania Street and Meridian Street from Washington Street to Ohio Street.

Not only will this project completely reconstruct the existing sidewalks but will widen them to provide additional pedestrian space, incorporate upgraded amenities & promote lively programming opportunities.

The project will be designed for barrier free pedestrian traversability. Much of the space will be a curbless environment, and the areas with curbs will include pedestrian oriented crossings in lieu of restricting curb ramps.



Figure 1. Project Vicinity Map



ITEM 4: ELIMINATES PEDESTRIAN/VEHICLE HAZARD

Currently there is approximately 50' of driving/parking space and 50' of sidewalk space, including both the inner and outer walkways, within Monument Circle. As part of this project, the driving/parking space will be reduced to 33' and the additional 17' converted to sidewalk space. In doing so, we are eliminating hazards by narrowing the roadway which stimulates traffic calming and shortening the crosswalk lengths which decrease the amount of pedestrian/vehicle interaction.

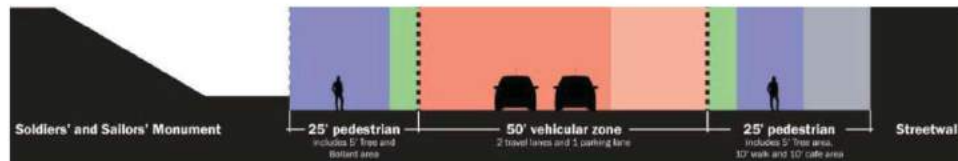


Figure 2. Existing Monument Circle Section



Figure 3. Proposed Monument Circle Section

Market and Meridian Streets currently have approximately 50' roadways with 20' of sidewalk on each side. As part of the project, the driving/parking space will be reduced to 40' with the additional 10' being converted to sidewalk space. This will stimulate traffic calming and shorten crosswalk lengths.

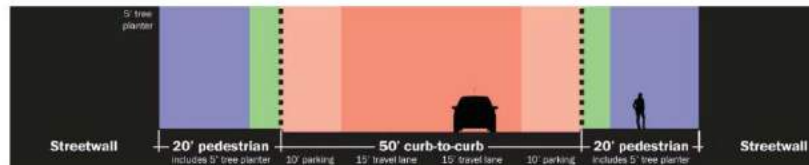


Figure 4. Existing Market/Meridian Section



Figure 5. Proposed Market/Meridian Section



Furthermore, the Monument Circle Reconstruction project will address the lack of accessibility to the Soldiers and Sailors Monument. Sidewalks and travel lanes will be design not to exceed a 2% cross slope and universally accessible ramps will be incorporated into all four quadrants of the monument allowing access not only to the first platform of the monument but also access to the statues surrounding it, something not possible with the existing layout.



Figure 6. Proposed Improvements to Soldiers and Sailors Monument

ITEM 5: CONNECTS MULTIPLE PEDESTRIAN DESTINATIONS

Thousands of pedestrians visit Monument Circle each year in celebration of Colts games, the Indy 500, Brickyard 400, the NCAA events, the Circle of Lights and hundreds of other events.

Within a mere two to three block walk each spoke leading away from Monument Circle provides connection to a variety of pedestrian attractions, including University Park to the north, City Market and the Cultural Trail to the east, Georgia Street and the State Capitol Building to the south and the State Capitol Building to the west. There are numerous restaurants, shops and businesses that also draw pedestrians to the heart of downtown.

This project will not only improve the Circle's infrastructure, but also enhance the walkability, accessibility, and sense of community and place for this iconic space.



Figure 6. Major Destinations Surrounding Project Limits



ITEM 6: NEW/REHABED SIDEWALK/MULTI-USE PATH CONNECTING TO A BUS STOP/RAPID TRANSIT STATION

Phase 1 of the reconstruction project will provide improved connection to several very active bus stops within one city block of the Meridian and Ohio Street intersection. As future phases develop further connection will be provided as shown in the map provided below.



Figure 7. Bus Stops Surrounding Project Limits



Indianapolis *Gregory A. Ballard, Mayor*
REBUILDINDY
Department of Public Works

1200 S. MADISON AVE., SUITE 200
INDIANAPOLIS, INDIANA 46225

We appreciate your consideration of the Monument Circle Rehabilitation project with the 2019 STP call for projects. Please feel free to contact me if you have any further questions.

Best Regards,

Angela Nicholson
Indianapolis Department of Public Works
1200 Madison Avenue, Suite 200
Indianapolis, IN 46225
317.327.2308



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

AUG 27 2015

REPLY TO THE ATTENTION OF:

Richard J. Marquis
Division Administrator
Federal Highway Administration
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

Dear Mr. Marquis:

This letter provides the U.S. Environmental Protection Agency's comments regarding amendments to the Indianapolis Metropolitan Planning Organization (IMPO) 2035 Long Range Transportation Plan (plan). The associated air quality documentation for the amended 2035 plan includes an analysis to demonstrate conformity for EPA's 1997 annual fine particulate matter (PM_{2.5}) National Ambient Air Quality Standard (standard). The Indianapolis area is currently designated as maintenance for the 1997 annual PM_{2.5} standard and has approved Motor Vehicle Emissions Budgets (budgets) for precursor emissions related to the standard.

EPA has reviewed the amended 2035 plan and associated documentation provided by IMPO and submitted to EPA for comment by the Federal Highway Administration (FHWA) on August 19, 2015. Based on our review, EPA concludes that the amended 2035 plan conforms to the approved budgets contained in the area's maintenance plan for the 1997 annual PM_{2.5} standard.

EPA agrees with FHWA's recommendation to determine that the amended 2035 plan for the Indianapolis area demonstrates conformity for the 1997 annual PM_{2.5} standard, as required by the conformity rule at 40 CFR Part 93. We have no further comments at this time.

If you have any questions, please contact Anthony Maietta, of my staff, at (312) 353-8777 or maietta.anthony@epa.gov.

Sincerely,

A handwritten signature in cursive script that reads "Pamela Blakley".

Pamela Blakley
Chief
Control Strategies Section

cc: Marisol Simon, Regional Administrator
Region 5, Federal Transit Administration

Chris Pedersen
Section Chief
Indiana Department of Environmental Management

Larry Heil
Transportation Planner
Federal Highway Administration – Indiana Division



INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

We Protect Hoosiers and Our Environment.

Michael R. Pence
Governor

Thomas W. Easterly
Commissioner

100 North Senate Avenue
Indianapolis, Indiana 46204
(317) 232-8603
Toll Free (800) 451-6027
www.idem.IN.gov

August 25, 2015

Richard J. Marquis, Division Administrator
Federal Highway Administration
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

Mr. Marquis:

This letter provides the Indiana Department of Environmental Management's (IDEM) comments regarding the air quality requirements associated with the Indianapolis Metropolitan Planning Organization (Indy MPO) air quality conformity demonstration for the greater Indianapolis, Indiana area. The greater Indianapolis area is currently designated as a maintenance area for the 1997 annual fine particulate matter (PM_{2.5}) standard and has approved motor vehicle emission budgets for fine particulate matter precursors of direct PM_{2.5} and nitrogen oxides. In addition, the greater Indianapolis area was previously designated as an 8-hour ozone maintenance area for the 1997 standard.

IDEM has reviewed the Summer 2015 Amendment to the 2035 Indianapolis Long Range Transportation Plan and the associated air quality documentation prepared by the Indy MPO. This documentation indicates that the projected emissions associated with the transportation sector of this area appears to conform with the motor vehicle emission budgets as detailed in the United States Environmental Protection Agency approved motor vehicle emission budgets and/or required testing methodology in place at this time for the 1997 8-hour ozone and 1997 annual fine particulate matter standards.

Based on the information provided within this documentation, IDEM has no formal comments at this time. IDEM defers to the Federal Highway Administration for official determination of conformity concerning the greater Indianapolis, Indiana area and the associated documentation.

If you have questions or comments or need additional information please contact me at 800-451-6027 ext. 3-0425 or SSeals@idem.IN.gov.

Regards,

Shawn M. Seals
Senior Environmental Manager
Indiana Department of Environmental Management



U.S. Department
of Transportation

Federal Transit Administration Federal Highway Administration
Region V Indiana Division
200 West Adams St., Suite 320 575 N. Pennsylvania St., Rm 254
Chicago, IL 60606-5253 Indianapolis, IN 46204-1576

August 31, 2015

Mr. Roy Nunnally, Director
Asset Planning and Management Division
Indiana Department of Transportation
100 North Senate Avenue
Indianapolis, IN 46204

Dear Mr. Nunnally:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the enclosed amendment to the Indianapolis Metropolitan Planning Organization (IMPO) 2035 Transportation Plan. USEPA and IDEM have also completed their review and found that all applicable Clean Air Act conformity requirements have been addressed.

Therefore, FHWA and FTA find the IMPO 2035 Transportation Plan Amendment dated August 18, 2015 conforms to all applicable requirements.

Should you have any questions regarding this eligibility finding, please contact Larry Heil of FHWA at (317) 226-7480 or Tony Greep of FTA at (312) 353-1646.

Sincerely,

Marisol R. Simón
Regional Administrator
FTA Region 5

Sincerely,

Richard J. Marquis
Division Administrator
FHWA Indiana Division

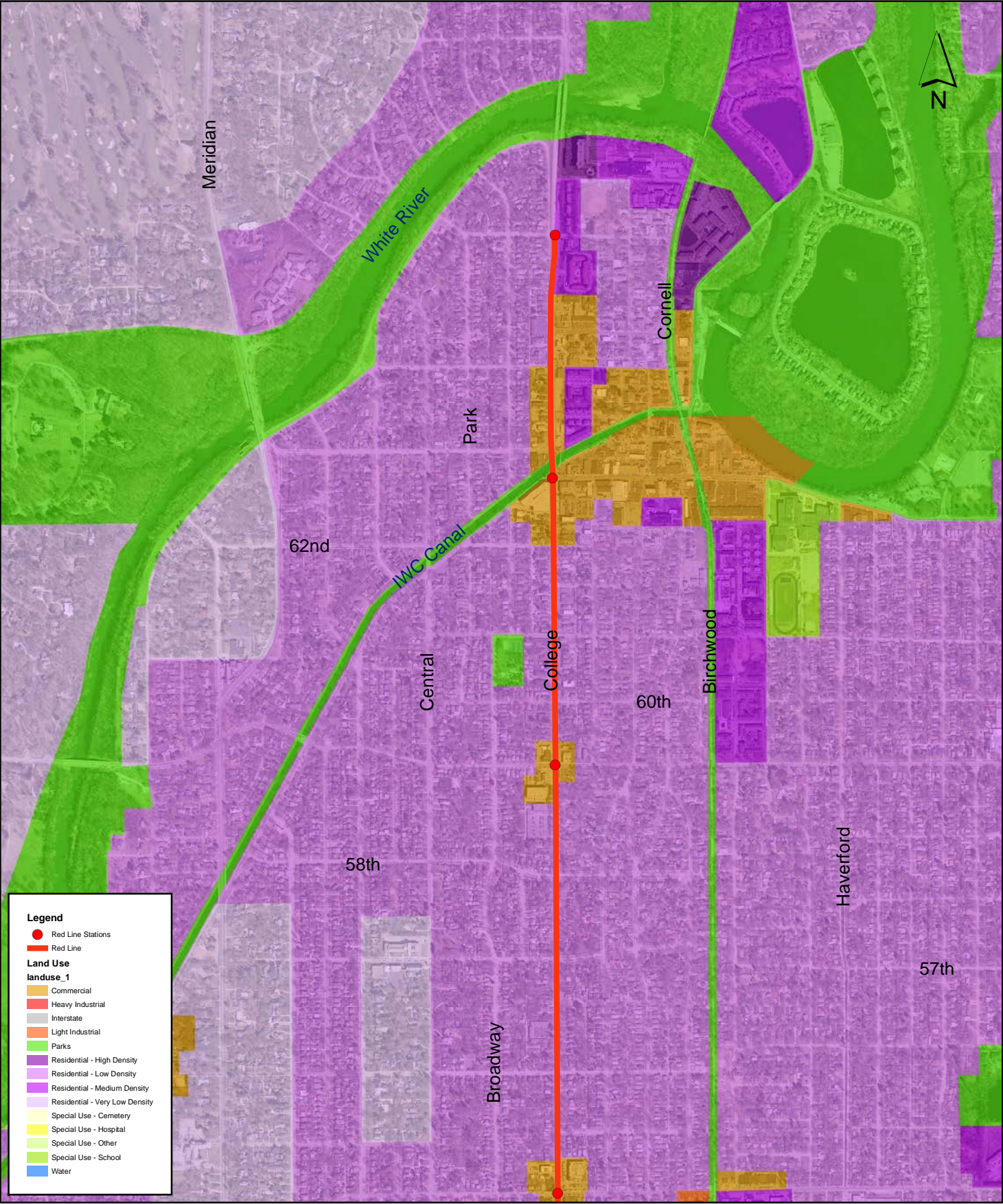
Enclosures

IndyGo Red Line Rapid Transit Project – Phase 1

NEPA DCE Appendix B: Land Use

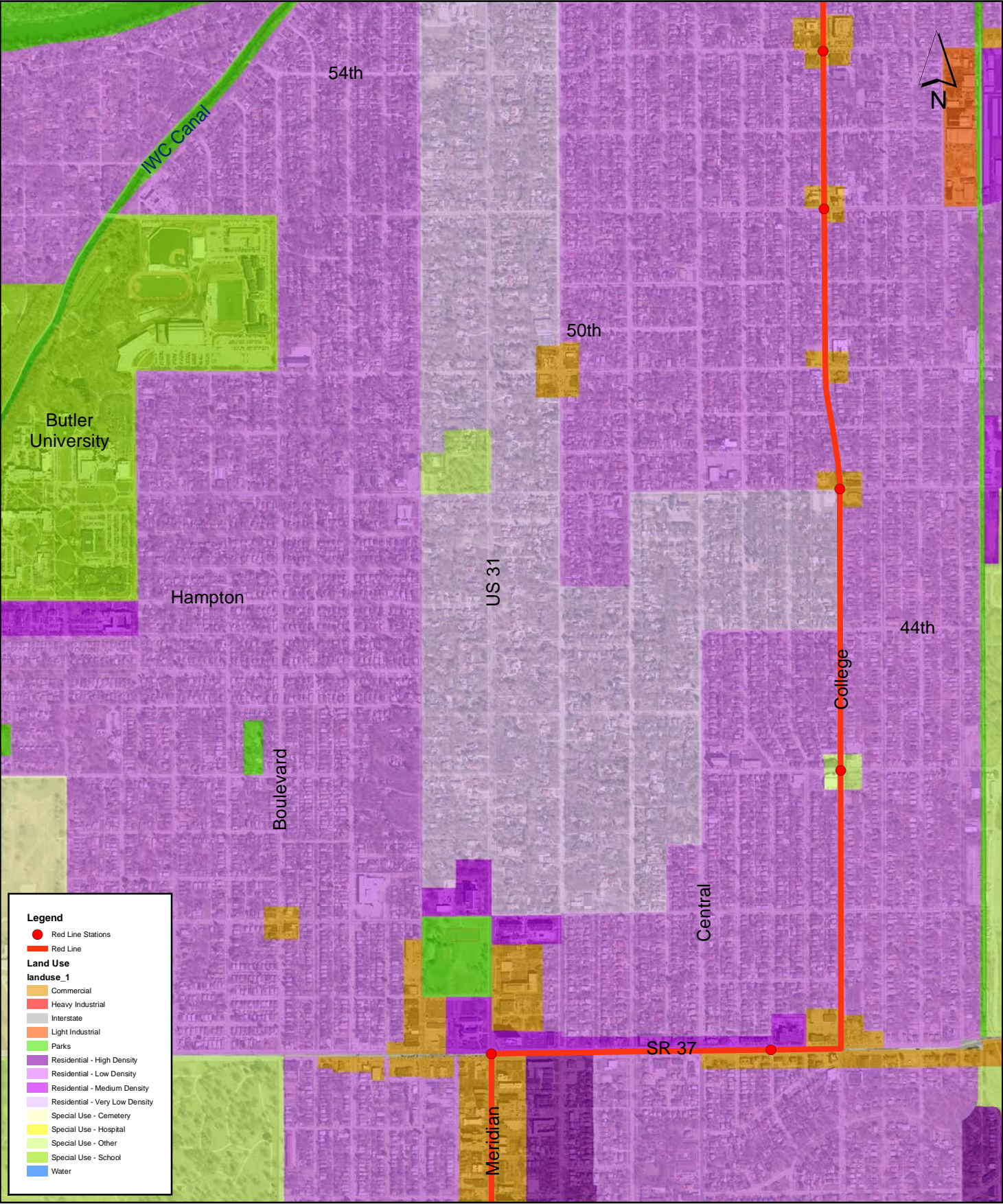
Detailed Land Use Mapping
(Based on the City of Indianapolis's 2005
Comprehensive Plan)

IndyGo Red Line Rapid Transit, Indianapolis, Indiana



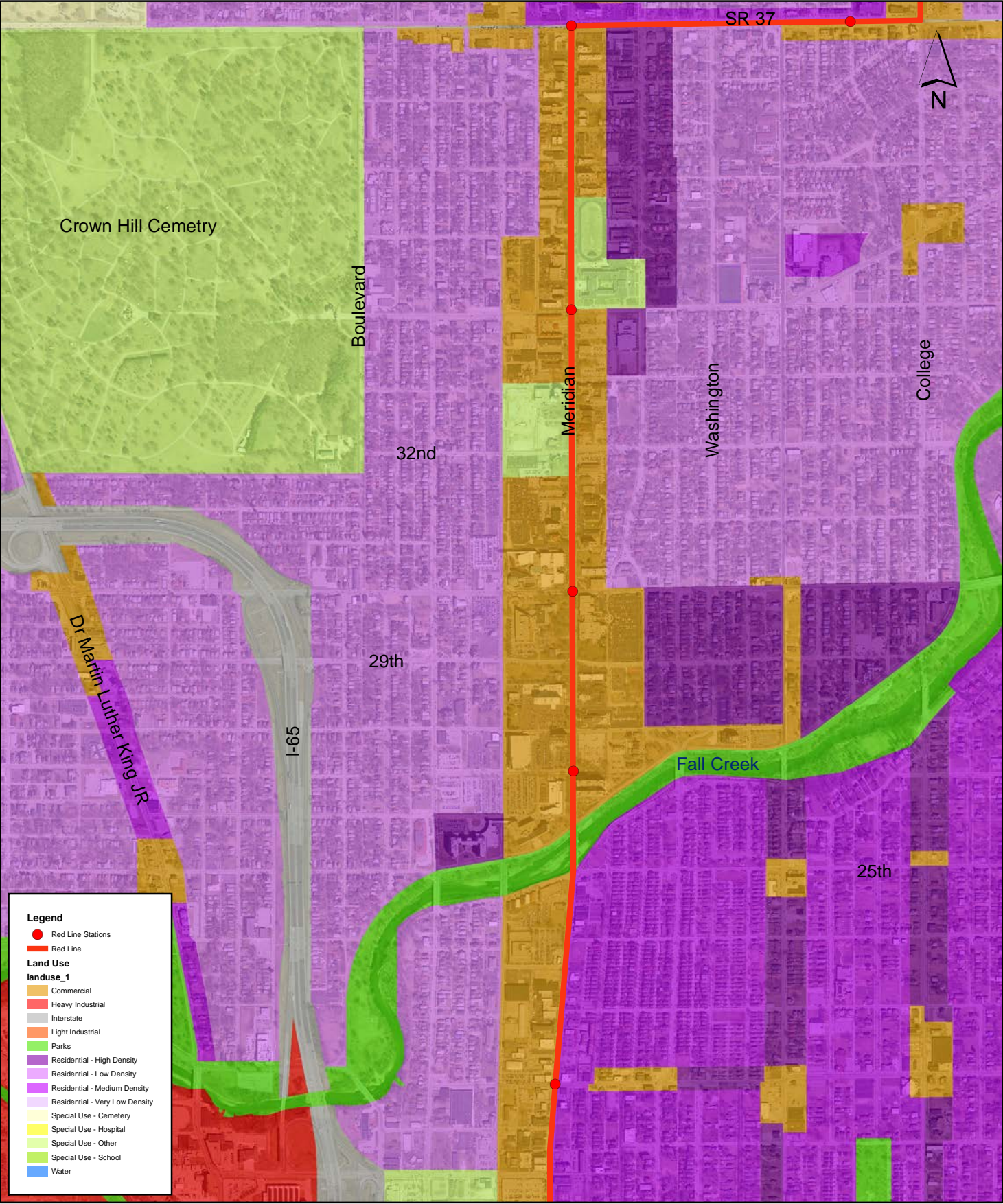
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IndyGo Red Line Rapid Transit, Indianapolis, Indiana

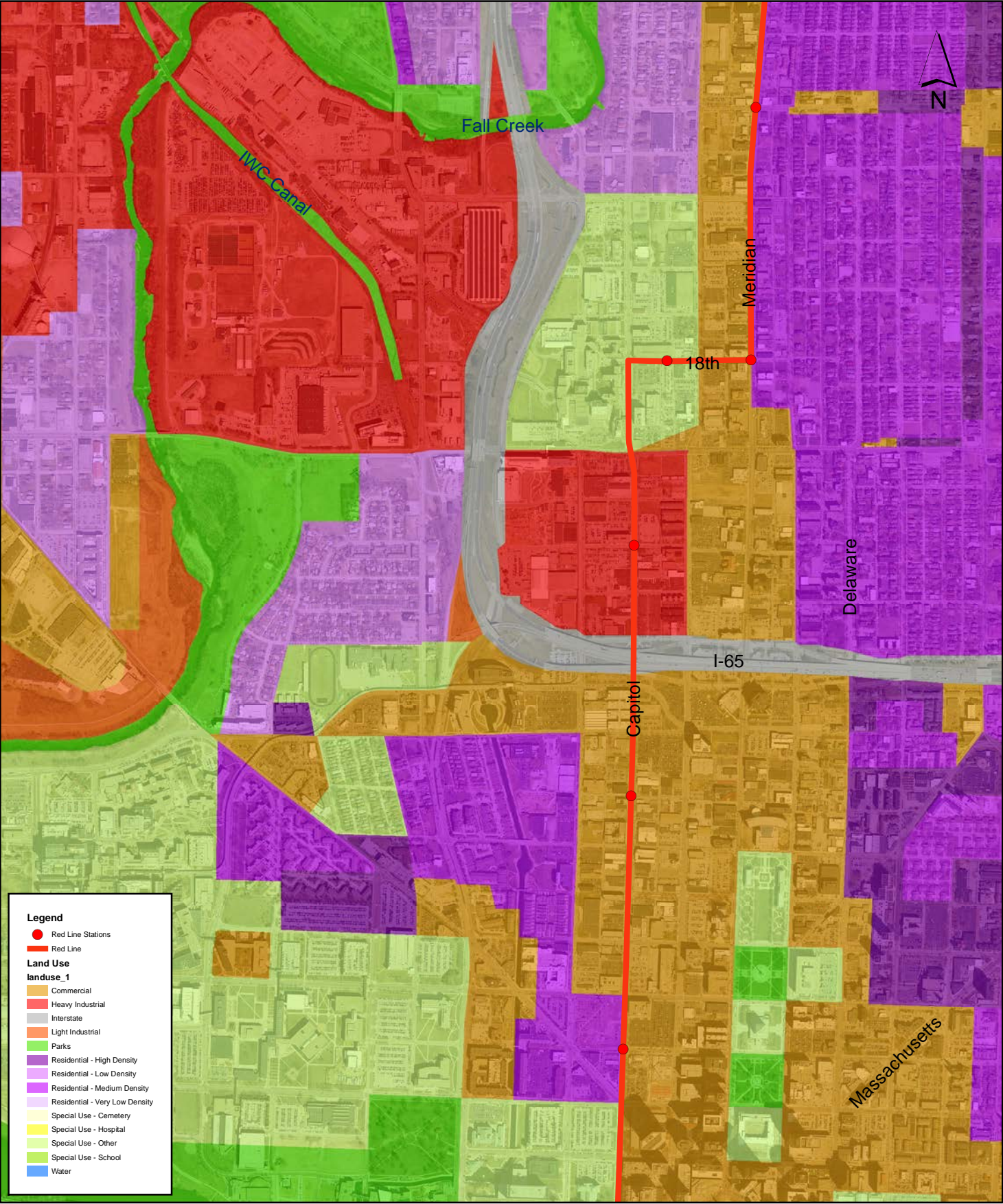


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IndyGo Red Line Rapid Transit, Indianapolis, Indiana

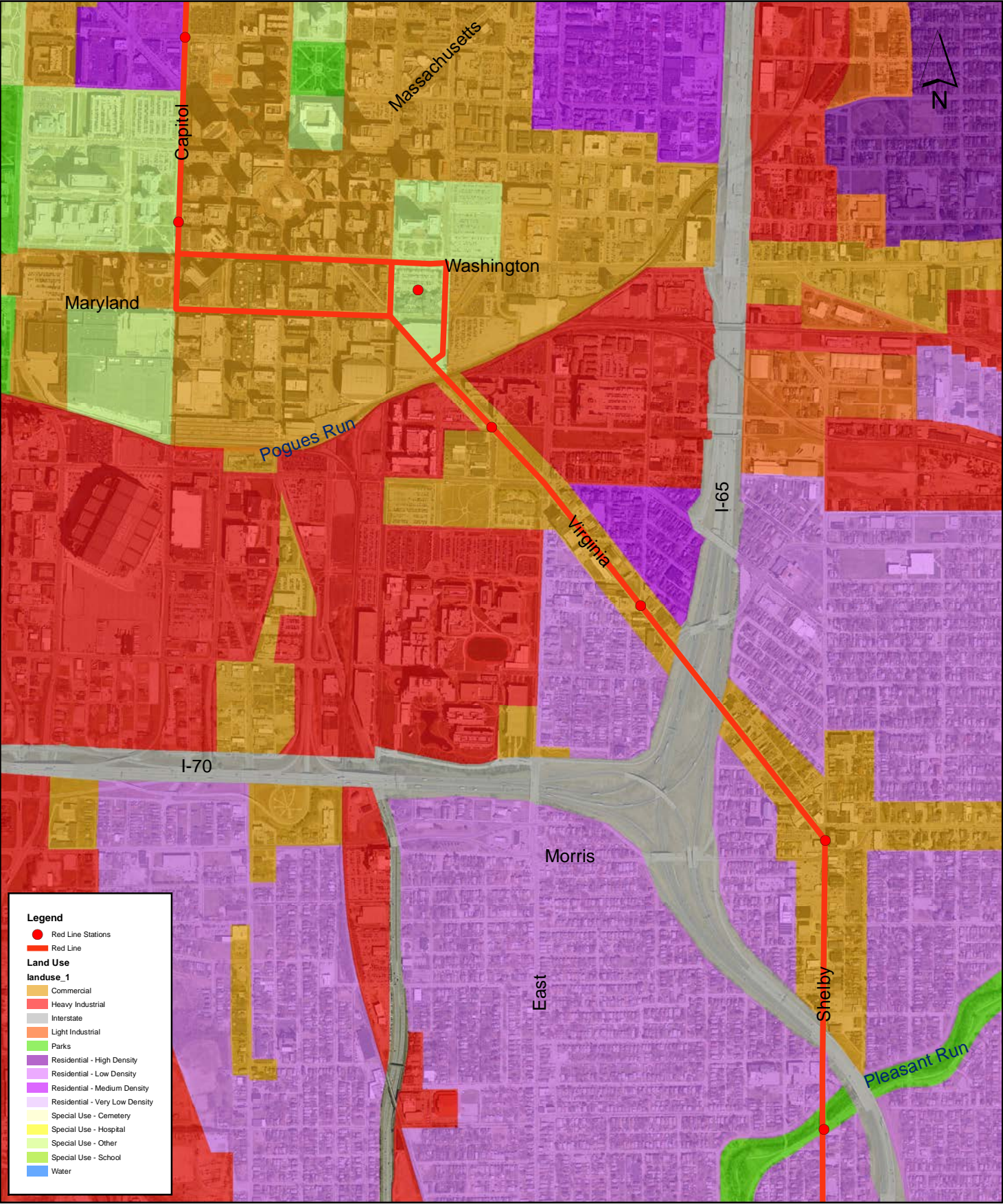


IndyGo Red Line Rapid Transit, Indianapolis, Indiana



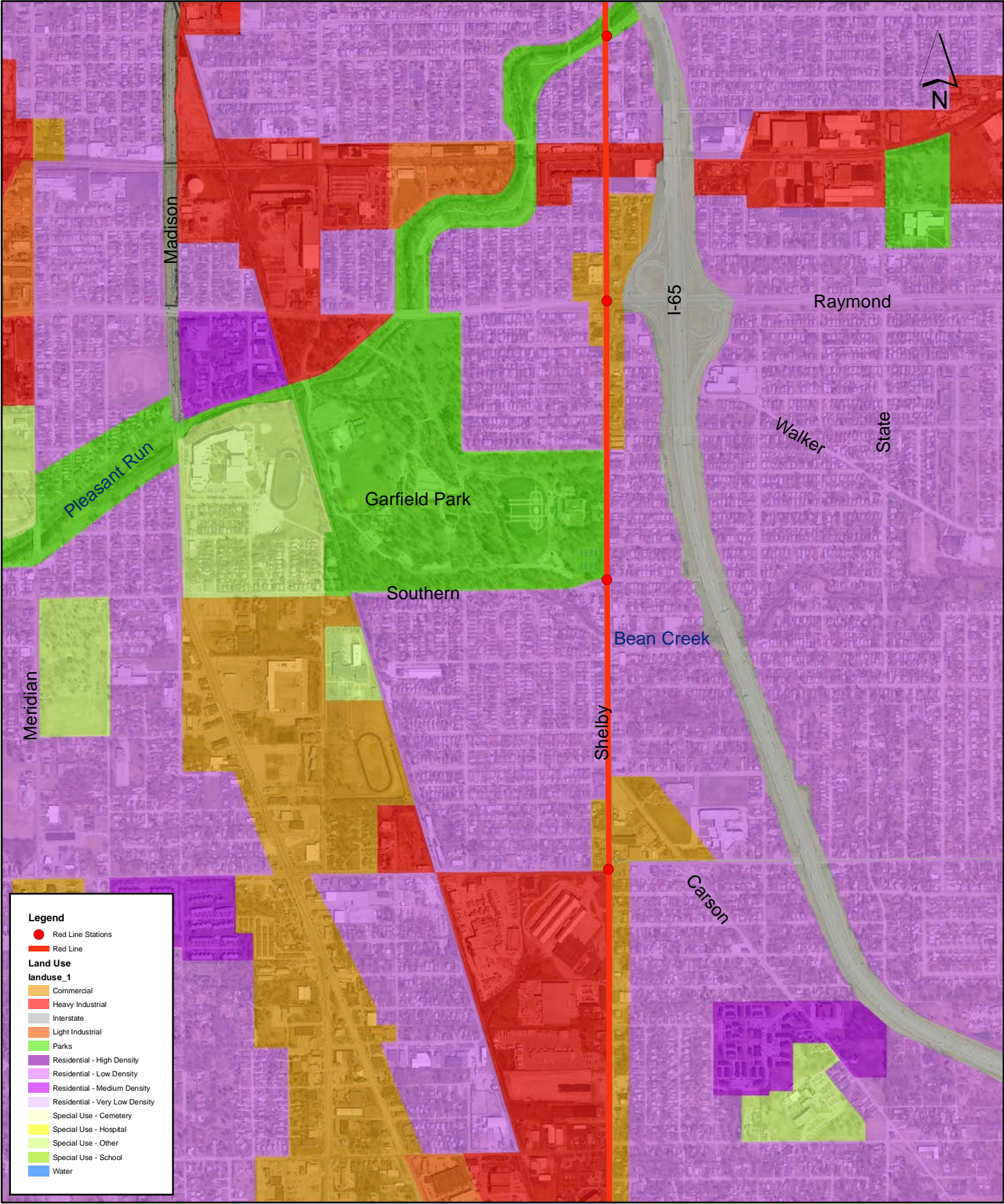
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IndyGo Red Line Rapid Transit, Indianapolis, Indiana



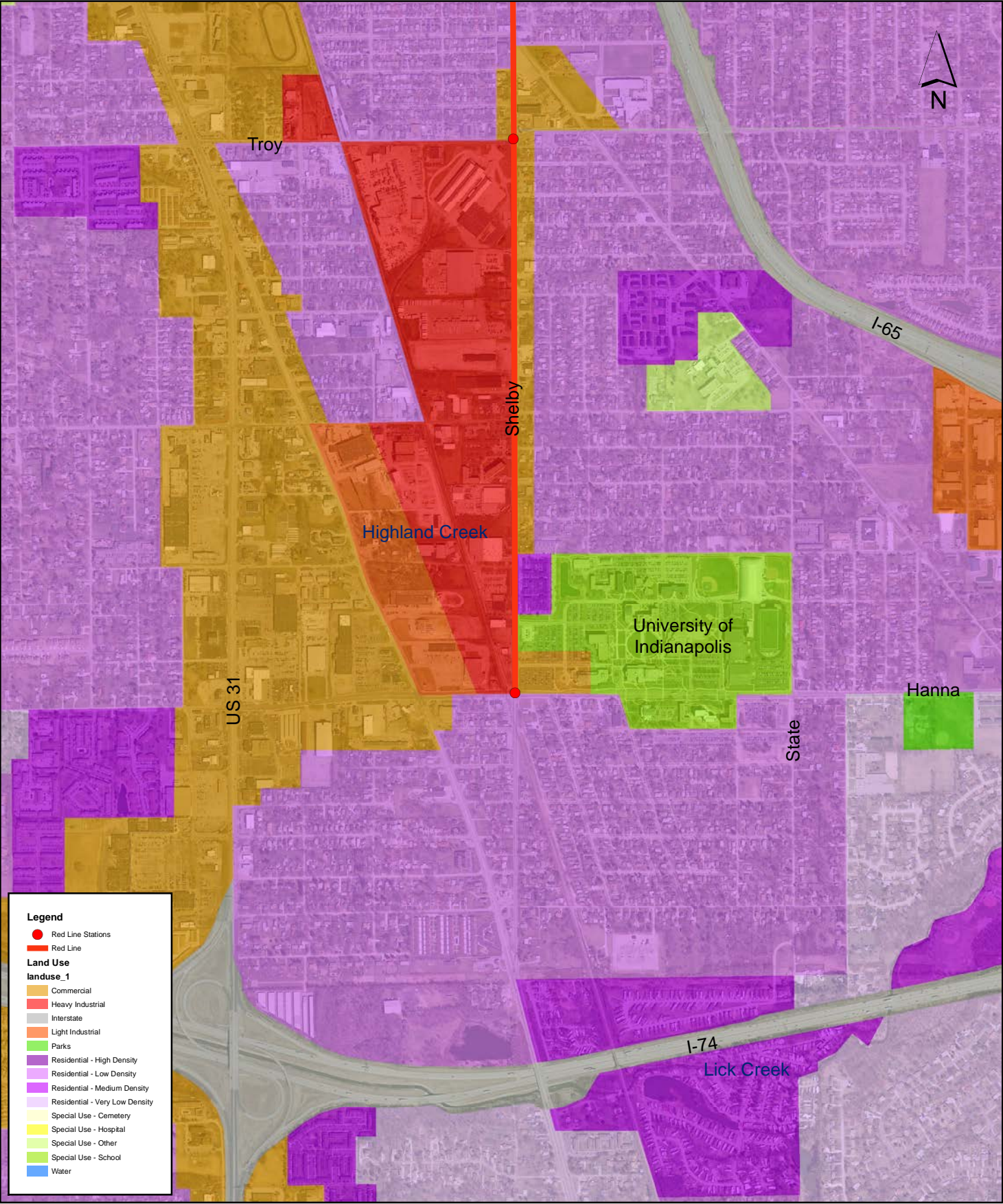
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IndyGo Red Line Rapid Transit, Indianapolis, Indiana



0 0.1 0.2 0.4 Miles

IndyGo Red Line Rapid Transit, Indianapolis, Indiana



0 0.1 0.2 0.4 Miles

**Meridian Kessler Neighborhood Plan - Land Use
Mapping
(April 2015)**

3. LAND USE AND DEVELOPMENT

Land use within Meridian Kessler has been generally stable for many decades. However some parts of the neighborhood are seeing interest in conversion from one land use to another. For example, the popularity of the neighborhood has caused interest in expansion of its commercial nodes. Another example is the conversion of the Monon from a rail line to a rail trail, which has turned an industrial amenity into a residential and commercial amenity. This change is influencing redevelopment along the eastern edge of the neighborhood.

It is the goal of this plan to find harmonious ways to fit new development into the existing fabric of the neighborhood.

Overall Recommendations and Actions:

- 3.1 Any new structures should be consistent with the setbacks, height, style, material, and mass of the surrounding neighborhood.
- 3.2 Chain link fencing should be discouraged.
- 3.3 Signage near residences should not be internally illuminated.
- 3.4 Parking lots should be screened with landscaping.
- 3.5 Appropriately-sized trash containers should be provided on non-residential properties.
- 3.6 Evening and weekend hours should be limited for commercial uses adjacent to residences.
- 3.7 Landscaping and green space should be installed throughout the neighborhood, with particular attention paid to the commercial nodes along College Avenue.
- 3.8 Uses that would serve the youth of the neighborhood should be provided.

In addition to these overall recommendations, specific recommendations and guidelines are provided for specific portions of the neighborhood on subsequent pages.



Landscaping and green space should be installed throughout the neighborhood, with particular attention paid to the commercial nodes along College Avenue.

LAND USE PLAN

BASE LAND USE TYPOLOGIES

The Land Use map recommends a land use for each parcel in the study area. This recommendation is modified if the parcel is within an overlay district (see below). The recommendation will also be modified if the site is located in a Critical Area (see page 18).

Land use categories used on the map broadly define development by type of use (for example: residential, commercial, or industrial) and intensity of use (for example, number of employees or amount of traffic generated). This assignment represents the most appropriate and desirable use for the parcel

The plan's land use categories are:

Living Districts, which include a mix of residential types, public facilities, parks and limited, small-scale and low-intensity retail development

- Estate Neighborhood
- Traditional Neighborhood

Mixed-Use Districts, which contain a substantial mix of retail, residential, public facilities, institutions, parks, and low-intensity industrial uses

- Urban Mixed-Use
- Village Mixed-Use

Working Districts, which contain a mix of employment-generating uses, public facilities, and parks

- Office Commercial Uses

Other Land Uses, which are single-use areas that may be found between or within the districts above

- Park
- Linear Park
- Regional Special Use

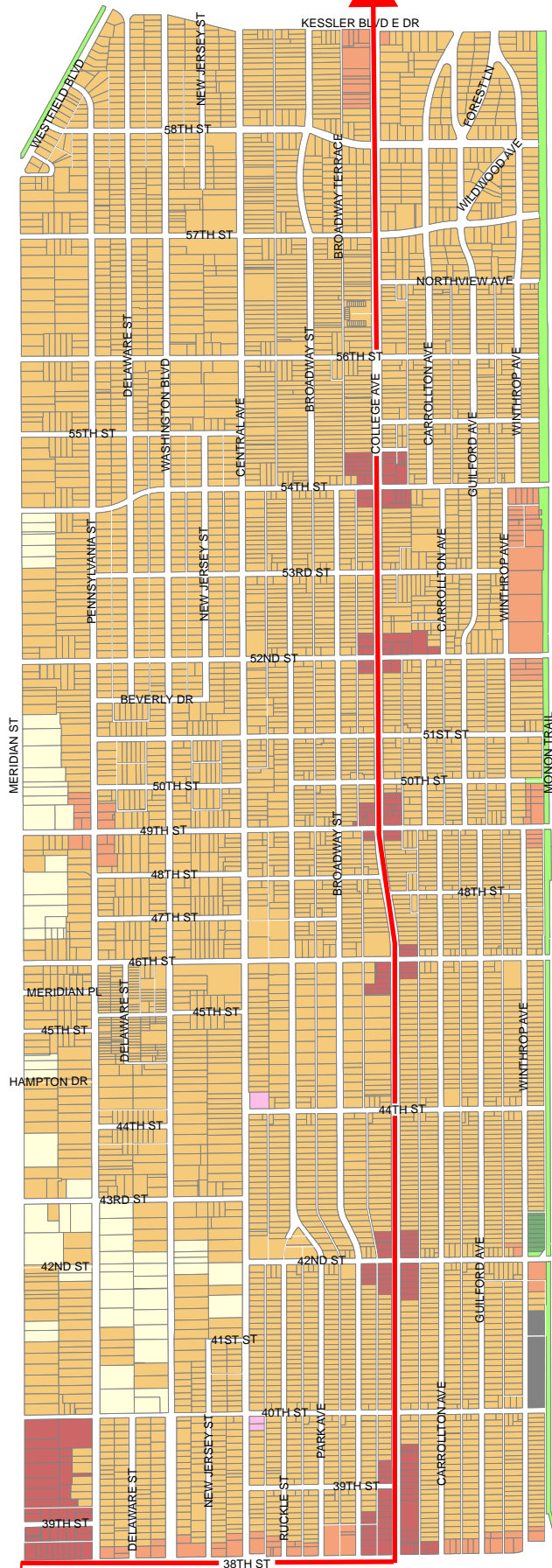
OVERLAY MODIFIERS

Overlay modifiers are thematic or issue-oriented districts that change the recommendations of the underlying base typology. Overlays do not stand on their own, but work in conjunction with the base typology.

- Environmentally Sensitive Areas (ES)
- Wellfield Protection (WP)
- Residential Corridor Reserve (RR)
- Critical Areas (CA)

These categories are described in more detail in Appendix C.

Phase 1 Continues North



Legend

Proposed Land Use

- Estate Neighborhood
- Traditional Neighborhood
- Urban Mixed Use
- Village Mixed Use
- Park
- Linear Park
- Regional Special Use
- Office Commercial

0 0.125 0.25 0.5 Miles



Map 3: Proposed Land Use

Phase 1 Continues South

**Concord Community Plan - Land Use Mapping
(May 2000)**

LAND USE AND ZONING

The Concord Community Plan focuses on the physical development in the Concord area (see Map 2). The prime locations chosen for housing, the needs of employers, the delivery of goods and services, the condition of sewer and water systems, and the protection of natural resources influence physical development.

The purpose of land use and zoning discussions is two fold. 1) Land use and zoning discussions are a culmination of the Concord Community Plan. Physical development of the community is tied to the discussion of issues, and 2) These discussions communicate the direction of future development in the community to the Metropolitan Development Commission and property developers. This does not mean a property owners rights are restricted.

After the Concord Community Plan is adopted, each governmental unit within the jurisdiction where the plan is in effect shall consider actions as set out in the community plan. The activities of governmental units that apply are the authorization, acceptance, or construction of water mains, sewers, connections, facilities, or utilities; the authorization, construction, alteration, or abandonment of public ways, public places, public lands, public structures, or public utilities; and the adoption, amendment, or repeal of zoning ordinances, including zone maps and planned unit district ordinances, subdivision control ordinances, historic preservation ordinances, and other land use ordinances.

Before recommendations were developed, two necessary considerations were derived from Indiana Code 36-7-4-500 (The legislation that allows local governments to develop comprehensive plans). These considerations were the rights of individual property owners under existing law and the protection of the health, safety, and welfare of

residents.

LAND USE

A windshield survey of land use and building conditions was conducted between February 1998 and May 1998 in the Concord neighborhood (see Affordable Housing for building conditions). Thirteen categories of land use were used to classify different intensities of developed and undeveloped land. As displayed in Table 5 and Map 4, land use in the Concord neighborhood was mapped and total figures shown by category.

The survey shows land uses in the Concord neighborhood to be primarily single family residential (the largest single category in Table 10). Although single family residential comprises 19.5% of the Concord area, industrial and vacant land combines for a total of 35.0%.

Table 10 - 1998 Existing Land Use

<u>Land Use</u>	<u>Parcels</u>	<u>Acres</u>	<u>Area %</u>
Single family Residential	4,705	1,044.4	19.5
Two Family Residential	409	56.5	1.1
Multifamily Residential	66	84.3	1.6
High Density Residential	2	1.9	0.0
Commercial Office	60	45.3	0.8
Commercial Retail and Service	379	338.2	6.3
Light Industrial	265	599.2	11.2
Heavy Industrial	59	582.5	10.8
Special Uses	82	491.8	9.2
Parks, Open Space, and Agricultural	83	290.6	5.4
Vacant	891	700.6	13.0
Parking	52	44.7	0.8

Table 10 - 1998 Existing Land Use, cont.

<u>Land Use</u>	<u>Parcels</u>	<u>Acres</u>	<u>Area %</u>
Miscellaneous - Highways, Streets, Railroads, Right-Of -Way, and Rivers	-	1,090.0	20.3
Total	7,053	5,370.0	100.0

Source: City of Indianapolis, Department of Metropolitan Development, Division of Planning.
Table 10 - 1998 Existing Land Use

Single family homes are the cornerstone and glue that holds the neighborhood together. Important also are the multifamily communities that exist in the Concord neighborhood (1.6% of total area). There are several smaller scale apartment complexes scattered throughout the Concord neighborhood, most notably the Laurelwood Apartments on Teakwood Drive.

Renter occupied households are a growing number of residents in the Concord neighborhood. From 1980-1990, the number of renter households increased by 9.0% while the total number of households declined by 2.0%.

The Concord neighborhood is competing between two different kinds of housing needs. On one hand, there is a home ownership community and on the other hand, there is a need for rental units in an increasing renter environment.

Commercial development (7.1% of the total area) is concentrated along Madison Avenue and East Street south of Southern Avenue and north of South Street in the downtown area. However, numerous commercial businesses that service neighborhood residents are scattered throughout the Concord neighborhood.



Photograph 20 - Commercial development along Madison Avenue

Industrial land (22.0% of the total area) is concentrated along the eastern edge of the White River and an area bordered by Troy Avenue, Shelby Street, Hanna Avenue, and Madison Avenue. Similar to commercial businesses, industrial facilities that employ neighborhood residents are scattered throughout the Concord neighborhood. A very important asset to the community, light and heavy industrial businesses provide higher paying jobs for some residents of the Concord neighborhood.



*Photograph 21 - Indianapolis Power and Light facility
on Harding Street*

Parks, open space, and agricultural land comprise 5.4% of the total area. Land devoted to parks, open space, and agriculture in the Concord neighborhood are an important asset not only in their value but also by the sheer abundance (See Parks and Recreation).

Vacant land (13.0% of the total area) is primarily located south of Southern Avenue. Contiguous parcels or large tracts of vacant land provide the best chance for redevelopment (See Map 4). In addition, large tracts of vacant land that has never been developed exist in the Concord neighborhood.

LAND USE DEFINITIONS

The following text describes typical land uses consistent with the surveyed land use categories in Table 9. For clarification, a "dwelling unit" is defined as a house, apartment, mobile home or trailer, a group of rooms, or a single room occupied as separate living quarters or; if

vacant, intended for occupancy as separate living quarters. Separate living quarters are those in which the occupants live and eat separately from any other persons in the building and which have direct access from outside the building or through a common hall.

1. SINGLE FAMILY RESIDENTIAL

Typically 2 to 5 dwelling units per acre. Single family dwellings.

2. TWO FAMILY RESIDENTIAL

Typically 2 to 5 dwelling units per acre. Two family dwellings.

3. MEDIUM DENSITY RESIDENTIAL

Typically 6 to 15 dwelling units per acre. Multifamily dwellings no more than 2 stories in height.

4. HIGH DENSITY RESIDENTIAL

Typically 16 or more dwelling units per acre. Multifamily dwellings more than 2 stories in height.

5. COMMERCIAL OFFICE

- Uses such as architectural, law, and accounting offices; advertising, public relations, and employment agencies; banking and insurance offices; and medical and dental facilities.

- Certain special uses such as nursing homes and day care centers.

- Educational services such as business, technical, and

secretarial schools.

6. COMMERCIAL RETAIL AND SERVICE

- Retail businesses such as art galleries, antique stores, grocery stores, apparel and accessory stores, artist and architect supply stores, book stores, camera supply stores and photo developing businesses, florists, bakeries, pharmacies, card and stationery stores, hardware stores, jewelry stores, pet shops, framing services, music stores, and automobile sales.

- Personal, professional, and business services such as barber and beauty shops, dry cleaners, and shoe repair businesses.

- Repair services such as jewelry, watch and clock repair, key duplicating, typewriter repair, shoe and camera repair, and automotive body repair and paint.

- Restaurants and taverns with restrictions.

7. LIGHT INDUSTRIAL

Industries that usually do not create objectionable characteristics that extend beyond their property lines. Light industry can consist of assembly operations of premanufactured parts or components; and assembly, repair, or manufacturing of small component parts of products. Some examples are:

- Jewelry manufacturing and engraving.

- Warehousing.

- Construction companies.

- Upholstering.

- Paper box and paper products manufacturing from finished paper.

- Manufacturing of optical goods.

8. HEAVY INDUSTRIAL

Industries that produce more objectionable characteristics than those in light industrial categories (i.e. greater pollutants, noise, etc.). Because of their nature, heavy industry should be located away from residential areas. Heavy industry includes the manufacture and assembly of durable goods; material processing including products of agriculture, forestry, fishing, mining, and quarrying; and the manufacture of tools and implements, machinery, and machinery components. Some examples are:

- Motor truck terminals.

- Food processing of raw materials.

- Coke ovens.

- Cement, lime, and gypsum manufacturing.

- Scrap metal reprocessing.

- Auto and truck component manufacturing and assembly.

9. SPECIAL USE

Special uses are those land uses that are difficult to classify. Some examples are:

- Churches and Schools.
- City, County, State, and Federal Offices; and Non profit agencies.
- Power substations.
- Switching stations.
- Nursing homes.
- Hospitals.
- Union halls.
- Petroleum refineries.
- Cemeteries.

10. PARKS, OPEN SPACE, AND AGRICULTURAL

Parks and open spaces are areas for recreation or areas accessible to the public. Agricultural activities include crop and livestock production. Some examples include:

- Civic open spaces.

- Public parks.

- Open space corridors and greenways (White River State Park).

- Conservation areas.

- Grading or feeding of livestock for commercial profit.

- Fish hatcheries, lakes, and ponds.

- Commercial greenhouses and plant nurseries, excluding retail sales.

- Crop production such as grains, grasses, plants, vines, and orchards.

11. PARKING

Vehicle parking structures and surface lots separate from the facilities that they serve.

12. VACANT

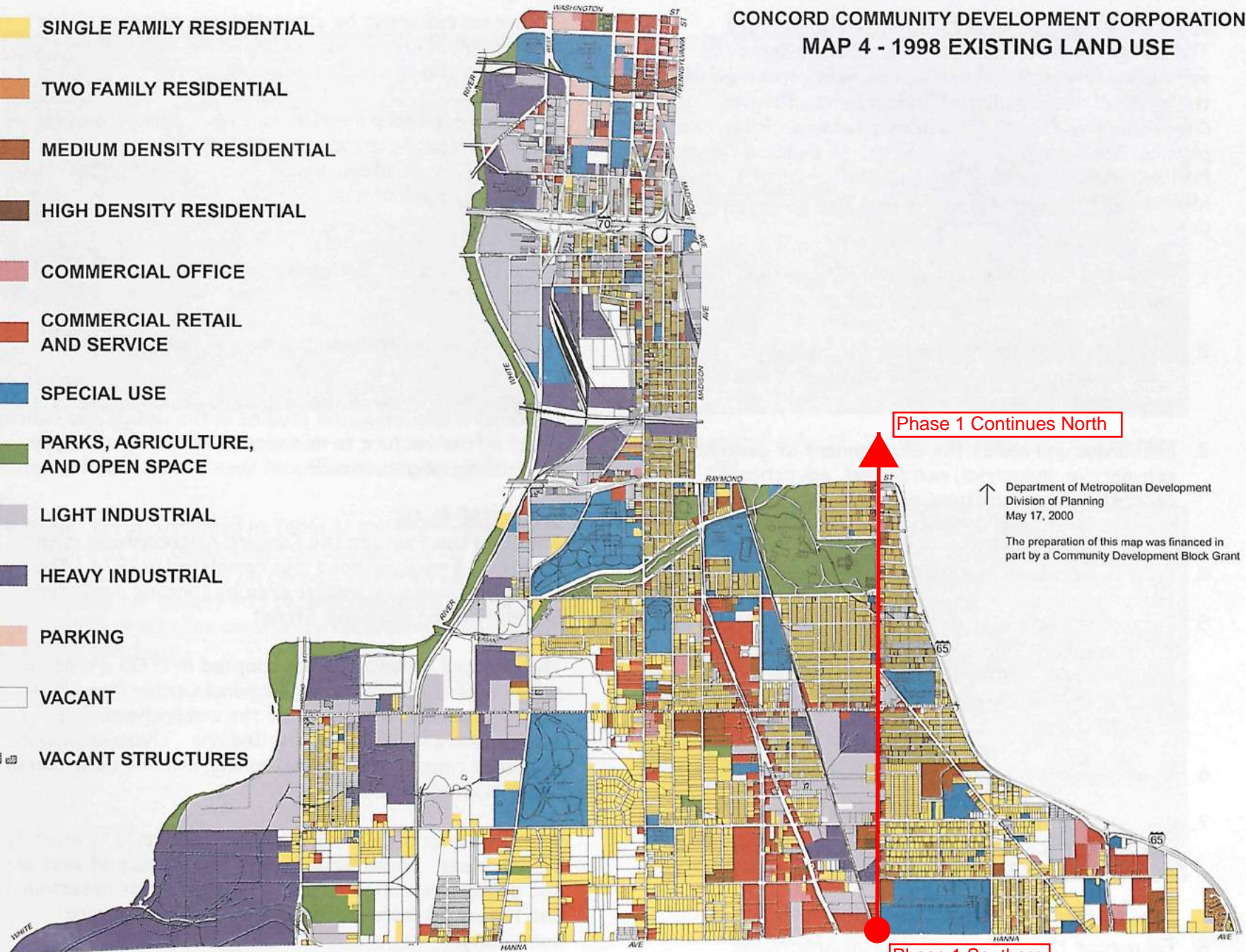
No structure or land use present.

13. MISCELLANEOUS - HIGHWAYS, STREETS, RAILROADS, RIGHT-OF WAY, AND RIVERS

Public ways, public right-of-ways, and natural features that cannot permit or sustain development.

CONCORD COMMUNITY DEVELOPMENT CORPORATION
MAP 4 - 1998 EXISTING LAND USE

-  SINGLE FAMILY RESIDENTIAL
-  TWO FAMILY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  COMMERCIAL OFFICE
-  COMMERCIAL RETAIL AND SERVICE
-  SPECIAL USE
-  PARKS, AGRICULTURE, AND OPEN SPACE
-  LIGHT INDUSTRIAL
-  HEAVY INDUSTRIAL
-  PARKING
-  VACANT
-  VACANT STRUCTURES



Phase 1 Continues North

↑ Department of Metropolitan Development
Division of Planning
May 17, 2000

The preparation of this map was financed in
part by a Community Development Block Grant

Phase 1 Southern
Terminus

IndyGo Red Line Rapid Transit Project – Phase 1

NEPA DCE Appendix C: Traffic & Parking Analysis

September 2016

Introduction

The Indiana Public Transportation Corporation (IndyGo) is proposing to implement the Red Line Rapid Transit Project. The proposed project would establish a new bus rapid transit (BRT) corridor in central Indianapolis, Indiana, focused on the Indianapolis Regional Center (downtown and vicinity) and extending north through Marion County to the Cities of Carmel and Westfield in Hamilton County and south through Marion County to the City of Greenwood in Johnson County. The complete Red Line Rapid Transit Project is proposed to be completed in three phases. The scope of this document is Phase 1 of the project, which would provide service from 66th Street (just north of Broad Ripple Village) in north Marion County to the University of Indianapolis in south Marion County. This memorandum analyzes the potential impacts of the Red Line Rapid Transit Project with respect to traffic operations and parking.

Traffic Operations

Characteristics

By reintroducing high capacity transit service to a historic transit corridor, the new service would enhance transportation options and increase overall mobility. In order to achieve higher operating speeds and increase reliability, the Red Line Rapid Transit Project would include the installation of dedicated transit lanes along 59% of the corridor; either center- or curb-running exclusive transit lanes or dedicated business access transit (BAT) lanes. The project lane configurations were determined based on the existing street configuration and traffic volumes. The corridor's local bus service would continue to operate in the corridor. Like Red Line buses, local buses will also use the dedicated travel lanes where available, thereby removing them from the general travel lanes.

Exclusive transit lanes would be installed on the northern portion of the corridor, including the College Avenue, East 38th Street, and Meridian Street corridor segments; the College Avenue exclusive transit lane would be bidirectional. East 18th Street would include mixed flow traffic lanes and Capitol Avenue would include dedicated lanes (exclusive transit lane on northbound; BAT lane southbound). Maryland Street and Washington Street would also include dedicated lanes, each a mix of exclusive transit and BAT lanes. The southern end of the corridor, including Delaware Street, Virginia Avenue, and Shelby Street would not include any dedicated transit lanes and BRT service would operate in mixed flow traffic lanes.

In areas with center-running dedicated lanes, a concrete median would be installed that would limit left turns at 34 intersections, though new U-turn locations would be installed to ensure drivers can still access all businesses and other destinations. The project would require minor curb realignments near stations and at intersections, though appropriate lane widths would be maintained to accommodate traffic flow. The project would remove or limit some existing left turns but would include new U-turn locations to ensure drivers could still access all businesses and other destinations. The project would also include transit signal priority (TSP) at all 36 signalized intersections along the corridor and real time passenger information at stations.

The introduction of a concrete median along segments of the historic transit corridor would introduce access management principles to the corridor. Access management is a set of techniques that organize roadway access points designed to increase roadway capacity, manage congestion, and reduce crashes. The geometric access management changes along with updated signal timing plans would be used to provide the BRT service with dedicated travel lanes, resulting in decreased travel times, improved reliability, and increased ridership. Federal Highway Administration¹ and Transportation Research Board² analysis has shown that access management techniques can provide net benefits to businesses affected by their implementation and do not decrease profitability or property values. Managing access can improve overall traffic operations and provide a better shopping experience for customers. The implementation of a median would provide for safer approaches to many businesses.

Methodology & Results

This traffic analysis included both planning- and operations-level analysis to measure the changes in traffic conditions associated with the project. The Indianapolis Department of Public Works (DPW) was consulting on the approach and results of both types of analysis. The primary planning-level analysis focused on signalized intersections using the Synchro traffic simulation software suite to identify volume and capacity changes along the corridor itself, allowing for the identification of areas where further analysis was needed. The intent of this analysis was to verify that general traffic conditions would be acceptable based on changes in geometric and traffic signal timing conditions. The secondary operations-level analysis was performed along select sections of the corridor using the microscopic simulation tool VISSIM to quantify the changes in traffic conditions at both signalized and unsignalized intersections. The secondary operations-level analysis was segment-based, performed along select sections of the corridor using the microscopic simulation tool VISSIM to quantify the changes in traffic conditions at both signalized and unsignalized intersections. The segment-based analysis allowed for the detailed use of TSP to provide a more comprehensive traffic and BRT operations-level analysis. TSP would be utilized to provide BRT vehicles with priority at traffic signals in order to maintain headways and improve reliability; different TSP plans were simulated in the VISSIM models to development scenarios that ensure satisfactory bus and general traffic operations.

¹ "Access Management." FHWA Office of Operations. US Department of Transportation, 20 Oct. 2015. Web. 04 Apr. 2016.

² Rose, David C., Jerry Gluck, Kristine Williams, and Jeff Kramer. A Guidebook for Including Access Management in Transportation Planning. Rep. no. 548. Washington: Transportation Research Board, 2005. Web. 4 Apr. 2016.

Level of service (LOS) is the generally accepted measure used to describe the quality of traffic service. Peak-hour LOS thresholds at signalized intersections were designated based on established DPW standards. LOS A, B, C, or D was considered acceptable, while heavily used or physically constrained intersections operating at LOS E or F could also have been considered acceptable, as identified by DPW on a case-by-case basis. Intersections that currently and would continue to operate at LOS E or F were also considered acceptable. Due to the fundamental differences in the analysis techniques, the LOS for some of the study intersection results slightly varied between the Synchro and VISSIM analysis. Regardless of the analysis technique, the traffic impact threshold approach, previously described, was consistently applied to identify changes in traffic levels at all intersections.

The Synchro analysis identified three intersections with existing deficiencies, 32 that would operate at LOS D or better with the project, and one that would operate at LOS E with the project. Different geometric and traffic signal timing plan designs were tested at the Meridian Street & Fall Creek Parkway/25th Street intersection to achieve LOS D or better with the project. However, the width of the existing Fall Creek Bridge would prohibit the construction of additional travel lanes unless the entire bridge was significantly modified or rebuilt at this heavily used intersection. Major bridge reconstruction was not viable at this time due to the high cost associated with any modification. DPW recognized the limitations of the project to provide LOS with the project at this location and, after consultation, elected to consider LOS E acceptable at this location.

As shown in Table 1, the VISSIM analysis identified one signalized/unsignalized intersection with existing deficiencies, 39 intersections that would operate at LOS D or better with the project, and two intersections would operate at LOS E with the project. At College Avenue & Kessler Boulevard, different geometric (limited to increasing storage lengths) and traffic signal timing plan designs were tested to attempt to achieve an LOS of D or better with the project. However, no acceptable configuration was found that did not involve adding east-west through capacity or prohibiting left turning movements at this intersection. Both of these intersection modifications were impractical given narrow sidewalks, limited right of way, and the historical nature of and presence of commercial buildings along Kessler Boulevard.

At Meridian Street & 34th Street, the LOS E traffic operations with the project result from spillback queuing at downstream intersections, specifically southbound right turning vehicles at Meridian Street & 30th Street, heading west towards the I-65 interchange. The downstream queues would clear during the mainline green phase and would not degrade the LOS at Meridian & 30th Street or Meridian & 32nd Street.

The intersection delay at Meridian & 34th Street, however, was less than one second above the threshold for LOS D. Adding a southbound right turn lane at Meridian Street & 30th Street was infeasible due to the limited right of way and proximity of the Children's Museum and Library. Similarly, adding a southbound right turn lane at Meridian Street & 32nd Street was infeasible due to the limited right of way and the presence of a historic property along 32nd Street. Absent capacity improvements to decrease queuing at Meridian Street & 30th Street or Meridian Street & 32nd Street, the intersection of Meridian Street & 34th Street would continue to operate at LOS E in the AM peak hour. However, the project would include signage for vehicles heading to I-65 to

redirect traffic and alleviate the southbound right turning vehicles at the downstream intersections. It is anticipated that this refinement will provide a means for the intersection to operate at LOS D.

DPW recognized the limitations of the project to provide LOS D with the project at these locations and, after consultation, elected to consider LOS E acceptable. Additionally, any vehicle travel pattern changes associated with the recommended signage (ex. one or two vehicles turn at Meridian Street & 32nd Street instead of Meridian Street & 32nd Street) would likely decrease the delay at the intersection of Meridian Street & 34th Street and result in LOS D operations in the AM peak hour.

Based on the results of the signalized intersection analysis conducted with Synchro (August 2015 concept designs) and the microsimulation analysis conducted with VISSIM (December 2015 concept designs), the project would not result in any traffic impacts outside the allowable levels.

Table 1: Existing and Build Conditions Microsimulation LOS Results

Intersection	Changes Under Project	2015 Existing Conditions LOS		2015 Build Conditions LOS	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
College Ave & Westfield Blvd/Broad Ripple Ave		C	D	C	D
College Ave & 61 st St	Add signal	n/a	n/a	B	B
College Ave & Kessler Blvd		C	D	D	E
College Ave & 57 th St		A	A	B	D
College Ave & 54 th St		B	C	C	D
College Ave & 52 nd St		B	D	C	D
College Ave & 49 th St		A	B	B	C
College Ave & 46 th St		B	C	C	D
College Ave & 42 nd St		A	A	B	B
College Ave & 38 th St		C	D	D	D
Meridian St & 38 th St		C	C	C	D
Pennsylvania Ave & 38 th St		A	B	A	B
Washington Ave & 38 th St		A	B	A	B
Central Avenue & 38 th St		A	B	B	B
Park Avenue (BRT Station) & 38 th St	Add signal	n/a	n/a	A	A
College Ave & 38 th St		C	D	D	D
Meridian St & 38 th St		C	D	D	D
Meridian St & 34th St		B	B	E	C
Meridian St & 32 nd St		A	A	C	B
Meridian St & 30 th St		B	B	C	B
Meridian St & 29 th St		A	B	C	C

Intersection	Changes Under Project	2015 Existing Conditions LOS		2015 Build Conditions LOS	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Meridian St & 28 th St		A	B	D	B
Meridian St & Fall Creek Pkwy		C	C	D	C
Meridian St & 25 th St	Add signal	n/a	n/a	B	B
Meridian St & 22 nd St		B	B	C	C
Meridian St & 21 st St		C	B	C	B
Meridian St & 18 th St		A	A	B	B
Meridian St & 16 th St		B	C	B	C
Capitol Ave & 18 th St (AM Only)		B	n/a	B	n/a
Capitol Ave & 16 th St (AM Only)		B	n/a	B	n/a
Capitol Ave & 12 th St (AM Only)		B	n/a	A	n/a
Capitol Ave & 11 th St (AM Only)		A	n/a	A	n/a
Capitol Ave & 10 th St (AM Only)		A	n/a	A	n/a
Capitol Ave & 9 th St (AM Only)	Add signal	n/a	n/a	A	n/a
Capitol Ave & St. Clair St (AM Only)		B	n/a	A	n/a
Capitol Ave & Walnut St (AM Only)		A	n/a	A	n/a
Capitol Ave & North St (AM Only)		A	n/a	A	n/a
Capitol Ave & Michigan St (AM Only)		B	n/a	B	n/a
Capitol Ave & Vermont St (AM Only)		B	n/a	A	n/a
Capitol Ave & New York St/Indiana Ave (AM Only)		C	n/a	C	n/a
Capitol Ave & Ohio St (AM Only)		B	n/a	B	n/a
Capitol Ave & Market St (AM Only)		B	n/a	A	n/a
Capitol Ave & Washington St (AM Only)		B	n/a	B	n/a
Capitol Ave & Maryland St (AM Only)		C	n/a	B	n/a
Washington St & Illinois St		C	D	C	C
Virginia Ave & South St & East St		E	E	E	E
Virginia Ave & Shelby St & Prospect St		C	D	C	D

Notes: Intersections with unacceptable LOS under at least one scenario shown in **BOLD/Grey**; the College Ave & 38th Street and Meridian Street & 38th Street intersections appear in the table twice because they were each used in two separate microsimulations on different parts of the corridor

Parking

In order to accommodate dedicated bus lanes within the existing right-of-way, the design of the Red Line Corridor required the removal of on-street parking along the corridor to stay within the current right-of-way and maintain adequate pedestrian accommodations. Preliminary design solutions for intersections, including the provision of left turns at certain locations to provide sufficient residential and business access, will be determined through conceptual engineering and into final design in coordination with agency partners and the public involvement process.

The project is estimated to impact 670 existing spaces along Capitol Avenue, Meridian Street, College Avenue, Virginia Avenue, and Shelby Street. However, proposed as part of the Red Line Project is the provision of 69 angled/diagonal parking along several segments of Capitol Avenue between Maryland Street and 18th Street as well as an additional 16 spaces on Meridian Street between 18th Street and 38th Street. As such, the net number of impacted spaces would be reduced to 585 spaces. In addition to this estimate, but not included in the total, it is recommended that additional 18-20 spaces be introduced along Capitol Avenue between 11th and 12th Street under the I-65 Bridge. The areas is currently signed as “No Parking,” potentially for safety concerns underneath an interstate bridge. This should be evaluated in discussion with City of Indianapolis for further consideration and reducing the overall parking impact. Parking space impact estimates were developed based on the conceptual roadway alignment and station layout design of the proposed Red Line Corridor.

As shown in Table 2, there are approximately 2,756 parking spaces along the corridor. The majority (79.5%) of these spaces are located at unmetered parking spaces. In many of these locations along the corridor, parking spaces are not individually marked. The proposed Red Line project would remove approximately 21.2% (inclusive of regained/added spaces) of total on-street parking along the corridor.

An inventory of the existing on-street parking along the BRT Red Line Corridor was taken to determine the impact of displaced parking spaces due to the new BRT infrastructure. The survey collected parking occupancy rates along each roadway segment that was included in the parking inventory. Table 2 summarizes inventory, occupancy, and removal of parking spaces on each roadway. An analysis of both parking supply and demand revealed that at all locations, the number of parking spaces being removed is substantially less than the demand for parking in the area currently, with no more than 41% of unmetered spaces occupied at any given time. Occupancy of metered spaces was calculated using a separate methodology, and did not exceed 39%. Therefore there is no parking impact to surrounding community and business uses. The estimates do not account for the potential decrease in demand for parking for single occupancy vehicle along the corridor due to use of the new high quality transit access provided by the Red Line Corridor.

Table 2: Summary of Parking Inventory, Occupancy, and Removal

Street	From	To	Metered Spaces	Unmetered Spaces	Total Spaces (Metered + Unmetered)	Occupied Unmetered Spaces ¹	Percent Occupied	Spaces Removed	Spaces Regained / Added	Net Spaces Removed ²
Washington Street	Delaware St	Capitol Ave	34	12	46	N/A	N/A	0	0	0
Maryland Street	Delaware St	Capitol Ave	69	4	73	N/A	N/A	0	0	0
Capitol Ave	Maryland St	18th St	205	103	308	42	41%	196	69	127
Illinois St	Maryland St	18th St	232	105	337	N/A	N/A	0	0	0
Meridian St	18th St	38th St	0	430	430	57	13%	220	16	204
College Ave	38th St	Broad Ripple Ave/ 64th St	26	924	950	350	38%	228	0	228
Virginia Ave	Prospect St	New Jersey St	0	203	203	N/A	N/A	16	0	16
Shelby St	Hanna Ave	Pleasant Run Pkwy	0	409	409	N/A	N/A	10	0	10
Total⁴			566	2,190	2,756	449		449		585

Note:

1) Measured during weekday evening retail peak hour

2) Accounts for # of spaces added/regained with angled parking and/or moving Bike Lane to Illinois Street

3) Occupancy Data not captured since the anticipated impact to existing parking spaces is very little to none

4) Total includes Blue Indy spaces that are unimpacted

Appendix D1

CULTURAL HISTORIC
SURVEY OF THE
PROPOSED RED LINE BUS
RAPID TRANSIT (BRT) –
PHASE I,

MARION COUNTY,
INDIANA

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A Cultural Historical Survey
of the Proposed Red Line Bus Rapid Transit (BRT) - Phase I,
Marion County, Indiana

By

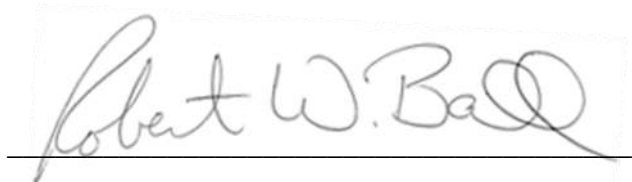
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Lead Agency: Indianapolis Public Transportation Corporation
Lead Federal Agency: Federal Transit Administration

Historic Properties Report
June 2016

Management Summary

A Cultural Historical Survey of the Proposed Red Line Bus Rapid Transit (BRT) – Phase I, Marion County, Indiana

This report describes a Historic Structures Survey conducted by Robert W. Ball, M.H.P. of CDM Smith in February of 2016 of the proposed Phase I of the Red Line BRT project in Marion County, Indiana. Phase 1 is a 13.1-mile long initial operating segment with 28 stations in Marion County from 66th Street (just north of Broad Ripple) through Downtown Indianapolis to the University of Indianapolis at Hanna Avenue.

Mass transit has a long history in Indianapolis. Early types included mule-drawn cars. In 1864, Citizen's Street Railway Company began construction of Indianapolis's first streetcar system that employed mule-drawn cars and operated on 15 miles of track (IndyGo 2011; NUVO 2016). Nonetheless, by 1890, work had started on converting these lines for electric operation as the electric streetcar came on the scene.

The electric streetcar rapidly spread across the country as the preferred mode for mass transit. The first electric streetcar came to Indianapolis in 1890, and over 340 electric streetcars were active by 1898, utilizing more than 100 miles of track (IndyGo 2011).

The next advancement in mass transit was the introduction of the interurban system. Interurban systems were an extension of the electric streetcar system, but these cars traveled between cities. By 1910, Indianapolis had routes to all the major towns within 120 miles (IHS NDe). Indianapolis's final interurban car ran on January 18, 1941. A trackless trolley running on rubber tires with overhead wires supplying electric power also served Indianapolis from 1932 to 1957. It was eventually replaced by bus service.

The goal of this report is to provide information regarding the historical significance and eligibility to the National Register of Historic Places (NRHP) for the historic resources, fifty years and older, within the Area of Potential Effect (APE). This report provides the required information necessary in order to comply with Section 106 of the National Historic Preservation Act of 1966; according to Section 106, any potential adverse effects by a proposed federally funded undertaking on historic resources must be carefully considered and documented consistent with the guidelines in *36 CFR Part 800*.

A search of the Indiana Department of Historic Preservation and Archaeology files revealed that eleven sites were previously listed on the National Register, and ten National Register Historic Districts fell within the project's Area of Potential Effect (APE).

Previously Listed Individual Resources

PROPERTY NUMBER	PROPERTY NAME	PROPERTY TYPE	CRITERIA
CDMS 133	Shortridge High School	School	A & C
CDMS 138	Reuben Wells Locomotive	Train	A & C
CDMS 139	Broad Ripple Carousel	Carousel	A & C
CDMS 145	Louis Levy Mansion	Residence	A & C
CDMS 146	Charles W. Fairbanks House	Residence	A, B & C
CDMS 148	Marott Hotel	Hotel	A & C
CDMS 153	Coulter Flats	Apartment	A & C
CDMS 172	HCS Motor Car Company	Commercial	A & C
CDMS 189	Gibson Company Building	Commercial	A & C
CDMS 191	Indiana State Capitol	Government	A & C
CDMS 199	Indiana Repertory Theatre	Theatre	A & C

National Register Historic Districts

Indianapolis Parks and Boulevard System
Shortridge-Meridian Street Apartments
Fountain Square Historic District
Fletcher Place Historic District
St. Joan of Arc Historic District
Watson Park Historic District
Oliver Johnson's Woods Historic District
Forrest Hills Historic District
North Broadway Historic District
Washington Street-Monument Circle Historic District

Field research conducted in February of 2016 examined and documented the current conditions of the previously recorded sites and 256 newly recorded sites. In addition to the 11 previously listed properties and the 10 National Register Historic Districts, it is the opinion of the consultant that an additional twenty-five (25) properties are recommended as individually eligible. These 25 properties are listed in the following table.

Summary Table

PROPERTY NUMBER	PROPERTY TYPE	CRITERIA
CDMS 23	Vogue Theatre	A & C
CDMS 106	Prather Masonic Temple	B
CDMS 125	Church	C
CDMS 129	Apartment	C
CDMS 131	Apartment	C
CDMS 136	Apartment	C
CDMS 137	Apartment	C
CDMS 140	Apartment	C
CDMS 141	Apartment	C
CDMS 166	Apartment	C
CDMS 183	Apartment	C
CDMS 195	Commercial	C

CDMS 196	Commercial	C
CDMS 197	Commercial	C
CDMS 200	Commercial	C
CDMS 201	Commercial	C
CDMS 206	Fire Station	A
CDMS 210	Commercial	C
CDMS 211	Commercial	C
CDMS 215	Commercial	C
CDMS 219	Commercial	C
CDMS 304	Bridge	C
CDMS 316	Commercial	C
CDMS 319	Bridge	C
CDMS 320	Apartment	C

The recommended eligible properties include nine apartment buildings, nine commercial buildings, two bridges, a movie theatre, a church, a masonic temple, and a fire station. The rest of the 256 newly documented resources are not recommended as eligible for listing in the National Register of Historic Places.

Taking into consideration the scope of work for this project, CDM Smith makes the following Determination of Effect for cultural resources within the APE for the project:

Effects Determinations

PROPERTY NUMBER	PROPERTY NAME	EFFECTS
Previously Recorded		
CDMS 133	Shortridge High School	No Adverse Effect
CDMS 138	Reuben Wells Locomotive	No Effect
CDMS 139	Broad Ripple Carousel	No Effect
CDMS 145	Louis Levy Mansion	No Adverse Effect
CDMS 146	Charles W. Fairbanks House	No Adverse Effect
CDMS 148	Marott Hotel	No Adverse Effect
CDMS 153	Coulter Flats	No Adverse Effect
CDMS 172	HCS Motor Car Company	No Adverse Effect
CDMS 189	Gibson Company Building	No Adverse Effect
CDMS 191	Indiana State Capitol	No Adverse Effect
CDMS 199	Indiana Repertory Theatre	No Adverse Effect
Historic Districts		
Historic District	Indianapolis Parks and Boulevard System	No Adverse Effect
Historic District	Shortridge-Meridian Street Apartments	No Adverse Effect
Historic District	Fountain Square Historic District	No Adverse Effect
Historic District	Fletcher Place Historic District	No Adverse Effect
Historic District	St. Joan of Arc Historic District	No Adverse Effect
Historic District	Watson Park Historic District	No Adverse Effect
Historic District	Oliver Johnson's Woods Historic District	No Adverse Effect

Historic District	Forrest Hills Historic District	No Adverse Effect
Historic District	North Broadway Historic District	No Adverse Effect
Historic District	Washington Street-Monument Circle Historic District	No Adverse Effect
Newly Recommended Eligible		
CDMS 23	Vogue Theatre	No Adverse Effect
CDMS 106	Prather Masonic Temple	No Adverse Effect
CDMS 125	Church	No Adverse Effect
CDMS 129	Apartment	No Adverse Effect
CDMS 131	Apartment	No Adverse Effect
CDMS 136	Apartment	No Adverse Effect
CDMS 137	Apartment	No Adverse Effect
CDMS 140	Apartment	No Adverse Effect
CDMS 141	Apartment	No Adverse Effect
CDMS 166	Apartment	No Adverse Effect
CDMS 183	Apartment	No Adverse Effect
CDMS 195	Commercial	No Adverse Effect
CDMS 196	Commercial	No Adverse Effect
CDMS 197	Commercial	No Adverse Effect
CDMS 200	Commercial	No Adverse Effect
CDMS 201	Commercial	No Adverse Effect
CDMS 206	Fire Station	No Adverse Effect
CDMS 210	Commercial	No Adverse Effect
CDMS 211	Commercial	No Adverse Effect
CDMS 215	Commercial	No Adverse Effect
CDMS 219	Commercial	No Adverse Effect
CDMS 304	Bridge	No Adverse Effect
CDMS 316	Commercial	No Adverse Effect
CDMS 319	Bridge	No Adverse Effect
CDMS 320	Apartment	No Adverse Effect

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Acknowledgements

Robert Ball, MHP, RPA, was principal investigator for this project. Chris Rankin assisted with the field documentation and generated all the maps used as figures within the report. Steve Goodreau and Jeff Sangillo provided support for all activities.

Chapter One: Introduction

Introduction

This report describes the field and laboratory methods and the results of a Cultural Historic survey conducted from February 1st – 5th, 2016. CDM Smith was asked by the Indianapolis Public Transportation Corporation (IndyGo), to conduct a Cultural Historic survey of the proposed Red Line Bus Rapid Transit (BRT) – Phase I, in Marion County, Indiana.

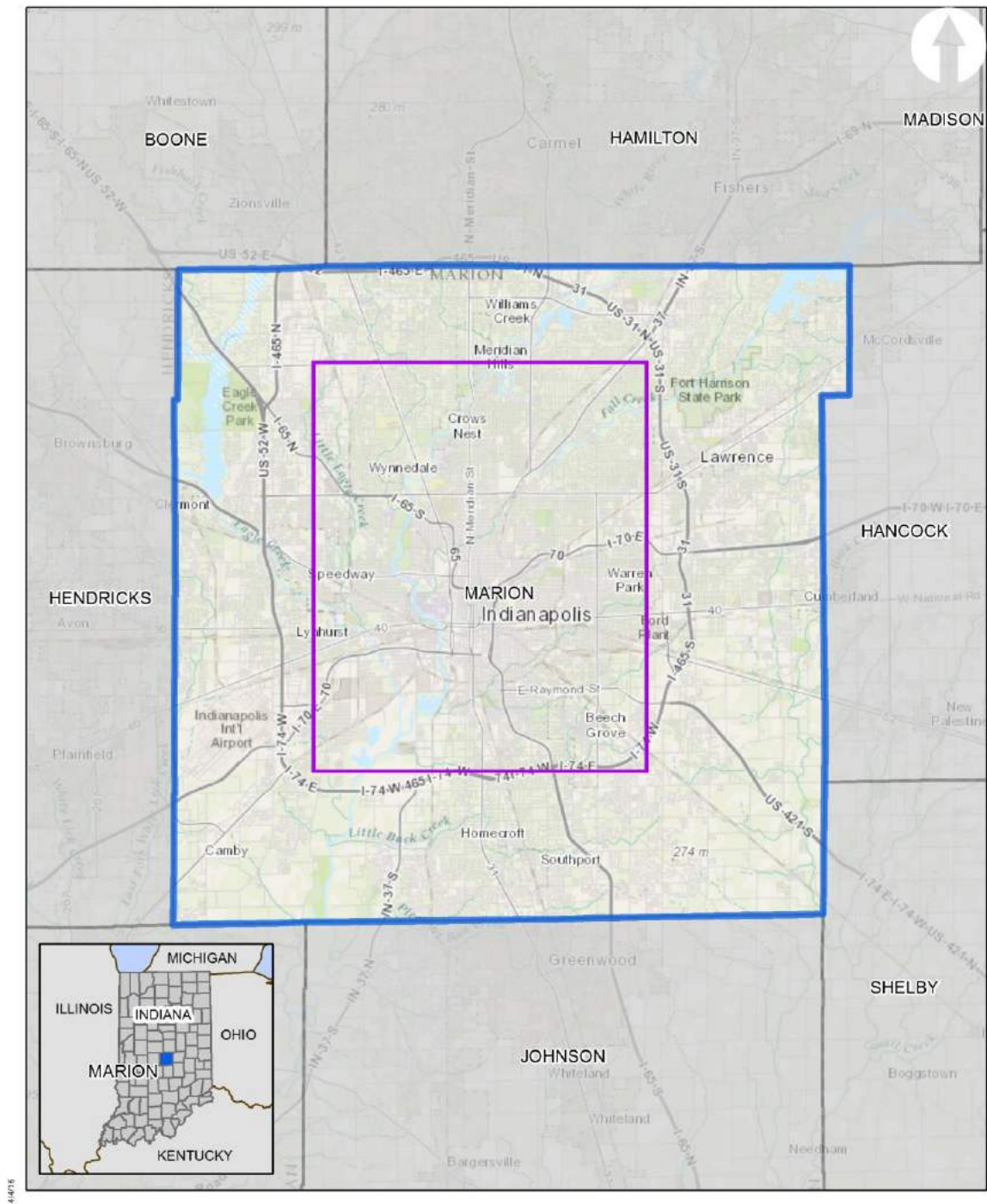
Project Sponsors and Regulatory Authority

The survey was conducted in compliance with the guidelines established by the Indiana Cultural Resources Manual by the Indiana Department of Transportation and the Revised Guidebook for Indiana Historic Sites and Structures Inventory--Archaeological Sites by the Indiana Department of Historic Preservation and Archaeology and provisions of the National Historic Preservation Act of 1966 (P.L. 89-655; 80 Stat. 915, 16 U.S.C. 470 et seq), the National Environmental Policy Act of 1969 (P.L. 910190; 83 Stat. 852, 42 U.S.C. 4321 et seq), Procedures of the Advisory Council on Historic Preservation (36CFR800), Executive Order 11593, Protection and Enhancement of the Cultural Environment (16 U.S.C. 470; supp. 1, 1971), and Nationwide Programmatic Agreement Regarding the Section 106 National Historic Preservation Act Review Process (NPA, FCC 04-222, 2004). The regulatory authority under which the cultural resource assessment is being conducted is the Federal Transit Administration (FTA).

The goal of this report is to provide information regarding the historical significance and eligibility to the National Register of Historic Places (NRHP) for the historic resources, fifty years and older, within the APE. This report provides the required information necessary in order to comply with Section 106 of the National Historic Preservation Act of 1966; according to Section 106, any potential adverse effects by a proposed federally funded undertaking on historic resources must be carefully considered and documented consistent with the guidelines in 36 CFR Part 800. All historic resources within the APE must be identified, examined, and evaluated for their possible inclusion in the NRHP. Finally, the significance of the identified historic resources must be evaluated by a professional who meets the Secretary of the Interior's Professional Qualification Standards.

Summary of Undertaking

CDM Smith was selected by IndyGo, to provide professional services in association with the implementation of the Red Line BRT in Marion, Johnson, and Hamilton Counties, Indiana Figure 1.1. The undertaking, proposed by IndyGo, would primarily create a 35-mile BRT corridor with 49 stations operating from Westfield in Hamilton County to Greenwood in Johnson County, as shown in Figure 1.2. The project will be completed in three phases. However, this report addresses only Phase 1. In accordance with the project's purpose and need, 59% of Phase I is proposed to operate on dedicated transit lanes, either center- or curb-running exclusive transit lanes or dedicated business access transit (BAT) lanes in order to improve travel speeds and provide frequent, reliable service. Specifically, buses will utilize dedicated lanes on the northern portion of the corridor, from Broad Ripple through downtown Indianapolis. The project would require minor curb realignments near stations and at intersections, though lane widths would be



IndyGo Red Line BRT Phase I Project
Historic Structures Inventory
Project Location

Figure 1.1. Project Location

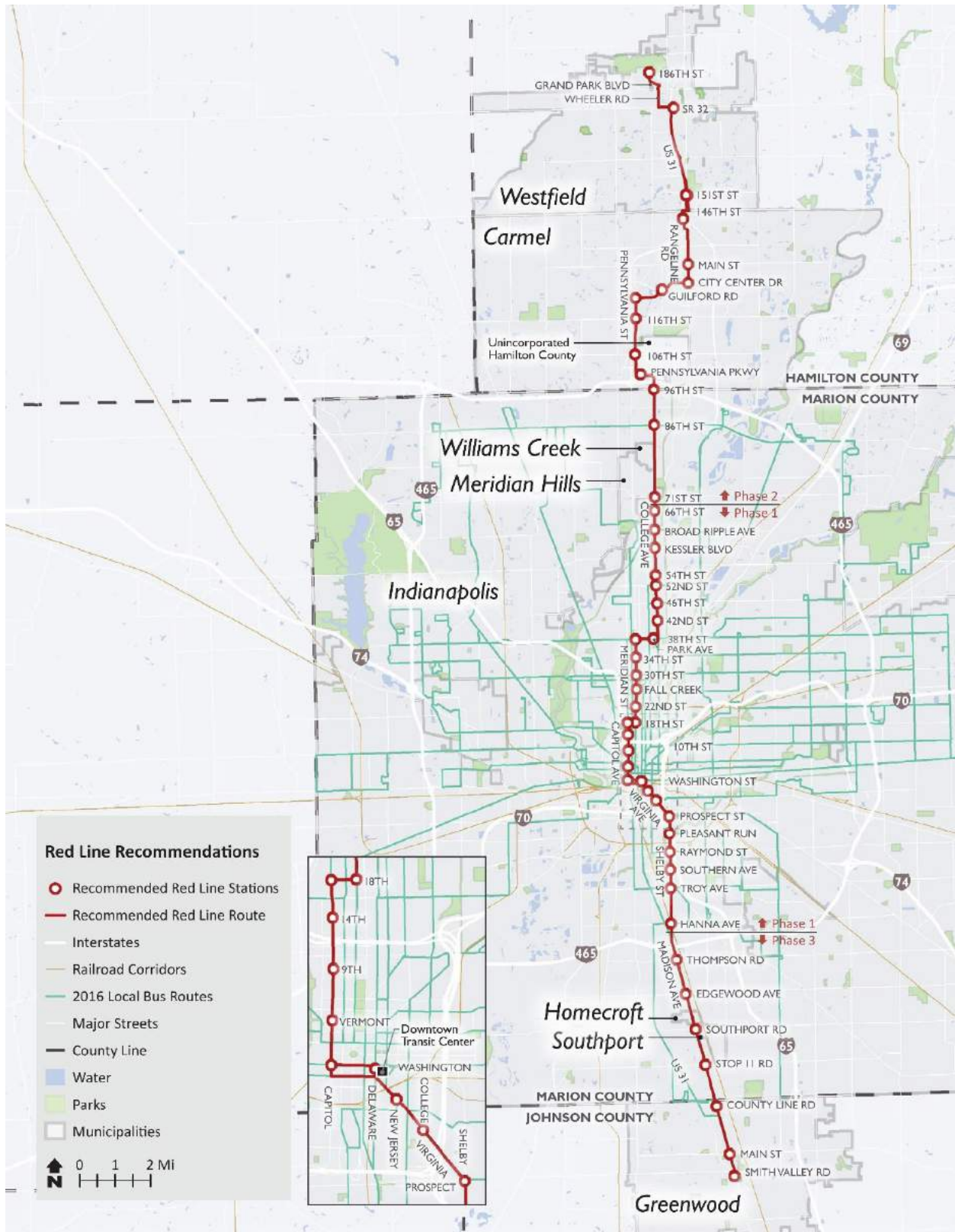


Figure 1.2. IndyGo Red Line Transit (Phase 1 to 3).

maintained to accommodate traffic flow. The project would remove or limit some existing left turns but would include new U-turn locations to ensure drivers can still access all businesses and other destinations.

Project Area Description

Phase 1 of the Red Line Rapid Transit project is a 13.1-mile long initial operating segment with 28 stations (Figure 1.3). In order to improve travel speeds and provide frequent, reliable service, 59% of the project is proposed to operate on dedicated transit lanes, either center- or curb-running exclusive transit lanes or dedicated business access transit (BAT) lanes. Specifically, buses will utilize dedicated lanes on the northern portion of the corridor, from Broad Ripple through downtown. Lane configurations were determined based on the existing street configuration and traffic volumes. The project would also include transit signal priority (TSP) at all 36 signalized intersections throughout the corridor and real time passenger information at stations. The project would require minor curb realignments near stations and at intersections, though lane widths would be maintained to accommodate traffic flow. The project would remove or limit some existing left turns but would include new U-turn locations to ensure drivers can still access all businesses and other destinations.

Description of APE

The Cultural Historic Area of Potential Effect (APE) of the proposed BRT Red Line was designated pursuant to 36 CFR 800. 16 (d), which defines the APE as “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.”

The APE for above-ground resources was confined to the limits of the existing road right-of-way in the areas between the stations because project activities would be minimal in these areas, and would be limited to areas within the existing road right-of-way. For areas surrounding the station locations, the APE boundary was expanded to include adjoining parcels that would have a clear and direct view of the new stations. As buildings block the visibility and/or vacant lots or surface parking lots exist, the APE boundary was reduced or expanded at the station locations (Figure 1.4). Appendix D3 provides a more detailed illustration of the APE as well. Figures 1.5 through 1.7 illustrate the project area.

Scope of Work

In accordance with Section 106 of the NHPA, its implementing regulations (36 CFR 800), and the Indiana Department of Transportation (INDOT) Section 106 Cultural Resources Manual; the following Scope of Work was established.

1. Develop a historic context
2. Identify and survey above-ground resources having sufficient integrity
3. Evaluate above-ground resources using the National Register Criteria for Evaluation

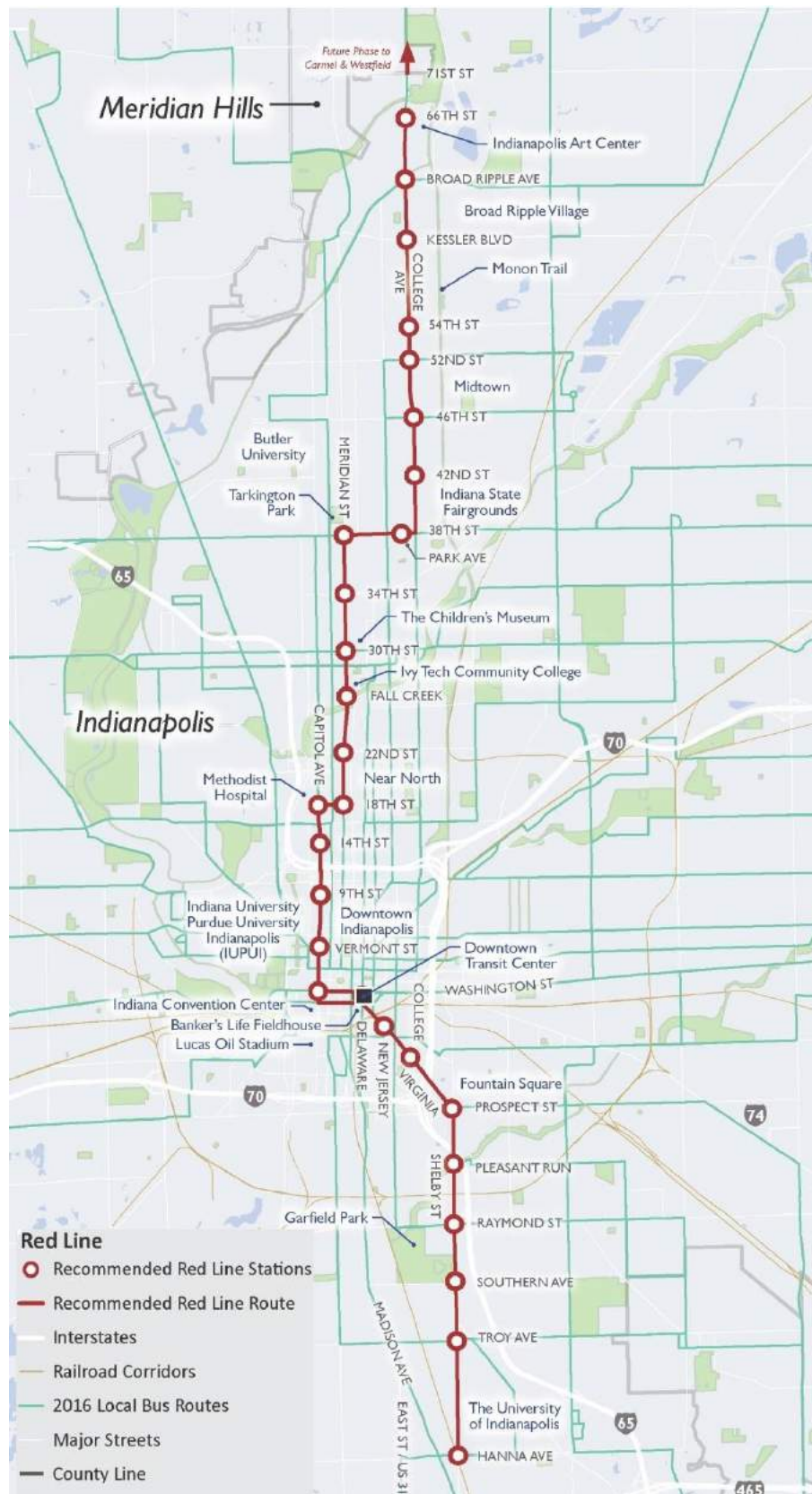
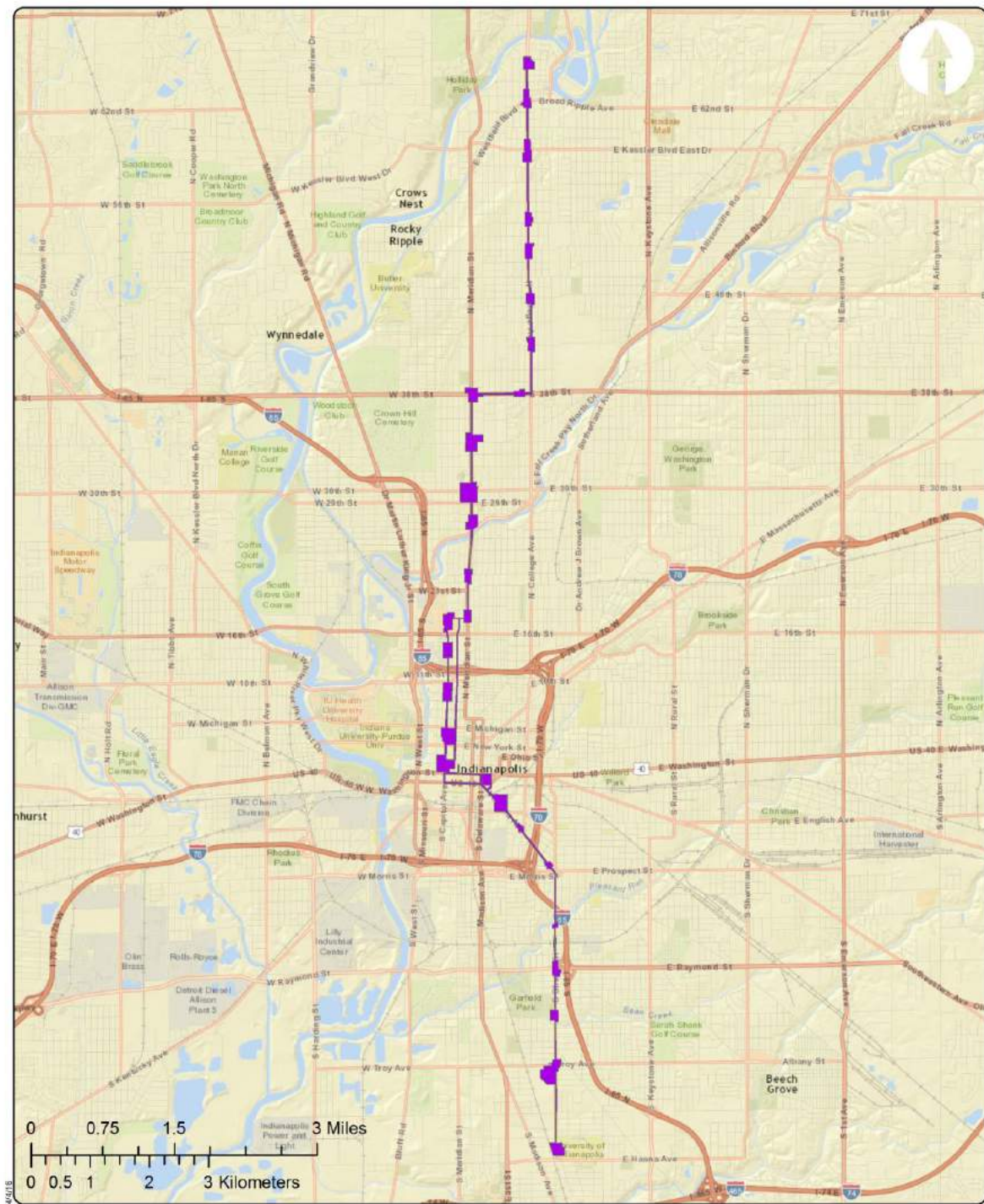


Figure 1.3. IndyGo Red Line Transit (Phase 1).



IndyGo Red Line BRT Phase I Project
Historic Structures Inventory
Area of Potential Effect (APE)

Figure 1.4. Map showing Area of Potential Effect (APE).



Figure 1.5. View of Project Area,
College Ave.



Figure 1.6. View of Project Area,
Park Avenue.



Figure 1.7. View of Project Area,
Intersection of Pleasant Run and Shelby Street.

Principal Investigator

The principal investigator for this study was Mr. Robert W. Ball, MHP. Mr. Ball planned and supervised field activities and, as needed, directed additional effort to determine eligibility status.

Field Crew

The fieldwork was undertaken by a survey team led Robert Ball. Mr. Ball was assisted by Mr. Chris Rankin.

Summary of Investigations

A cultural historic survey was conducted for the proposed Red Line BRT – Phase I, in Marion County, Indiana by cultural historians from CDM Smith at the request of the IndyGo. As a result of this survey, two hundred and sixty seven (267) properties were examined; eleven (11) resources were previously listed on the National Register, ten (10) National Register Historic Districts were previously listed, and an additional twenty-five (25) properties are recommended as individually eligible. All properties were documented and evaluated.

Chapter Two:Literature Review/Previous Investigations

Introduction

This chapter describes the review of published literature and previous investigations within the area to aid in the development of a historic context and assists in the identification and documentation of resources.

Documentary Research

Prior to conducting fieldwork, architectural historians conducted research to review the published literature and to identify and obtain sources of information pertinent to the history and architecture of Marion County. In addition, they reviewed the National and State Registers to identify any listed properties and obtained the relevant documentation. They examined the Indiana Historic Sites and Structures Inventory (IHSSI). They examined the historic property survey records and files housed at DHPA/SHPO to obtain any relevant documentation, and studied the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and SHAARD GIS. The Indiana Historic Bridge Inventory was also examined. Lastly, historical maps and county histories were examined.

Previous Investigations

Both the Indiana Historic Sites and Structures Inventory (IHSSI or the Indiana State Historic Architectural and Archeological Research Database (SHAARD) and SHAARD GIS were examined for resources within the APE. As a result of the archival research it was discovered that eleven (11) individual resources listed in the National Register and portions of ten (10) National Register Historic Districts fell within the APE. They are listed in the table below and Appendix D2 contains photos and locations can be found using the CDMS reference number.

Individually Listed	Historic Districts
CDMS 133: Shortridge High School	Indianapolis Parks and Boulevard System
CDMS 138: Wells Locomotive	Shortridge-Meridian St. Apartments
CDMS 139: Broad Ripple Carousel	Fountain Square
CDMS 145: Louis Levey Mansion	Fletcher Place
CDMS 146: Charles W. Fairbanks House	St. Joan of Arc
CDMS 148: Marrott Hotel	Watson Park
CDMS 153: Coulter Flats	Oliver Johnson's Woods
CDMS 172: HCS Motor Car Company	Forrest Hill
CDMS 189: Gibson Company Building	North Broadway
CDMS 191: State Capitol Building	Washington St.-Monument Circle
CDMS 199: Indiana Repertory Theater	

In addition, three (3) bridges listed in the Indiana Historic Bridge Inventory were within the APE. Bridge No. 31-49-4395A (HB-2198, NBI No. 4900633) built in 1917 with an outstanding rating, Bridge No. 1103F (NBI No. 4900142) built in 1947 determined not eligible, and Bridge No. B-32-03-F (HB-2623, NBI No. 4900302) built in 1938 with an outstanding rating.

Cartographic Resources

Maps reviewed include the following:

- 1874 *Map of the City of Indianapolis and Center Township*
- 1887, 1898, 1914 *Indianapolis Sanborn Map*
- 1899 *Bicycle & Driving Map of Indianapolis*
- 1905 *Official Road Map of Marion County, Indiana*
- 1908, 1916, 1927, 1929 & 1941 *Baist's Real Estate Atlas Surveys of Indianapolis*
- 1948 *Indianapolis West* topographic map
- 1948 *Maywood* topographic map

Conclusion

This chapter presented the resources examined during the literature review, the properties and structures previously recorded in earlier investigations, and cartographic resources utilized during the survey.

Chapter Three: Historic Context

Introduction

In this chapter, the cultural history of Marion County is reviewed. The research methodology used to develop this background and context involved archival research at the Department of Historic Preservation and Archaeology, library research to identify overviews and general studies of the project vicinity, and research of previous studies of cultural historic sites. This information combined with a literature review provides for a cultural history overview of the of the major historic time periods.

Exploration and Contact with French and British Period (1660 to ca. 1783)

The earliest historic period is classified as the Exploration and Contact period and dates to the early seventeenth century, after 1660. The early historic period as well as the preceding late prehistoric represents a time of widespread Native American movements and relocations of tribal territories. Iroquois raids during the mid-seventeenth century pressured many tribes of the Great Lakes region to abandon their homelands and to unite with other tribes.

During the early contact period, this region of Indiana served as home for the Miami tribes in the upper Wabash, the Wea in the central drainage, and the Piankashaw in the lower drainage. The Kickapoo claimed the west-central and northwestern portions of the state, and the Potawatomi were in the area of the Indiana-Michigan border. By the early eighteenth century, the Shawnee in the Ohio River Valley had gradually progressed into southeastern Indiana and by the late eighteenth century, the Delaware had progressed into the White River Valley. These Native Americans were farmers and inhabited the greater majority of the southern half of the state. A moderate climate with rich, fertile soils accommodated the sedentary, farming lifestyle. Native American settlements are likely to have been located within the project area during the initial wave of settlement and exploration by European Americans.

The first Europeans in the vicinity of the project area were the French, consisting of explorers, missionaries, and fur trappers and traders. Although unknown French men may have entered Indiana first, La Salle is documented as having been there in 1679. The French traversed the land between the Great Lakes and the Gulf of Mexico via the Mississippi River and its tributaries and had developed important trade and diplomatic relationships with the Miami, Potawatomi, and other tribes in the region. It was the fur trade that constituted the economic foundation of the French empire and was tolerated by the native tribes as they did not feel threatened or challenged. However, the English were considered more of a threat as they began to settle west of the Appalachian Mountains. To counter any potential threat, three French forts were established by the French along the Wabash-Maumee route. These palisaded forts included Ouiatanon near Lafayette, Fort Miami at the village of Kekionga, and Post Vincennes on the lower Wabash. Conflict with native tribes also arose between the Miami, Potawatomi, and other tribes who sided with the French and the Chickasaw, who sided with the British. The Chickasaws ventured as far north as the Wabash villages from their land in the south to engage with the tribes. In 1736, Vincennes was destroyed by the Chickasaws. But the threat of the encroaching British became worse and by the 1740s fur traders from Pennsylvania were in competition with the French traders. These traders offered superior goods that were cheaper and

more plentiful than the goods that the French were offering. Britain and France were at war off and on from 1689 to 1763 until the Treaty of Paris removed France's claim to all land east of the Mississippi (Madison 1986:10-18).

The coming of the British was significantly different from the French occupation. The British were most certainly interested in trading as the French had been, but they were also interested in the land and its transformation from wilderness to settlements (Cayton 1996:32-35). However, challenges from both Native Americans and American colonists soon hindered the realization of this plan. Attempts to centrally regulate Indian trade, control European settlement of Native American territory, and encourage orderly disposal of unsettled land all eventually failed. Pontiac's Rebellion in 1763 was the first challenge, followed by encroaching settlement in the 1770s fueled by the increasing friction between Britain and the American colonists (Madison 1986:18-19).

American Territorial Period (1783 – 1816)

The last quarter of the eighteenth century saw great change in Indiana. American control also underwent challenges of Indian conflict and land disposition. Indiana was now part of the Northwest Territory which stretched north from the Ohio River to the Great Lakes and west of the Allegheny Mountains to the Mississippi River. Upon Ohio's application for statehood in 1800, the remaining part became known as the Indiana Territory with Vincennes the capital and William Henry Harrison first governor (Madison 1986). Harrison oversaw several treaties with native tribes from 1803 to 1809 (i.e. Delaware, Shawnee, Potawatomi, and Miami), the result of which saw the relinquishment of the southern part of the state from the native tribes.

Initially, early settlers came from Upper South states including Virginia, North Carolina, and Kentucky, along with a lesser number of settlers from the Middle Atlantic region of the country like Maryland (Hudson 1988). These early settlers were mostly American born Protestants of British descent (Rudolph 1980). Given their southern origin, slavery became an early issue in territorial politics. Although slavery was forbidden in the Northwest Ordinance, it was a continued practice during the territorial period, especially amongst many living in Vincennes like Harrison. Harrison owned several slaves as did many prominent citizens, and through their political influence, slavery was allowed. In 1805, an indenture law was passed by the General Assembly which allowed slaves to be brought into the territory and held for very long indentures, often until their death. By 1810, the law was repealed, but did not affect pre-1810 indentures (Madison 1986:48-49).

Around 1810, the threat of Native Americans (i.e. Shawnee, Delaware, and Miami Indians) against the American settlers led William Henry Harrison to order a fort built to protect the 90 families in the area (Collins 2006:69). The fort was not completed until 1813 and included a stockade enclosing 1.5 acres which was formed of puncheons 10 feet in height and 3 feet in the ground. Blockhouses were built at each corner with the Vallonia Branch running through it (Boley 1980). Major John Tipton and his Indiana Rangers militia, nicknamed the "Corydon's Yellow Jackets", guarded the fort, and during the War of 1812, they patrolled this area of Indiana and other remote and isolated areas of the territory. In the spring of 1813, settlers had been attacked by a party of Kickapoo near Fort Vallonia and two of the settlers killed. The war party continued on towards the fort, killing another settler and wounding three more, before finally

heading away from the fort. They were pursued by Tipton and his men who were able to surprise the Kickapoo when they set up camp on an island in the east fork of the White River, killing one and wounding several others. Unable to pursue the Kickapoo across the flooded White River, the rangers returned to Fort Vallonia, only to later be ridiculed for letting the rest of the war party escape. “Tipton’s Island” became a term of ridicule thereafter (Allison 1986; Carmony 1966).

Statehood and Marion County (1816 – 1890s)

By 1816, Indiana’s population was over 60,000, the number required for statehood, and the Indiana Territory was admitted to the Union (Figure 3.2). The first capital was located at Corydon, already the territorial capital. However, the state commissioners nearly voted to move the capital from Corydon to Vallonia, which lost by only one vote (BCCSC 2008). Eventually, the capital was moved to the more centrally located Indianapolis in 1824. Although settlement began initially in the southern part of the state, by 1818, the remaining tribes sold the northern part of the state in the New Purchase Treaty, opening it up for settlement (Kingsbury 1970). Farming was the main livelihood of the settlers throughout the nineteenth century, and by 1900, over 222,000 farms were located within the state (Lazzerini 2006).

In 1825, the capital was moved to the more centrally located but swampy center of the state where a small settlement, Fall Creek Settlement, was located, which would later become Indianapolis. Indianapolis is located within Marion County. Indianapolis was difficult to get to from Madison and Corydon so the state endeavored to build its first major roads. At the time, the most important road was the Madison State Road (former US 31 and SR 431), which connected Madison to Indianapolis. Also, the Mauxferry Road connected the Corydon area to Indianapolis (SR 135). As the state opened up completely in the northern section, transportation improvements during the 1830s played a key role to the state’s development. Construction of Michigan Road from Madison to South Bend and the National Road from Richmond to Terre Haute had a major effect on the efficiency of transported manufactured goods.

As early as the 1830s, railroad construction had begun in Indiana. In 1847, the state’s first steam railroad, the Madison & Indianapolis line, was established. Indianapolis became a major railway center with seven of its eventual sixteen lines running by 1855 (Indiana Historical Society No Date (IHS ND)). The railroads allowed people to travel longer distances with greater ease and comfort, and moved commodities quickly. Indianapolis boasted the first centralized train station in the country by 1853, which needed expansion by 1888. By the turn of the twentieth century, about two hundred passenger trains passed through the Indianapolis station per day (IHS ND).

Canals were also constructed at this time with the Wabash-Erie Canal connecting Lake Erie to the Ohio River in Evansville, and the Whitewater Canal connecting the Ohio River to the National Road at Cambridge City. Unfortunately, the cost of the canals was expensive and resulted in a financial ruin for the state of over \$13 million by 1840 (Fitting 1979).

Figure 3-2 illustrates the area of Indiana in 1816, and Figure 3-3 illustrates the area of Marion County in 1823.

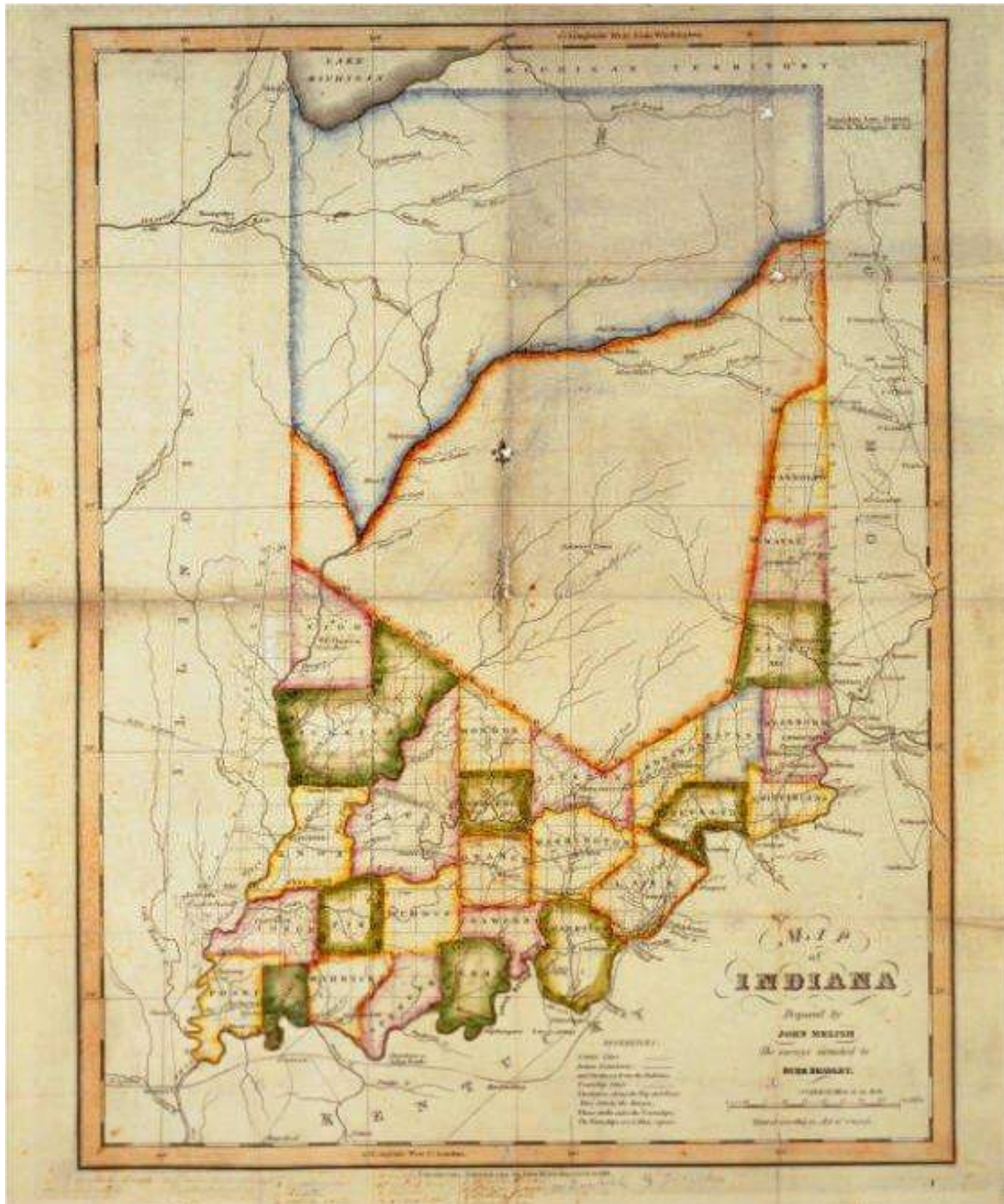


Figure 3-1. 1816 Map of Indiana (Melish 1819).

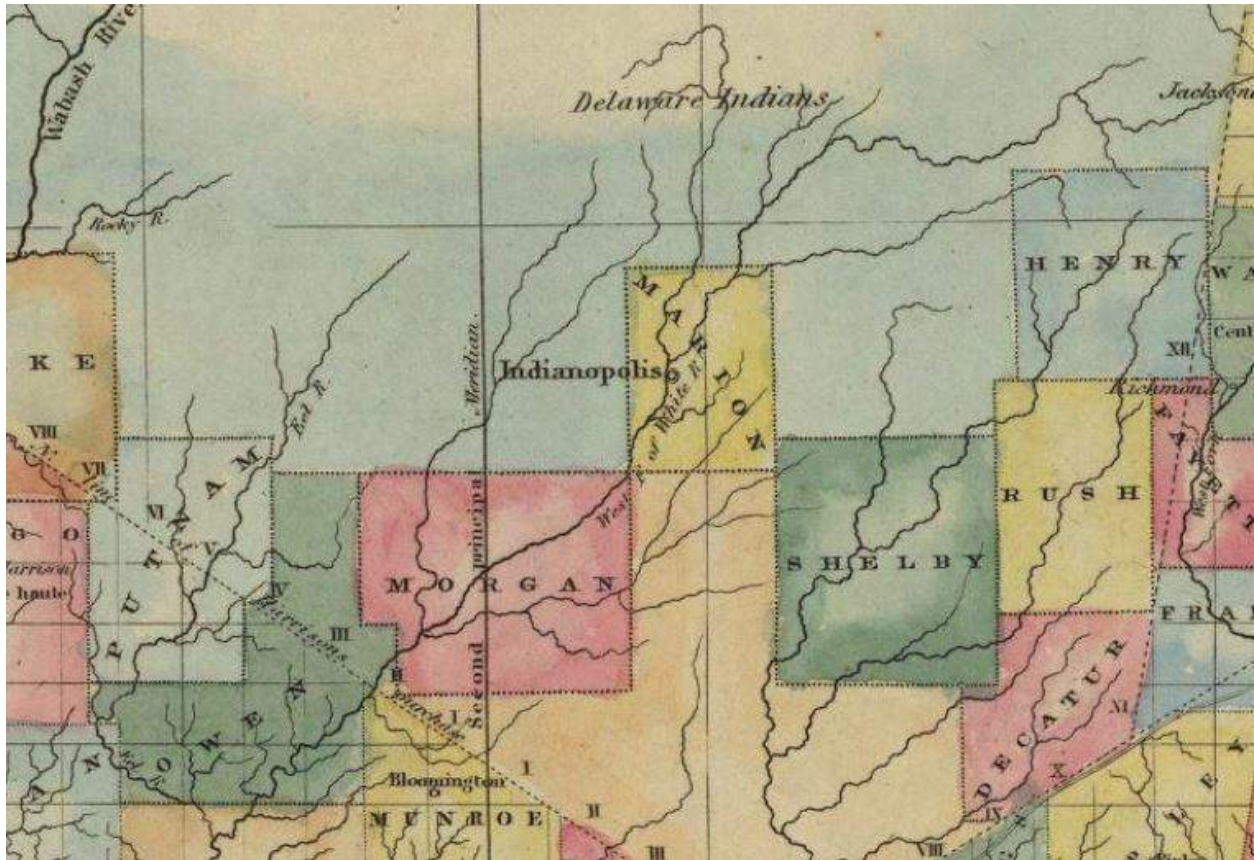


Figure 3-2. Map of Indiana Focusing on Marion County Area in 1823 (Fielding).

Marion County was formed on December 31st in 1821 and Indianapolis was named the county seat. The county was formed from the “New Purchase” lands obtained through the Treaty of St. Mary’s (also known as the Treaty with the Miami, 1818). The treaty was signed on October 6, 1818 between the United States and the Miami tribe and other territorial leaders, and was part of the effort of United States to purchase the land and move indigenous people west of Mississippi River (Indiana State University 2016). The Lenape occupied the area of Marion County prior to this treaty. The county was named for Francis Marion, a Brigadier General during the American Revolutionary War from South Carolina. Marion County contains about 400 square miles and is divided into nine civil townships. It is the largest populated county within the state.

The Project area lies within the Center, Perry, and Washington Townships (discussed in further detail below). Marion County saw rapid population growth initially that continued throughout the mid-nineteenth century and into the twentieth century. Figure 3-3 shows the population growth from its founding in 1830 into 2010, and Figure 3-4 illustrates Marion County in 1854.

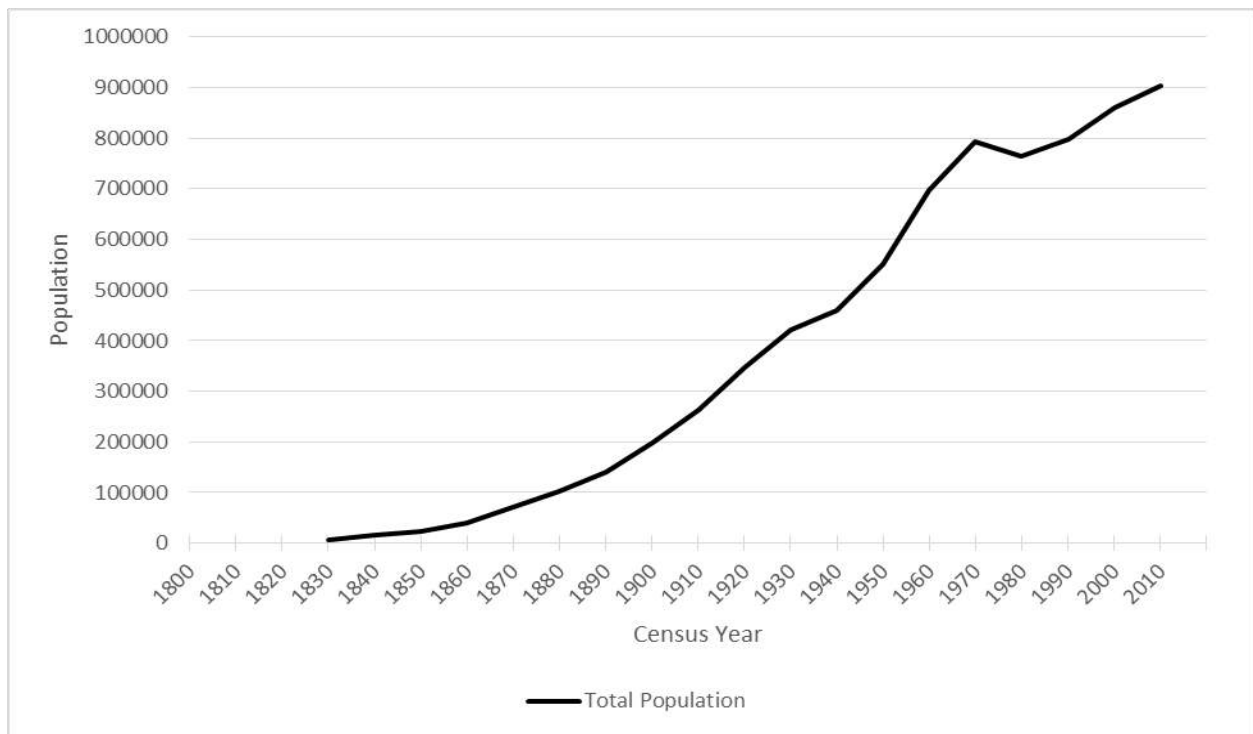


Figure 3-3. Population of Marion County by Year (STATS Indiana).

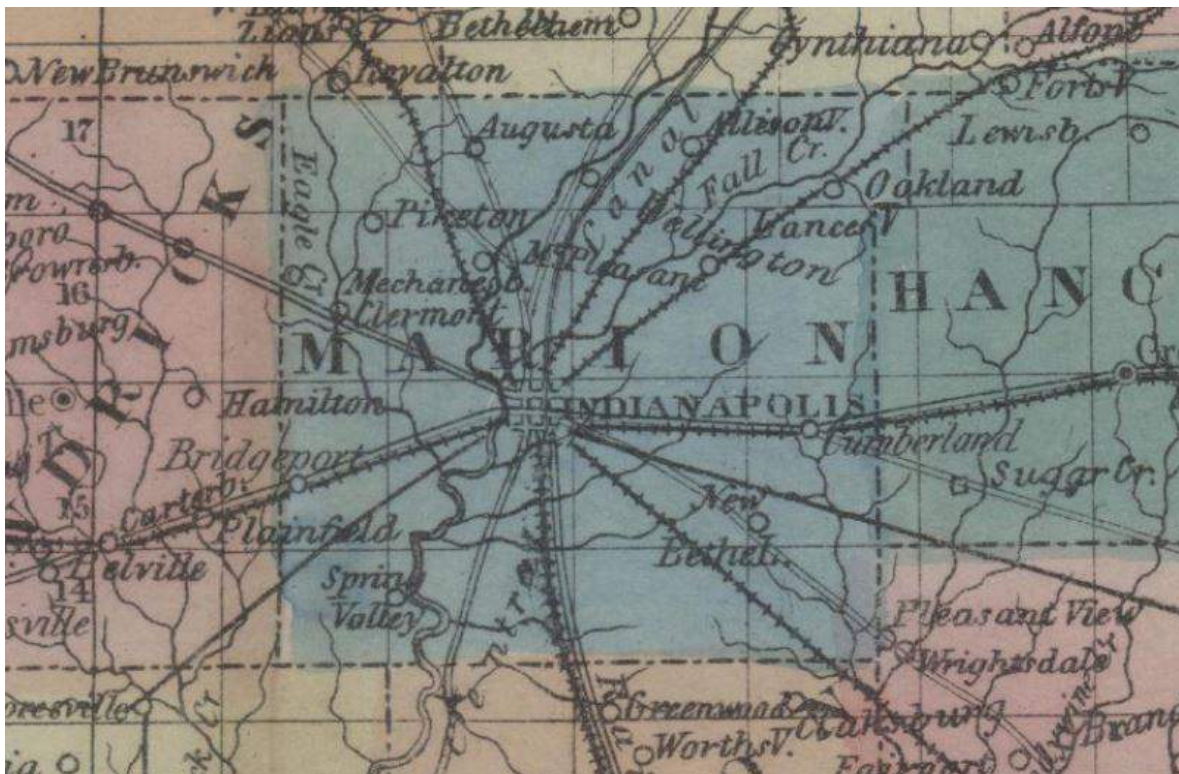


Figure 3-4. Marion County in 1854 (Mendenhall).

The Civil War had a significant impact on both the state and the county, both politically and economically. Over 200,000 Union troops were provided by the state which was also a major supplier of food and other necessary goods needed for the war effort (Barnhart 1962). Other economic changes at this time included the beginning of a long transition to an industrial economy from strictly an agricultural one, and Indianapolis played a vital role in this transition.

Indiana and Marion County in the Twentieth Century

The turn of the century brought great change to Indiana with urbanization and increasing industrialization that forever changed the landscape. This industrialization brought job opportunities to the state that attracted many people, especially eastern Europeans and southern Americans, both black and white. The popularity of the automobile led to road improvements, and the railroads increased the transport of goods and raw materials. Along with these accomplishments, the twentieth century brought two world wars, the Great Depression, and cultural/racial tensions.

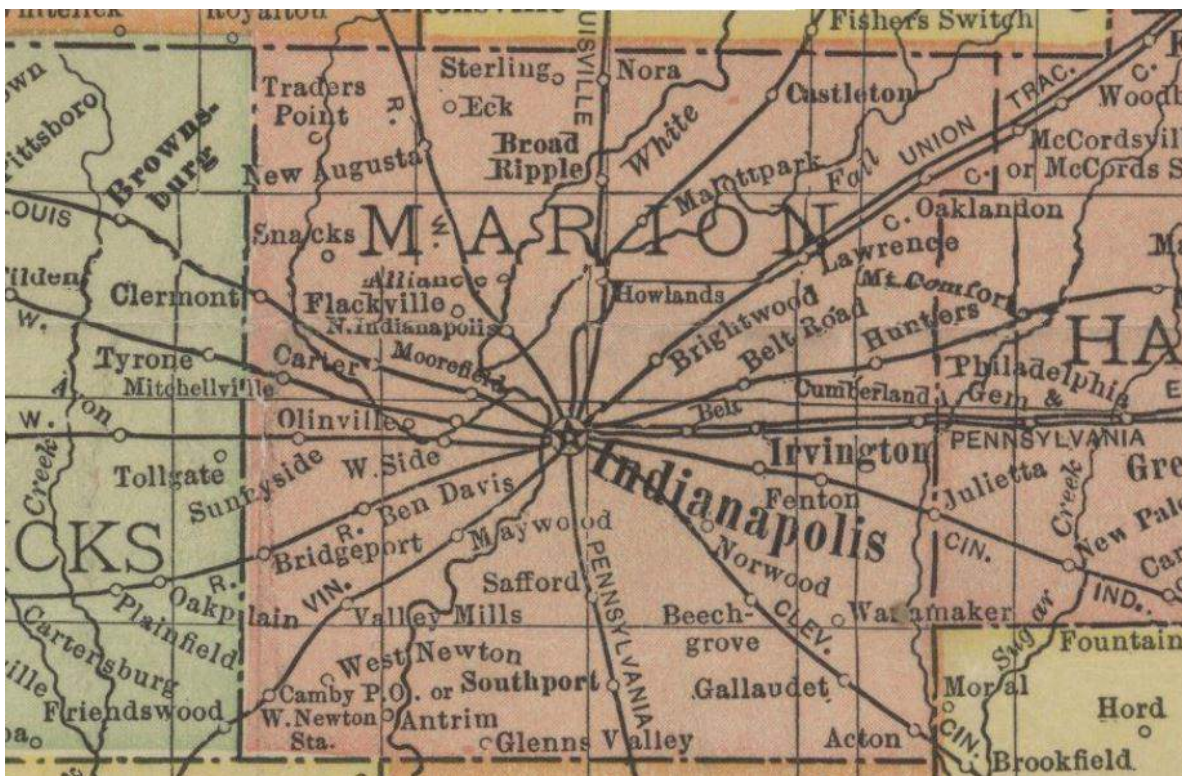


Figure 3-5. Marion County in 1903 (Rand McNally).

The United States joined World War I in 1917, but even before 1917, the large number of German immigrants living within Indiana were under scrutiny as potential sympathizers as an anti-German sentiment was growing. Some of these immigrants chose to anglicize their surnames, streets, and clubs during this time, and Indiana stopped teaching German within its schools. In fact, in 1918, the Indianapolis Board of School Commissioners passed a resolution declaring that public schools “should not assist in perpetuating the language of an alien enemy in our homes and enemy viewpoints in the community” (Guernsey and Hedeem 2010). German

churches stopped giving sermons in German, and German newspapers ceased publication. Indiana sent over 130,000 men to fight in the war and more than 3,000 died before the war ended in 1918.

By the 1920s, the steel and iron industries were bringing wealth to Indiana along with high-end automobile manufacturers, such as Marmon, Duesenberg, and Studebaker (IHS ND). Electricity and indoor plumbing were becoming more affordable, and commercial forms of leisure activities were in demand, such as nickelodeons, Vaudeville performances, and professional sporting events (Brown 2010a). Between 1921 and 1928, electrical companies gained ten million new customers, totaling nineteen million electrified households in the country (Brown 2010b). The automobile became more affordable for working class people with the introduction of the Model T, which led to the need for better roadways and the development of the suburbs (Brown 2010a, 2010d). Agriculture became more mechanized with the mass production of tractors and other technology.

Also at this time, the Ku Klux Klan was active in Indiana, promoting the expulsion of Catholics, Jewish, and African Americans, claiming the Klan as pro-America and pro-Christianity. The Klan grew in popularity following WWI as soldiers returned and found that their jobs were filled by immigrants or African Americans (Brown 2010c). In 1922, the Klan had a membership of one million and by 1925 that number had doubled (Brown 2010c). In 1924, Ed Jackson, a Klan member, was elected the governor of the state (IHS ND). The Klan's influence lessened in the next decade, especially after the state's organization leader, D. C. Stephenson, was convicted of murdering a young woman (IHS ND).

With the stock market crash in October of 1929, the Great Depression took hold of the country and Indiana was no exception. Unemployment affected both skilled and unskilled labor, and the first to lose their positions included women, African Americans, Appalachian migrants, and Mexican Americans (Indiana Historical Society 2010). The Great Depression brought such hardship and eventually pushed people in Indiana away from their traditional limited government tendencies. In 1932, the state voted liberal Democrats into power with a landslide victory for Paul V. McNutt (Indiana Historical Society 2010). McNutt promised to provide food, clothing, and shelter for the poor; cut the cost of government, reduce and redistribute the burden of taxation, and maintain an adequate system of public education. He began working on relief two months prior to Roosevelt's election, which brought in Roosevelt's New Deal programs. With the New Deal, Indiana saw an increase in employment and movement towards economic recovery with such programs as the Works Progress Administration (WPA), Civilian Conservation Corps (CCC), and the Federal Art Project (FAP).

In December of 1941, the Japanese attacked Pearl Harbor, prompting the United States to enter World War II. World War II brought military installations and ordinance plants to Indiana as wartime production brought thousands of new jobs, which further boosted the weakened economy (IHS ND). With the shortage of male labor, women and African Americans found employment once again. Food and gasoline shortages became the norm as well as air-raid drills and blackouts (IHS ND). The war would last until August 14, 1945 with the Japanese surrender.

Beginning in the late nineteenth century and throughout the first half of the twentieth century, African Americans began migrating from rural areas, especially Southern areas, to Northern

urban areas, and in Indiana, the largest population settled in Indianapolis and Gary. By 1950, about 95% of all Indiana's African Americans were living in urban areas (Madison 1986). These urban areas offered more employment opportunities and better living situations. However, urban areas were not free of discrimination and African Americans were often treated as second class citizens. Although improvements came as early as the 1940s, such as the Indiana School Desegregation Act of 1949, real progress was not made until later in the twentieth century with the creation of the Indiana Civil Rights Commission and the passing of the United States Civil Rights Act of 1964 (Madison 1986). Unfortunately, these changes did not eliminate further issues but more employment and education opportunities did open up for African Americans, although deep disparities continued.

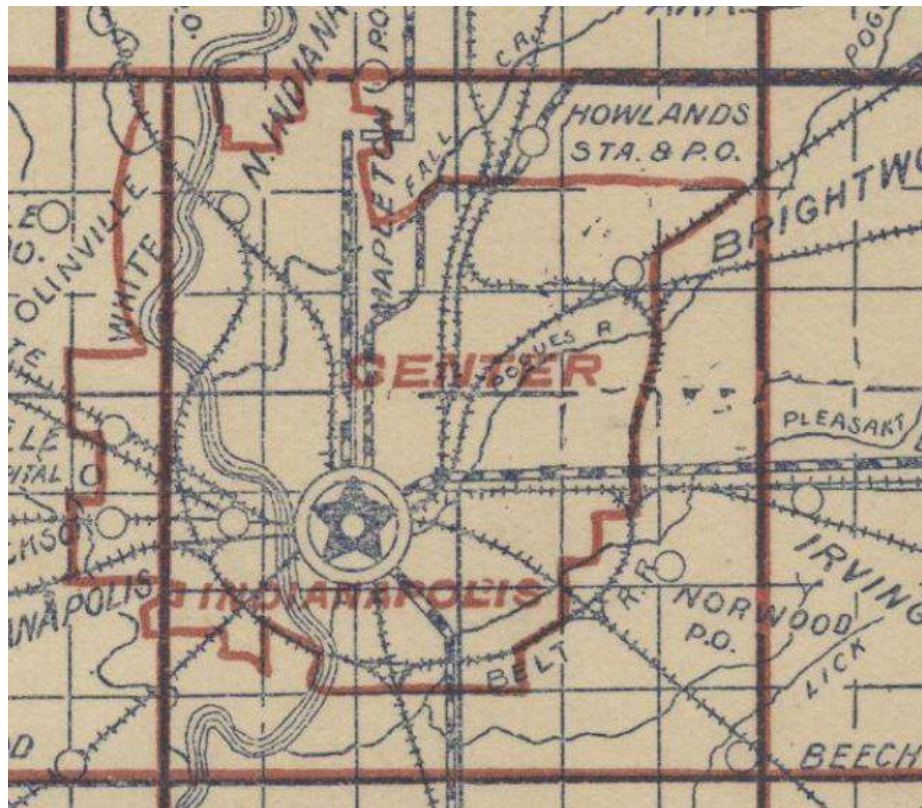
Today, Indiana continues to depend on industrial and agricultural jobs but professional/business services and tourism are also important. According to the Indiana Tourism Association, visitors to the state spent about \$10.3 billion in 2013. As of 2014, Indianapolis had approximately 90,142 manufacturing jobs and about 135,238 healthcare related jobs (STATS Indiana 2016). Marion County's population continues to grow as well. In 2010, the county's population was 903,389 and had increased to 939,020 by 2015 (STATS Indiana 2016). As of February of 2016, Marion County's unemployment rate was at 5.3% (STATS Indiana 2016).

Center Township

In 1821, Alexander Ralston began to plan out a one mile square plat with wide, radiating streets overlaid with a grid of blocks around a central hub, which would later become the city of Indianapolis (HLFI 1991). Indianapolis is centered within Center Township and their history is one and the same. Initial settlement to the area was slow and even the construction of the National Road in 1829 did little to attract settlers. The failure of the Internal Mammoth Improvements Act of 1836 caused further setbacks for the area (HLFI 1991). The multi-million dollar project bankrupted the state as a severe depression impacted the country. The project proposed the construction of multiple canals including the Central Canal, which would connect Indianapolis to major waterways, opening up a direct path for trade. Unfortunately, the canal project was abandoned with no new transportation routes constructed and the state left in a dire financial situation. In the 1840s, Indianapolis and Center Townships luck changed as the Madison and Indianapolis Railroad laid tracks within the township in 1847 (HLFI 1991). Quickly, Indianapolis became a major railroad hub. In 1853, the Union Terminal opened up within the township, making Indianapolis the first city to have a central hub for all railroad transportation into and out of the city (HLFI 1991). As a direct result of the railroad development in the township, the area began to grow and expand rapidly. This development made Indianapolis a strategic location during the Civil War. An arsenal was located there along with an estimated twenty-four military camps for the Union troops. Following the Civil War, Center Township continued to prosper and grow as new industries were attracted to the area, such as the manufacturing of horse-drawn vehicles.

The Panic of 1873 brought the prosperity to a brief standstill. Evidence of this is visible in the Woodruff Place neighborhood where pre-Panic lots were subdivided and smaller homes built (HLFI 1991). In 1890, the Center Township got its first electric streetcar which was soon followed by the popularity of the automobile, and the township grew as Indianapolis expanded outside the township (HLFI 1991). By the 1920s, the city was experiencing another boom with

**CDM
Smith**



Page 3.10

Washington Township

First settled in 1819, the Washington Township is located in north-central Marion County between the Pike and Lawrence Townships. The first settler to the area was John Allison who traveled up from Kentucky with his family (HLFI 1999). In 1833, Allison platted the townships first community, Allisonville. Other communities were settled soon after, such as Broad Ripple and Wellington. In 1872, Malott Park was platted within the township in what is near the present intersection of 56th and Keystone in Indianapolis (HLFI 1999). Malott Park was developed with future growth in mind unlike the communities settled prior, and included churches, a school, grocery, and blacksmith shop. Transportation improvements brought further development to the township. In 1883, the Chicago and Indianapolis Air-Line laid tracks between Indianapolis, Broad Ripple, and Nora along College Avenue (HLFI 1999). By the turn of the century, the residential homes and subdivisions began to expand within the township, especially northward from Maple Road (38th St.). This expansion continued at a fast rate throughout the twentieth century, aided in part by the increase in public transportation routes, such as the addition of multiple streetcar routes.

As the demand for living options outside the city increased, neighborhoods such as Johnson's Woods (c. 1907), Butler-Tarkington (c. 1910), and Meridian-Kessler (c. 1910) sprung up within the township (HLFI 1999). By the 1920s and 1930s, the automobile was a staple in most homes, no longer a luxury item, and as a result, road improvement and expansion became priority. Quickly, the landscape of the township began to change from farms and trees into more neighborhoods, such as Crows Nest (c. 1900), North Broadway (c. 1920), Wynnedale (c. 1932), and William's Creek (c. 1928) (HLFI 1999). Small businesses and retail stores began to sprout up around these neighborhoods. As the population increased, the local businesses expanded their services and began to spread along main streets. Eventually, large retail shops and shopping centers moved into the area, especially along 86th, 82nd, and 38th Streets and Keystone Ave. Post WWII construction brought more subdivisions with traditional, split-level, and ranch residences, and more shopping centers and strip malls. Today, the township is a hodgepodge of neighborhoods, commercial areas, semi-estates, and post WWII subdivisions; older neighborhoods renovated for modern families (HLFI 1999).

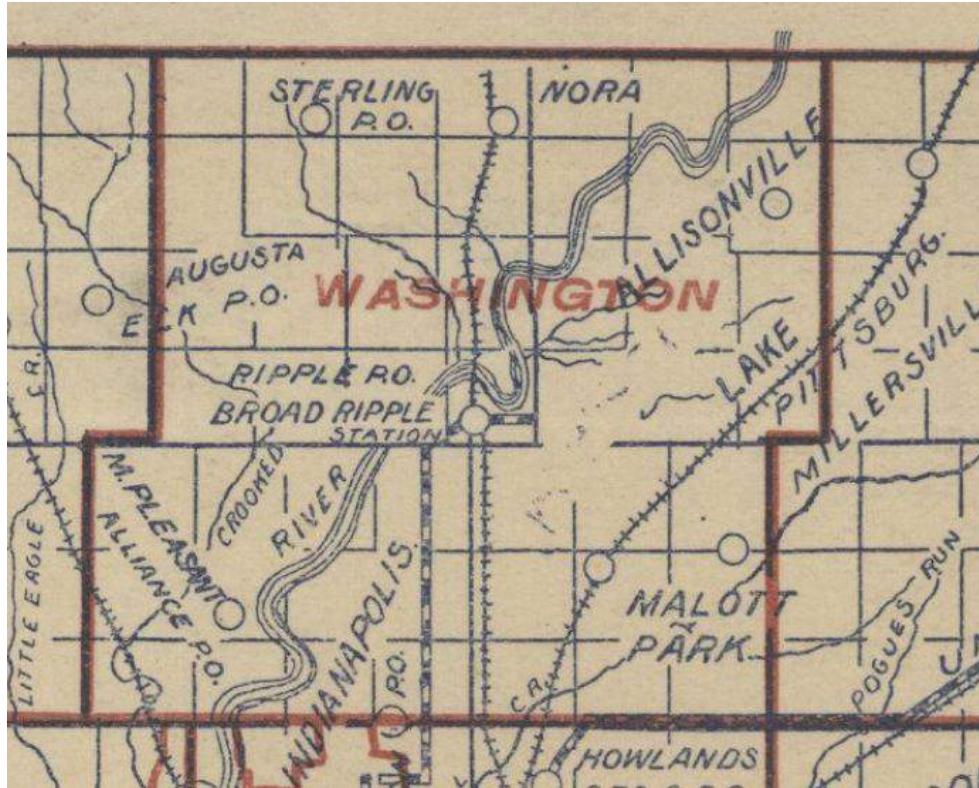


Figure 3-7. Washington Township in 1901 (Taylor).

Perry Township

In 1823, the Perry Township joined the Decatur and Franklin Township, only to become independent in 1824 (HLFI 1992). During the mid-nineteenth century, the railroad moved into the area inciting growth. The first railroads in the area included the Madison & Indianapolis Railroad, the Moran Line, and the Jeffersonville Line (HLFI 1992). Although the railroads initially brought development, the continued expansion of these lines along with increase in streets resulted in the isolation of the Perry Township, with the area missing out on the rapid growth experienced by Indianapolis during the Civil War. However, by 1905, the elevation of railroad tracks opened up the township as the area experienced its most rapid growth throughout its history (HLFI 1992). The township expanded to meet the emerging demand for living options outside the city, although portions of the township remained rural, especially areas with green houses built by the local German population. Although improved refrigeration lead to the decline in many green houses, several of the operations continue into the late twentieth century (HLFI 1992). However, the majority of the township is an area of suburbs and villages.

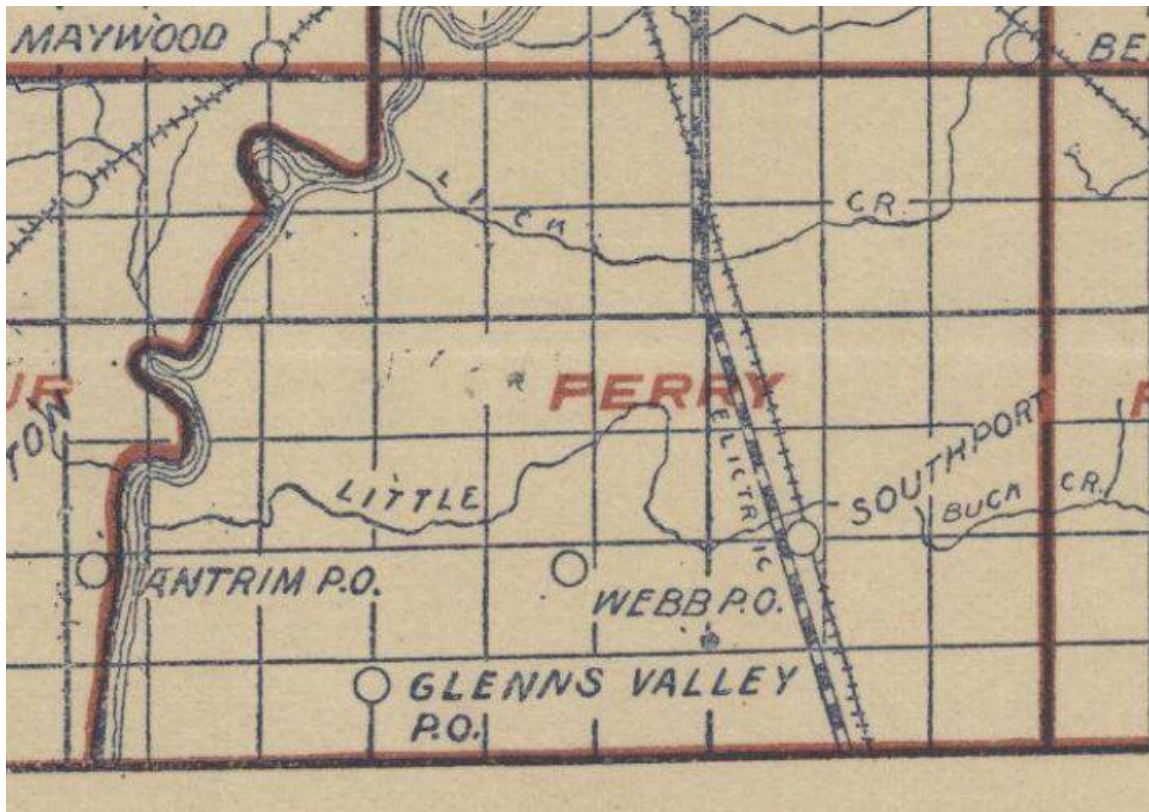


Figure 3-8. Perry Township in 1901 (Taylor).

Mass Transit in Indianapolis

Mass transit has a long history in Indianapolis. Early types included mule-drawn cars. Horse drawn omnibuses were the inspiration for the horsecars and were first used in Nantes, France in 1826 (Young 2015). Omnibuses were similar to stagecoaches but were open for service to the general public at a set fee. Mule-drawn cars traveled on rail instead of road. This provided a faster, smoother, and more efficient ride, with more space for passengers. In 1864, Citizen's Street Railway Company began construction of Indianapolis's first streetcar system that employed mule-drawn cars and operated on 15 miles of track (IndyGo 2011; NUVO 2016). The average mule car contained fourteen passenger seats and was pulled by one or two mules along pairs of iron rails (Figure 3-9) (IHS NDe). Nonetheless, by 1890, work had started on converting these lines for electric operation as the electric streetcar came on the scene.



Figure 3-9. Mule-Drawn Streetcar in the Late 1800s (Indiana Historical Society (IHS), W. H. Bass Photo Company NDd).

The electric streetcar rapidly spread across the country as the preferred mode for mass transit. They accommodated heavier loads and allowed for cheaper fares, which attracted a larger customer base. The first electric streetcar came to Indianapolis in 1890, and over 340 electric streetcars were active by 1898, utilizing more than 100 miles of track (IndyGo 2011). However, the introduction of the automobile brought too much competition for the electric streetcar, and by 1953, the last streetcar in Indianapolis ended its service (IndyGo 2011).

In 1904, the Indianapolis Traction Terminal opened up at the intersection of Market St. and Illinois St. (Figure 3-10) (IUPUI 2016). The terminal was the hub for the Indiana interurban system, which is basically an above ground subway system. Interurban systems were an extension of the electric streetcar system, but these cars traveled between cities, connecting Indianapolis to such cities as Pittsburgh and Columbus (IUPUI 2016). The traction terminal was tested immediately as it opened the same week as the State Fair, successfully handling an average of 10,000 passengers a day that first week (IHS NDe). By 1910, Indianapolis had routes to all the major towns within 120 miles (IHS NDe). The Indianapolis Traction Terminal served about 500 trains a day, carrying about 7 million passengers annually during its heyday (IndyGo 2011). Compared to steam railroads, the interurban provided more convenient schedules with more frequent stops and cheaper rates. The terminal housed a ticketing office, restaurant, drug store, barbershop, smoking lounge, shops, and offices (IUPUI 2016). The rail was efficient but

any kind of derailment, whether due to an accident or weather conditions, caused hours of delay. Indianapolis's final interurban car ran on January 18, 1941. The popularity and increased affordability of the automobile along with the construction of paved roads hurt the electric rail business. Passenger usage declined by about 40% by the late 1920s, and smaller lines began consolidating to compete but to no avail (IHS NDe). Eventually, the tracks were paved over and as the Indianapolis Traction Terminal started offering only bus services. One special note concerning the interurban that ran along College Avenue; there is a potential that tracks still exist beneath the pavement, though they are not currently visible. Bus services lasted until 1968 when the terminal was demolished (IUPUI 2016).

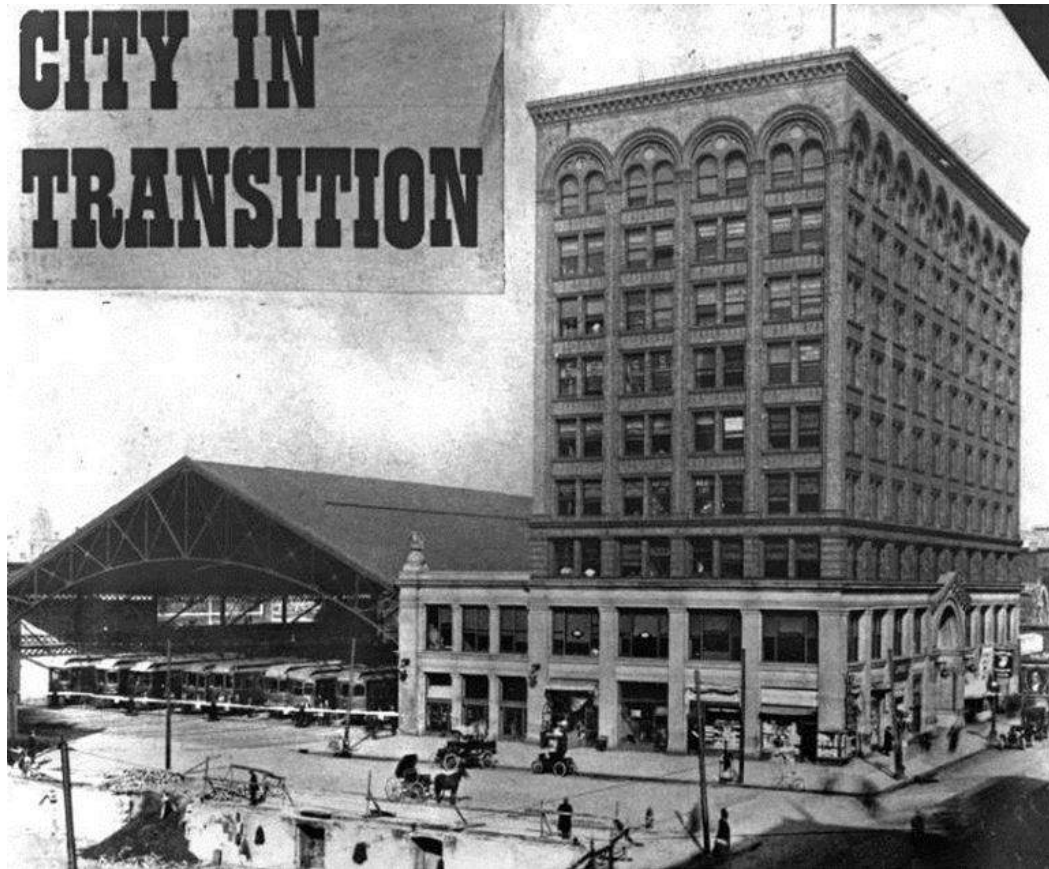


Figure 3-10. Indianapolis Traction Terminal in 1905, Note Various Modes of Transportation, Including Horse and Carriage, Bicycle, Automobile, and Interurban (Indiana Historical Society (IHS), W. H. Bass Photo Company NDd).

A 40 passenger, trackless trolley was another mode of mass transit in Indianapolis (IndyGo 2011). It began service in 1932, employing electric power from overhead wires but ran on rubber tires instead of rails. The trolley was also a victim to the automobile, and was replaced in 1957 by a bus service. From 1955 to 1974, the Indianapolis Transit System operated the city's public bus service, but weak profits pushed them out of business (IndyGo 2011). In January of 1975, the city of Indianapolis purchased the bus transit system, naming it the Metro, which would later be changed to IndyGo. Initially, the bus system flourished with a record 15,048,000 passengers in 1982, but by 1992, ridership had decreased as ridership services offered were reduced (IndyGo

2011). However, by 2011, the bus system averaged around 8 million trips annually, and as of 2014, IndyGo's annual ridership was 10,292,609 (IndyGo 2011, 2014).

Indianapolis's changes and improvements in mass transit had a direct impact on the development and expansion of the city. The capability of the electric street car allowed residential areas to move further from manufacturing areas as foot traffic was no longer the main mode of travel. As a result, downtown became more associated with manufacturing and entertainment, and residential areas expanded beyond the Center Township.

Within the Project area, the Fletcher Place Historic District area, the Watson Park Historic District area, and the Fountain Square Historic District area, all located within the Center Township, were first developed in the mid to late nineteenth century. However, by the 1930s and 1940s, the Watson Park area's initial large lots were subdivided, and the Fountain Square area was strictly a commercial district that became known for its multitude of theaters, especially from 1910 to 1950. Within the Washington Township, the North Broadway Historic District, the Forrest Hills Historic District, the Oliver Johnson's Woods Historic District, and the St. Joan of Arc Historic District were all developed during the early to mid-twentieth century during the heyday of the streetcar. For instance, the Oliver Johnson's Woods Historic District was first developed in the early twentieth century as the interurban was constructed along College Avenue on the district's western side, and was annexed to Indianapolis by 1912 (NPS NDa).

The automobile and bus systems exacerbated this affect, allowing for the rise in suburban spaces, and as the efficiency of the vehicles increased so did the suburban sprawl. Areas such as Forest Hills were developed with wide streets suitable for two-way automobile traffic, no alleys, and driveways at every lot (NPS NDb). This shift in desired living also created an economic divide as only those who could afford it moved out of the city. As a result, residential areas within the city suffered neglect. However, by the late 1970s, a gentrification movement surfaced that fostered an interest in preserving the city's historic neighborhoods and homes.

Chapter Four: Field Methods

Introduction

In this chapter, the field methods employed during the course of this study are described. These methods include the fieldwork activities and any survey limitations.

Field Methods

Architectural historians for CDM Smith drove all roads within the APE, examined all properties within the APE and photographed and took notes on all resources that were at least 45 years old. Properties not previously surveyed were given field numbers beginning with “CDMS 1.” In addition to the photographs of properties, historians also took pictures of general views of the project area.

Individual properties were examined and those considered to at least warrant a contributing rating were evaluated for architectural and contextual integrity and historical significance. In addition, the area was evaluated for the possibility of historic districts based on the following types: concentrations of architecturally similar resources and contiguous collections of buildings and/or properties indicating a connection based on a historic theme (in this case, related to agricultural or development history) within the context of the local history.

Above ground resources within the APE were identified and evaluated for listing in the National Register. Historic properties can be determined eligible for listing in the National Register under four separate criteria (Table 4.1).

Table 4.1 National Register Criteria

Criteria	Definition (from NPS 1997, CFR 36 Part 60)
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 that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.
D	[Properties] that have yielded, or may be likely to yield, information important in prehistory or history.

Integrity

If a property meets one or more of the before mentioned criteria, the property must also be examined for the degree of integrity it possesses. A property can be significant, but unless it has a certain amount of integrity, it can not be eligible. Within the broad category of integrity there are seven aspects to be evaluated. The seven aspects are listed in Table 4.2. Integrity is the ability

of a property to convey its significance. A property that has integrity will have some, or all of the listed aspects below. Ultimately, the question of integrity is answered by asking if the property or resource retains the identity and characteristics for which it is significant. Integrity can be compromised by physical changes in the context of the property, modification to the form and/or materials of the resource and deterioration of the property. Properties that have been moved are generally not considered eligible, except in certain specific situations.

Table 4.2 National Register Integrity Aspects

Integrity	Definition (from NPS 1997, CFR 36 Part 60)
Location	Location is the place where the historic property was constructed or the place where the historic event occurred.
Design	Design is the combination of elements that create form, plan, space, structure and style of a property.
Setting	Setting is the physical environment of a historic property.
Materials	Materials are the physical elements that were combined or deposited during a particular period of a time and in a particular pattern or configuration to form a historic property.
Workmanship	Workmanship is the physical evidence of the crafts of a particular culture or people during any give period in history or prehistory.
Association	Association is the direct link between an important historic event or person and a historic property.
Feeling	Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.

Effects Analysis

In the context of Section 106, resources may be subject to three levels of effects, which are defined in 36 CFR 800.5:

- No Effect – The project does not create any direct or indirect impacts on the resource.
- No Adverse Effect – The project impacts the resource but does not negatively affect the characteristics of a resource that qualify the resource for inclusion in the NRHP.
- Adverse Effect – The project directly or indirectly alters characteristics of a resource that qualify it for the NRHP so that the integrity of the resource's location, design, setting, materials, workmanship, feeling, or association is diminished.

In addition, it should be noted in relation to historic districts and landmarks that if a portion is impacted then the entire district or landmark is affected.

Examples of Adverse Effects would include:

- Physical Destruction or Damage
- Inconsistent Alterations

- Relocation of the Property
- Change in the character of the property's use or setting
- Introduction of incompatible visual, atmospheric, or audible elements
- Neglect and deterioration
- Transfer, lease, or sale without preservation restrictions

Survey Limitations

During the survey no limitations were encountered that would have hindered the discovery of cultural historic sites.

Chapter Five: Property Description and Results

Introduction

This chapter describes the results of the fieldwork including eligibility recommendations and presents the potential effect of the project on listed/recommended eligible resources. Figures in Appendix D3 illustrate the locations of each recorded resource.

National Register Listed Sites

A review of the National Register database indicated that there are eleven properties currently listed in the National Register: CDMS 133 (Shortridge High School), 138 (Reuben Wells Locomotive), 139 (Broad Ripple Carousel), 145 (Louis Levey Mansion NR-0108), 146 (Charles W. Fairbanks House NR-1465), 148 (Marott Hotel), 153 (Coulter Flats NR-0970), 172 (HCS Motor Car Company), 189 (Gibson Company Building), 191 (Indiana State Capitol NR-0065), and 199 (Indiana Repertory Theatre NR-0173).



Figure 5.1. CDMS 133 – Shortridge High School

CDMS 133 (Shortridge High School)

Description: CDMS 133 is the Shortridge High School that dates to c. 1927. It is a three story, brick building constructed in the Neo-Classical Revival style. The building is clad in red brick and grey Bedford limestone.

The resource is in excellent condition and continues to serve as a school today.

Significance: The resource is eligible under Criteria A & C with an Area of Significance in education and architecture. Its Period of Significance is 1925-1949.

The resource has retained integrity in location, design workmanship, materials, and feeling, and has not been altered since its listing.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to the development of education and architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.

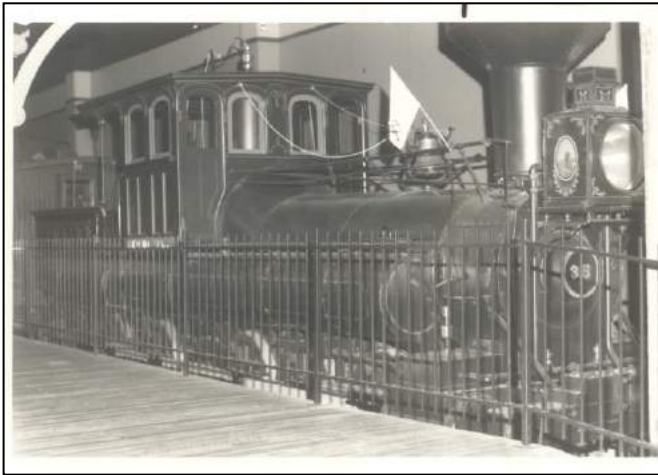


Figure 5.2. CDMS 138 – Reuben Wells Locomotive

CDMS 138 and 139 (Reuben Wells Locomotive and Broad Ripple Carousel)

Description: CDMS 138 is the Reuben Wells Locomotive and CDMS 139 is the Broad Ripple Carousel. Both are located within the modern Children’s Museum.

Significance: The Reuben Wells Locomotive is eligible under Criteria A & C with an Area of Significance in transportation and engineering. Its Period of Significance is 1868-1898.

The Broad Ripple Carousel’s Period of Significance is 1800-1917 and its Area of Significance is in Recreation.

The resources have retained integrity in design workmanship, materials, and feeling, and has not been altered since its listing.

Determination of Effects: No Effect

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: As both resources are housed within an existing building, changes in the visual

environment would not affect the characteristics that qualify the resources for inclusion on the NRHP.

Noise: As both resources are housed within an existing building, the noise analysis completed in 2016 determined the added effect of the project on noise in the corridor would be negligible thus having no effect.



Figure 5.3. CDMS 139 – Broad Ripple Carousel

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: As both resources are housed within an existing building, construction activities temporary in nature and not affect the characteristics that qualify these resources for inclusion on the NRHP.



Figure 5.4. CDMS 145 – Louis Levey Mansion NR-0108

CDMS 145 (Louis Levey Mansion NR-0108)

Description: CDMS 145 is the Louis Levey Mansion, which dates to c. 1905. It is a two story, three bay (w/d/w) brick residence constructed in the Italian Renaissance style. The building has ashlar limestone walls and rests on a rusticated foundation. An entryway staircase adorns the front façade and exhibits additional architectural details including: round-arched doorway with flanking pilasters and a broken segmental pediment.

Significance: The resource is eligible under Criteria A & C with an Area of Significance in commerce and architecture. Its Period of

Significance is 1900-1924. The resource has retained integrity in location, design workmanship, materials, and feeling, and has not been altered since its listing.

Determination of Effects: No Adverse Effect

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to the development of commerce and architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.5. CDMS 146 – Charles W. Fairbanks House

CDMS 146 (Charles W. Fairbanks House NR-1465)

Description: CDMS 146 is the Charles W. Fairbanks House that dates to c. 1912. It is a two story, fifteen bay brick house constructed in the Colonial Revival and Tudor Revival styles. The residence is clad in brick and rests on a continuous brick foundation. An entryway porch adorns the front façade. Four prominent brick chimneys pierce the roof of the house.

Significance: The resource is eligible under Criteria A, B & C with Areas of Significance in commerce, politics/government and architecture. It is associated with the

Significant Person – Charles W. Fairbanks. Its Period of Significance is 1912-1948.

The resource has retained integrity in location, design workmanship, materials, and feeling, and has not been altered since its listing.

Determination of Effects: No Adverse Effect

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to the development of commerce, politics/government, association with Charles W. Fairbanks and architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.6. CDMS 148 – Marott Hotel

CDMS 148 (Marott Hotel)

Description: CDMS 148 was formerly the Marott Hotel but now is used as apartments. The building dates to c. 1926. It is a ten story, building with a north and south tower connected by a one story lobby. It is clad in red brick with ornamental terra cotta and white glazed tile trim.

Significance: The resource is eligible under Criteria A & C with Areas of Significance in commerce and architecture. Its Period of Significance is 1925-1949.

The resource has retained integrity in location, design workmanship, materials, and

feeling, and has not been altered since its listing.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to the development of commerce and architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.7. CDMS 153 – Coulter Flats NR-0970

CDMS 153 (Coulter Flats NR-0970)

Description: CDMS 153 is the Coulter Flats which date to c. 1907. It is a three story, five bay brick building on a raised basement. The building has reddish-brown brick walls with terra cotta ornamentation on the front façade. Porches are located on each floor. These porches flank the central portion of the façade which contain the heavily ornamental entrance.

Significance: The resource is eligible under Criteria A & C with Areas of Significance in community planning & development and architecture. Its Period of Significance is 1900-1949.

The resource has retained integrity in location, design workmanship, materials, and feeling, and has not been altered since its listing.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to the development of community planning and architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.8. CDMS 172 – HCS Motor Car Company

CDMS 172 (HCS Motor Car Company)

Description: CDMS 172 is formerly the HCS Motor Car Company and now houses the Gregory & Appel Insurance company. The building dates to c. 1920 and was constructed in the Neo-Classical style. It is a four story, five bay building clad in glazed brick.

Significance: The resource is eligible under Criteria A & C with Areas of Significance in industry and architecture. Its Period of Significance is 1920-1927.

The resource has retained integrity in location, design workmanship, materials, and feeling, and has not been altered since its listing.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to the development of industry and architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.9. CDMS 189 – Gibson Company Building

CDMS 189 (Gibson Company Building)

Description: CDMS 319 is the Gibson Company Building, and it dates to c. 1917. It is a five story building with a full basement. The elevations features large windows in the Chicago School movement and the building exhibits Italian Renaissance detailing. White terra cotta columns are prominent throughout the exterior detailing.

Significance: The resource is eligible under Criteria A & C with Areas of Significance in industry and architecture. Its Period of Significance is 1917-1958.

The resource has retained integrity in location, design workmanship, materials, and feeling, and has not been altered since its listing.

Determination of Effects: No Adverse Effect

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to the development of industry and architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.10. CDMS 191 – Indiana State Capitol NR-0065

CDMS 191 (Indiana State Capitol NR-0065)

Description: CDMS 191 is the Indiana State Capitol. The initial construction of the building began c. 1878 and it was completed c. 1888. It is a four story building clad in native Indiana limestone.

Significance: The resource is eligible under Criteria A & C with Areas of Significance in politics/government and architecture. Its Period of Significance is 1800-1899.

The resource has retained integrity in location, design workmanship, materials, and feeling, and has not been altered since its listing.

Determination of Effects: No Adverse Effect

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to the development of politics/government and architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.11. CDMS 199 – The Indiana Theatre NR-0173

CDMS 199 (The Indiana Theatre NR-0173)

Description: CDMS 199 is the Indiana Theatre. It was constructed c. 1927. It is a six story, concrete building clad in brick and white glazed terra cotta. The front façade exhibits Spanish Baroque styling.

Significance: The resource is eligible under Criteria A & C with Areas of Significance in art, theater and architecture. Its Period of Significance is 1900-1949.

The resource has retained integrity in location, design workmanship, materials, and feeling, and has not been altered since its listing.

Determination of Effects: No Adverse Effect

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to the development of art, theater, and architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.

Previously Recorded Historic Districts

Ten previously recorded historic districts are located within the APE.

Indianapolis Parks and Boulevard System

This Historic District, listed in 2003, consists of parks, parkways and boulevards throughout Indianapolis. All the elements were designed by landscape architect George Edward Kessler in the early part of the twentieth century. The Historic District contains 3,474 acres with a total of 28 contributing sites, 20 contributing buildings, 109 contributing structures and 7 contributing objects (164 contributing resources total). The vast majority of the contributing elements are found within the twelve parks included within the district.

The Indianapolis Parks and Boulevard System Historic District is eligible under Criteria A & C with a period of significance of 1873-1952.

Determination of Effects: No Adverse Effect

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion on the NRHP.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.

Shortridge-Meridian Street Apartments

This Historic District, listed in 2000, is significant for its many architect-designed apartment buildings. It is centered along North Meridian and North Pennsylvania Street on the north side of Indianapolis. The Historic District contains 136 contributing buildings.

The Shortridge-Meridian Street Apartments Historic District is eligible under Criterion C with a period of significance of 1900-1951.

Determination of Effects: No Adverse Effect

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion on the NRHP.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.

Fountain Square Historic District

This Historic District, is significant in areas of commerce and architecture. The Historic District contains 46 contributing buildings.

The Fountain Square Historic District is eligible under Criteria A & C with a period of significance of 1870-1975.

Determination of Effects: No Adverse Effect

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion on the NRHP.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.

Fletcher Place Historic District

This Historic District, listed in 1982, is significant in areas of exploration/settlement, politics/government, education, commerce, transportation and architecture. It contains 405 acres and is bounded by railroad tracks, I-65/70, East Street and Virginia Avenue. The Historic District contains 140 contributing buildings.

The Fletcher Place Historic District is eligible under Criteria A & C with a period of significance of 1850-1924.

Determination of Effects: No Adverse Effect

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion on the NRHP.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.

St. Joan of Arc Historic District

This Historic District, is significant in areas of architecture and is known for variations of Arts & Crafts housing, bungalows and Foursquares. The Historic District contains 127 contributing buildings.

Determination of Effects: No Adverse Effect

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion on the NRHP.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.

Watson Park Historic District

This Historic District, is significant in areas of architecture and is known for Tudor Revival, French Eclectic and Colonial Revival houses. The Historic District contains 40 contributing buildings.

Determination of Effects: No Adverse Effect

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion on the NRHP.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.

Oliver Johnson's Woods Historic District

This Historic District, listed in 2004, is significant in areas of social history, community planning and development and architecture. It contains 400 acres and is bounded by Central and College Avenues, 44th and 46th Streets. The Historic District contains 92 contributing buildings.

The Oliver Johnson's Woods Historic District is eligible under Criteria A & C with a period of significance of 1850-1950.

Determination of Effects: No Adverse Effect

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion on the NRHP.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.

Forrest Hills Historic District

This Historic District, listed in 1983, is significant in areas of landscape architecture and architecture. It is known for its California Bungalow and English Cottage architecture. It is bounded by Kessler Avenue, College Avenue, and 56th Street. The Historic District contains 173 contributing buildings and seven contributing structures.

The Forrest Hills Historic District is eligible under Criterion C with a period of significance of 1900-1949.

Determination of Effects: No Adverse Effect

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion on the NRHP.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These

would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.

North Broadway Historic District

This Historic District is significant in areas of architecture. It is known for its Tudor architecture and winding street plan. It contains 720 acres and includes College, Carrollton, Guilford, Winthrop, Wildwood Avenues and Forest Lane. The Historic District contains 180 contributing buildings and seven contributing structures.

The North Broadway Historic District is eligible under Criterion C with a period of significance of 1920-1940.

Determination of Effects: No Adverse Effect

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion on the NRHP.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.

Washington Street-Monument Circle Historic District

This Historic District, listed in 1997, is significant in areas of entertainment/recreation, religion, commerce, community planning and development and architecture. It contains 311 acres and is bounded by Delaware, Ohio, Capitol and West Maryland Streets. The Historic District contains 40 contributing buildings and two contributing structures.

The Washington Street-Monument Circle Historic District is eligible under Criteria A & C with a period of significance of 1850-1949.

Determination of Effects: No Adverse Effect

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion on the NRHP.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.

Eligible Properties

Twenty-five properties are recommended as individually eligible for listing in the National Register of Historic Places the following: **CDMS 23, 106, 125, 129, 131, 136, 137, 140, 141, 166, 183, 195, 196, 197, 200, 201, 206, 210, 211, 215, 219, 304, 316, 319, and 320.**



Figure 5.12. CDMS 23 – Vogue Theatre

CDMS 23

Description: CDMS 23 is the Vogue Theatre and the structure dates to c. 1940. It is a two story, brick structure with an end gable roof. The theater's front façade is dominated by the marquee and further enhanced by the buff and red colored tile.

The entrance and fenestration pattern appears to be original with no alterations.

Significance: The resource was evaluated against Criteria A, B, and is recommended eligible under Criteria A & C as an excellent example of a mid-twentieth century urban commercial architecture related to the movie

industry/entertainment in Marion County. This structure retains integrity in location, design workmanship, materials, and feeling. Based on this, the structure is recommended eligible for listing in the NRHP under Criteria A & C.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to the development of movie industry/entertainment and architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.13. CDMS 106 – Prather Masonic Lodge

CDMS 106

Description: CDMS 106 is the Prather Masonic Temple and the structure dates to c. 1920. It is a three story, brick building with a flat roof and stepped parapet wall. The building is clad in brick with stone accents. A main entrance is located at the corner of the building and is topped by a circular porch supported by a single pole.

Brick pilasters are present on each elevation. It divides the façade into five sections and the side elevations into nine sections. While the first floor's fenestration pattern is intact; the windows and doors have been replaced with smaller windows with the remaining area covered in wood siding. The second and third story windows are all original.

Significance: The resource was evaluated against Criteria A, B, and is recommended eligible under Criterion B as an excellent example of an early-twentieth century urban building related to the Masons and served as a Masonic Temple in Marion County. This building retains integrity in location, design workmanship, materials, and feeling. Based on this, the structure is recommended eligible for listing in the NRHP under Criterion B.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to its association with the Masons and serving as a Masonic Temple.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.14. CDMS 125 – North United Methodist Church

CDMS 125 (North United Methodist Church)

Description: CDMS 125 is the North United Methodist Church, and it dates to c. 1931. It is a three story, stone structure with a gable roof covered in asphalt shingles. The church is clad in stone and rests on a continuous cut stone foundation. An entryway porch adorns the front façade and is topped with a gable roof covered in matching asphalt shingles. The fenestration pattern appears to be intact and the windows are of a variety of types. A large, square bell tower towers above the rest of the church and is its most prominent feature.

Significance: The resource was evaluated against Criteria A, B, and C and is recommended eligible under Criterion C as an excellent example of an early to mid-twentieth century urban religious architecture in Marion County. This structure retains integrity in location, design workmanship, materials, and feeling. Based on this, the structure is recommended eligible for listing in the NRHP under Criterion C.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.15. CDMS 129

CDMS 129

Description: CDMS 129 is an apartment building that dates to c. 1900. It is a seven story, brick structure with a flat roof and parapet wall. The resource is clad in brick which extends down to grade. Terra cotta is used as detailing on all elevations but more extensively on the front façade.

Significance: The resource was evaluated against Criteria A, B, and C and is recommended eligible under Criterion C as an excellent example of an early twentieth century urban residential architecture in Marion County. This structure retains integrity in location, design workmanship, materials, and feeling. Based on this, the building

is recommended eligible for listing in the NRHP under Criterion C.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.16. CDMS 131 – Scarborough Place

CDMS 131 (Scarborough Place)

Description: CDMS 131 is an apartment complex called Scarborough Place. It dates to c. 1900. It is a three story, three bay (w/d/w) brick building with a flat roof and arched parapet wall. The building is clad in brick which extends down to grade.

The fenestration pattern appears to be unaltered and the windows are original. The front façade contains a one-story, main entrance that extends out from the rest of the wall. It is topped with a crenelated detailing highlighted by white terra cotta. It contains double arched doors. A bay window flanks

the main entrance to the south. Additional detailing includes arched windows, medallions, coat of arms, and mural.

Significance: The resource was evaluated against Criteria A, B, and C and is recommended eligible under Criterion C as an excellent example of an early twentieth century urban residential architecture in Marion County. This structure retains integrity in location, design workmanship, materials, and feeling. Based on this, the structure is recommended eligible for listing in the NRHP under Criterion C.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.17. CDMS 136

CDMS 136

Description: CDMS 136 is an apartment complex that dates to c. 1923. It is a three story, three bay (w/d/w) brick structure with a flat roof and parapet wall. The resource is clad in brick and rests on a continuous poured concrete foundation.

The main entrance located on the front façade extends out from the rest of the wall and is topped by an arched pediment with dentil molding. Concrete sills are located on all the front façade windows that exhibit similar dentil molding. Decorative brickwork is also present. The fenestration pattern appears to be intact, and the windows are a mixture of original and modern replacements.

Significance: The resource was evaluated against Criteria A, B, and C and is recommended eligible under Criterion C as an excellent example of an early to mid-twentieth century urban residential architecture in Marion County. This structure retains integrity in location, design workmanship, materials, and feeling. Based on this, the structure is recommended eligible for listing in the NRHP under Criterion C.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.18. CDMS 137

CDMS 137

Description: CDMS 137 is an apartment complex that dates to c. 1923. It is a three story, three bay (w/d/w) brick structure with a flat roof and parapet wall. The resource is clad in brick and rests on a continuous poured concrete foundation.

The main entrance located on the front façade extends out from the rest of the wall and is topped by an arched pediment with dentil molding. Concrete sills are located on all the front façade windows that exhibit similar dentil molding. Decorative brickwork is also present. The fenestration pattern appears to be intact, and the windows are a mixture of original and

modern replacements.

Significance: The resource was evaluated against Criteria A, B, and C and is recommended eligible under Criterion C as an excellent example of an early to mid-twentieth century urban residential architecture in Marion County. This structure retains integrity in location, design workmanship, materials, and feeling. Based on this, the structure is recommended eligible for listing in the NRHP under Criterion C.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.19. CDMS 140

CDMS 140

Description: CDMS 140 is an apartment building that dates to c. 1928. It is a nine story, brick building with a multi-level flat roof. The structure rests on a continuous poured concrete foundation and is clad in brick.

The main entrance on the front façade extends out from the remainder of the wall and contains two doors. The first is a single arched door while the second is a pair of glass doors flanked by sidelights. These doors appear to be original to the resource. The fenestration pattern appears to be intact, and the windows are original metal casement. Additional architectural detailing includes, cast medallions, limestone accents on the various corners of the building, cast iron railings on balconies, stone sills and lintels.

Significance: The resource was evaluated against Criteria A, B, and C and is recommended eligible under Criterion C as an excellent example of an early to mid-twentieth century urban residential architecture in Marion County. This structure retains integrity in location, design workmanship, materials, and feeling. Based on this, the structure is recommended eligible for listing in the NRHP under Criterion C.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.20. CDMS 141

CDMS 141

Description: CDMS 141 is the Commodore Apartments. The building dates to c. 1926. It is a three story, brick building with a flat roof and parapet wall. The apartment building is clad in brick which extends down to grade.

The fenestration pattern appears to be intact, although the windows are of a mixture of original and modern replacements. Additional detailing includes, cast iron balconies accessed by French Doors, terra cotta accents along the parapet wall including medallions, arched inserts and pilasters.

Significance: The resource was evaluated against Criteria A, B, and C and is recommended eligible under Criterion C as an excellent example of an early to mid-twentieth century urban residential architecture in Marion County. This structure retains integrity in location, design workmanship, materials, and feeling. Based on this, the structure is recommended eligible for listing in the NRHP under Criterion C.

Determination of Effects: No Adverse Effect

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.21. CDMS 166

CDMS 166

Description: CDMS 166 is an apartment complex that dates to c. 1925. It is a three story, five bay (w/w/d/w/w) brick building with a flat roof and parapet wall. The building is clad in brick and rests on a continuous poured concrete foundation.

The fenestration pattern appears to be unaltered, however the windows are modern replacements. The main entrance is centered on the front façade with a limestone surround. Additional detailing includes decorative brickwork, arched windows and medallions, stone lintels and headers.

Significance: The resource was evaluated against Criteria A, B, and C and is recommended eligible under Criterion C as an excellent example of an early to mid-twentieth century urban residential architecture in Marion County. This structure retains integrity in location, design workmanship, materials, and feeling. Based on this, the structure is recommended eligible for listing in the NRHP under Criterion C.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.22. CDMS 183

CDMS 183

Description: CDMS 183 is an apartment building that dates to c. 1908. It is a four story, brick building with a flat roof and parapet wall. The resource rests on a continuous poured concrete foundation and is clad in brick.

The main entrance on the front façade has been altered as it has been reduced in size. Architectural detailing includes the use of terra cotta along four bays centered on the main entrance. The fenestration pattern appears to be unaltered and while the windows appear to be replacements they appear to be in the same style and size of the

originals. Brick on the elevations serve as a visual break between the large windows that dominates the building's exterior. The brick visually looks like columns which are further enhanced by capitals that have been placed at the top of each.

Significance: The resource was evaluated against Criteria A, B, and C and is recommended eligible under Criterion C as an excellent example of an early twentieth century urban residential architecture in Marion County. This structure retains integrity in location, design workmanship, materials, and feeling. Based on this, the structure is recommended eligible for listing in the NRHP under Criterion C.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.23. CDMS 195

CDMS 195

Description: CDMS 195 is a commercial building that dates to c. 1918. It is a three story brick building with a flat roof and parapet wall. The building is clad in brick and rests on a continuous brick foundation.

The front façade is divided into three sections with the central being double the flanking sections. Paired windows are located within each section. Arched pediments are above the third story windows. Architectural panels are located in-between the second and third story windows. The fenestration pattern appears to be unaltered, although the windows are of a variety of types. The first

floor is retail which appears to have undergone some alterations through the years,

Significance: The resource was evaluated against Criteria A, B, and C and is recommended eligible under Criterion C as an excellent example of an early twentieth century urban commercial architecture in Marion County. This structure retains integrity in location, design workmanship, materials, and feeling. Based on this, the structure is recommended eligible for listing in the NRHP under Criterion C.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.24. CDMS 196

CDMS 196

Description: CDMS 196 is a commercial building that dates to c. 1918. It is a three story, three bay (w/d/w) brick structure with a flat roof and parapet wall. The building rests on a continuous cut stone foundation and is clad in both brick and cut stone.

The main façade exhibits both cut stone and brick while the remaining elevations only have brick clad walls. The parapet wall is crenelated and detailed with stone. Decorative brickwork is also present on the front façade. The fenestration pattern appears to be intact, but the windows are modern replacements.

Significance: The resource was evaluated against Criteria A, B, and C and is recommended eligible under Criterion C as an excellent example of an early twentieth century urban commercial architecture in Marion County. This structure retains integrity in location, design workmanship, materials, and feeling. Based on this, the structure is recommended eligible for listing in the NRHP under Criterion C.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.25. CDMS 197

CDMS 197

Description: CDMS 197 is a commercial building that dates to c. 1910. It is an eight story, brick building with a flat roof and parapet wall. The resource rests on a continuous brick foundation and is clad in a variety of materials including brick, terra cotta and marble.

The elevations facing the streets exhibit detailing not located on the rear elevations that are simply unadorned brick walls. The fenestration pattern appears to be intact, and the windows are a variety of types. First floor entrances are sets of double doors topped by a curved awning and decorative windows. The

top floor windows are gently arched with decorative pediments. The parapet wall is crenelated.

Significance: The resource was evaluated against Criteria A, B, and C and is recommended eligible under Criterion C as an excellent example of an early twentieth century urban commercial architecture in Marion County. This structure retains integrity in location, design workmanship, materials, and feeling. Based on this, the structure is recommended eligible for listing in the NRHP under Criterion C.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: The proposed route is a block away and changes in the visual environment would not affect the characteristics that qualify this resource for inclusion as it relates to architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.26. CDMS 200

CDMS 200

Description: CDMS 200 is a commercial structure that dates to c. 1959. It is a two story, brick building constructed in the Art Moderne style. It has a flat roof and parapet wall. The structure rests on a continuous poured concrete foundation and is clad in brick.

The building has curved brick walls and a corner wall comprised of curved glass blocks on both the first and second floors. Decorative brick work is present on the second story.

Significance: The resource was evaluated against Criteria A, B, and C and is recommended eligible under Criterion C as an excellent example of a mid-twentieth century urban commercial architecture built in the Art Moderne style in Marion County. This structure retains integrity in location, design workmanship, materials, and feeling. Based on this, the structure is recommended eligible for listing in the NRHP under Criterion C.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.27. CDMS 201

CDMS 201

Description: CDMS 201 is a commercial structure that dates to c. 1877. It is a two story, five bay (w/d/w/w/d) brick structure with a flat roof and parapet wall. The structure rests on a continuous brick foundation and is also clad in brick.

Decorative brick arches are located over each of the front windows and doors. The main entrance is a single door with sidelights and a single glass transom. The door to access the upper floor is a single door with a small glass transom. The façade has brick pilasters separating the doorways and windows. The

fenestration pattern appears to be intact, and the windows and doors are original. The parapet wall has decorative brick work along with dentil molding.

Significance: The resource was evaluated against Criteria A, B, and C and is recommended eligible under Criterion C as an excellent example of a late nineteenth century urban commercial architecture in Marion County. This structure retains integrity in location, design workmanship, materials, and feeling. Based on this, the structure is recommended eligible for listing in the NRHP under Criterion C.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.28. CDMS 206

CDMS 206

Description: CDMS 206 is a commercial structure that dates to c. 1890, and once housed Fire Station #12. It is a two story, four bay (d/d/d/d) brick building with a flat roof and parapet wall. The resource has brick walls and rests on a continuous brick foundation.

Three of the four bays on the first floor of the façade contains large double doors while the fourth contains a single entry door. The second story contains decorative brick panels and one bay has a set of three modern windows. The fenestration pattern appears to be intact, and the windows are of a variety of types. Decorative stone is also present on the

façade along with the sign that reads, “Fire Station No 12.”

Significance: The resource was evaluated against Criteria A, B, and C and is recommended eligible under Criterion A as an excellent example of a late nineteenth century urban, fire station associated with the development of formalized firefighting in Marion County. This structure retains integrity in location, design workmanship, materials, and feeling. Based on this, the structure is recommended eligible for listing in the NRHP under Criterion A.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to development of formalized firefighting in Marion County.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.29. CDMS 210

CDMS 210

Description: CDMS 201 is a commercial structure that dates to c. 1930. It is a two story, five bay (w/d/d/w/d) brick building with a flat roof and parapet wall. The resource rests on a continuous brick foundation and is clad in brick.

The building is built with a slanted profile, not in the typical rectangular pattern. The main façade has a prominent, centrally located arched door. The fenestration pattern appears to be intact; however the windows are modern replacements. Architectural detailing includes stone lintels and headers and dentil molding.

Significance: The resource was evaluated against Criteria A, B, and C and is recommended eligible under Criterion C as an excellent example of an early to mid-twentieth century urban commercial architecture in Marion County. This structure retains integrity in location, design workmanship, materials, and feeling. Based on this, the structure is recommended eligible for listing in the NRHP under Criterion C.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.30. CDMS 211

CDMS 211

Description: CDMS 211 is a commercial structure that dates to c. 1950 and was previously used as a gas station. It is a one story, four bay (w/d/d/d) concrete block building with a flat roof. The resource rests on a continuous concrete block foundation and is clad in ceramic tile.

The fenestration pattern appears to be intact, and the windows are original.

Significance: The resource was evaluated against Criteria A, B, and C and is recommended eligible under Criterion C as an excellent example of a mid-twentieth century gas station architecture in Marion

County. This structure retains integrity in location, design workmanship, materials, and feeling. Based on this, the structure is recommended eligible for listing in the NRHP under Criterion C.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.31. CDMS 215

CDMS 215

Description: CDMS 215 is a commercial building that dates to c. 1920. It is a two story, brick building with a flat roof and parapet wall. The resource has brick walls that extends down to grade.

The façade is clad in a buff brick while the other elevations are clad in red brick laid in a common bond. Architectural details on the front façade include that include terra cotta, dentil molding, window hoods, stone lintels, arched windows, iron railings, decorative brickwork, and centrally located, stylized balustrade on the parapet wall. The fenestration pattern has been altered on the

first story, but is intact on the second story.

Significance: The resource was evaluated against Criteria A, B, and C and is recommended eligible under Criterion C as an excellent example of an early twentieth century urban commercial architecture in Marion County. This structure retains integrity in location, design workmanship, materials, and feeling. Based on this, the structure is recommended eligible for listing in the NRHP under Criterion C.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.32. CDMS 219

CDMS 219

Description: CDMS 219 is a commercial building that dates to c. 1885. It is a three story, five bay (w/d/w/d/w) brick building with a flat roof and parapet wall. The resource has brick walls and rests on a continuous brick foundation.

The main façade has architectural details that include dentil molding, window hoods, stone lintels, and brackets. The fenestration pattern appears to be intact and the windows are original.

Significance: The resource was evaluated against Criteria A, B, and C and is recommended eligible under Criterion C as an excellent example of a late nineteenth century urban commercial architecture in Marion County. This structure retains integrity in location, design workmanship, materials, and feeling. Based on this, the structure is recommended eligible for listing in the NRHP under Criterion C.

Determination of Effects: No Adverse Effect

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.33. CDMS 304

CDMS 304

Description: CDMS 304 is a bridge (Bridge No. 3203F; NBI No. 4900302) that dates to c. 1938. It is a single arch bridge with solid concrete guard rails. Its width contains space for two lanes of vehicle traffic as well as a bicycle lane.

Significance: The resource was evaluated against Criteria A, B, and C and is recommended eligible under Criterion C as an excellent example of an early to mid-twentieth century bridge architecture in Marion County. This structure retains integrity in location, design workmanship, materials, and feeling. Based on this, the structure is recommended

eligible for listing in the NRHP under Criterion C. The resource was previously rated as Outstanding during the Indiana Historic Bridge survey.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.34. CDMS 316

CDMS 316

Description: CDMS 316 is a building associated with a hospital that dates to c. 1900. It was formerly the Jacob E. Wile Memorial Nurses Home. It is a six story, brick building with a flat roof and parapet wall. The resource has brick walls which extend down to grade.

The façade is divided into three sections. The central, widest, section is set back from the two other sections. This central section contains the main entrance which is constructed from limestone and contains the arched entryway that is flanked by three arched windows on each side. The

fenestration pattern appears to be intact; however the windows are replacements. Additional architectural detailing includes stone lintels, dentil molding and open parapet wall.

Significance: The resource was evaluated against Criteria A, B, and C and is recommended eligible under Criterion C as an excellent example of an early twentieth century urban commercial architecture related to the medical field in Marion County. This structure retains integrity in location, design workmanship, materials, and feeling. Based on this, the structure is recommended eligible for listing in the NRHP under Criterion C.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.35. CDMS 319

CDMS 319

Description: CDMS 319 is the Joseph W. Summers Memorial Bridge. It was constructed in 1917. The bridge was built in the Neo-Classical style and is reinforced concrete. It contains three arches with open concrete guard rails.

Significance: The resource was evaluated against Criteria A, B, and C and is recommended eligible under Criterion C as an excellent example of an early twentieth century bridge architecture in Marion County. This structure retains integrity in location, design workmanship, materials, and feeling. Based on this, the structure is recommended

eligible for listing in the NRHP under Criterion C. The resource was previously rated as Outstanding during the Indiana Historic Bridge survey and is listed as contributing to the Indianapolis Parks and Boulevard System historic district.

Determination of Effects: No Adverse Effect

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.



Figure 5.36. CDMS 320

CDMS 320

Description: CDMS 320 is an apartment building that dates to c. 1926. It is a seven story, brick building with a flat roof and parapet wall. The resource is clad in brick which extends down to grade.

The façade contains an off-centered main entrance which is wooden double doors with a stone, arched surround and arched transom. Four bay window towers that start at the second story and extend to the seventh are located on the façade as well as the opposite elevation.

Additional architectural details include decorative brickwork, stone lintels and stone surrounds. The fenestration pattern appears to be intact, and the windows are a variety of types.

Significance: The resource was evaluated against Criteria A, B, and C and is recommended eligible under Criterion C as an excellent example of an early to mid-twentieth century urban residential architecture in Marion County. This structure retains integrity in location, design workmanship, materials, and feeling. Based on this, the structure is recommended eligible for listing in the NRHP under Criterion C.

Determination of Effects: **No Adverse Effect**

Direct Effects: The project would not directly affect nor require any acquisition of right-of-way from this resource.

Visual: Changes in the visual environment would not adversely affect the characteristics that qualify this resource for inclusion as it relates to architecture.

Noise: Noise analysis was completed in 2016 and it determined added effect of the project on noise in the corridor would be negligible thus having no adverse effect.

Vibration: Vibration is not anticipated from the operation of rubber-tired buses on asphalt, thus having no effect.

Construction: Construction activities would primarily consist of earth removal and hauling, grading, repaving and restriping of lanes, median and landscaping improvements, sidewalk improvements, streetscaping and installation of curb extensions for enhanced pedestrian space at BRT station intersections, and placement of shelters and other BRT station features. These would be temporary in nature and not adversely affect characteristics that qualify this resource for inclusion on the NRHP.

Non-Eligible Properties

Eight non-eligible properties are discussed below. These properties were selected from the 234 non-eligible properties recorded and are representative examples of the types and styles of resources surveyed.



Figure 5.37. CDMS 1

CDMS 1

Description: CDMS 1 is a residence dating to c. 1927. It is a one story, three bay (w/w/w) frame house with a clipped gable roof covered in asphalt shingles. The residence is clad in aluminum siding and rests on a continuous rusticated, concrete block foundation.

The fenestration pattern appears to be intact; however the windows are a variety of types. Additions are present.

Significance: The building is not a particularly outstanding example of early to mid-twentieth century residential architecture,

and archival research did not yield information associating this building with a significant person or event. The resource was evaluated against Criteria A, B, and C, but was not considered eligible for listing on the NRHP.



Figure 5.38. CDMS 5

CDMS 5

Description: CDMS 5 is a residence dating to c. 1941. It is a one story, four bay (d/w/w/d) frame building with a side gable roof covered in asphalt shingles. The house is clad in weatherboard siding and rests on a continuous concrete block foundation. An entryway porch adorns the front façade and is topped with a gable roof. The porch decking is poured concrete.

The fenestration pattern appears to be intact; however the windows are modern replacements. Several additions are present.

Significance: The building is not a particularly outstanding example of mid-twentieth century residential architecture, and archival research did not yield information associating this building with a significant person or event. The resource was evaluated against Criteria A, B, and C, but was not considered eligible for listing on the NRHP.



Figure 5.39. CDMS 18

CDMS 18

Description: CDMS 18 is an automotive bridge, dating to c. 1947.

Significance: This resource was previously surveyed for bridge inventory and was recommended as not eligible. The resource has not changed to alter this recommendation.



Figure 5.40. CDMS 186

CDMS 186

Description: CDMS 186 is a commercial building dating to c. 1912. It is a three story, four bay (w/w/w/d) building with a flat roof. The resource is clad in brick which extends down to grade.

The fenestration pattern appears to be original; however the windows are modern replacements.

Significance: The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a

significant person or event. The resource was evaluated against Criteria A, B, and C, but was not considered eligible for listing on the NRHP.



Figure 5.41. CDMS 47

CDMS 47

Description: CDMS 47 is a residence dating to c. 1917. It is a two story, two bay (d/d) frame building with a hip roof covered in asphalt shingles. It is clad in aluminum siding and rests on a continuous rusticated, concrete block foundation. A full width porch adorns the front façade and is topped with a hip roof covered in matching asphalt shingles and supported with tapered wood columns resting on brick columns. The porch decking is poured concrete.

The fenestration pattern appears to be intact; however the windows are a variety of types.

Significance: The building is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this building with a significant person or event. The resource was evaluated against Criteria A, B, and C, but was not considered eligible for listing on the NRHP.



Figure 5.42. CDMS 54

CDMS 54

Description: CDMS 54 is a commercial structure, dating to c. 1951. It is a one story, concrete block structure with a flat roof. The front façade is covered in concrete panels while the remaining elevations are painted concrete block. The resource rests on a continuous concrete block foundation.

The fenestration pattern appears to be intact; however the windows and doors are replacements.

Significance: The building is not a particularly outstanding example of mid-twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event. The resource was evaluated against Criteria A, B, and C, but was not considered eligible for listing on the NRHP.



Figure 5.43. CDMS 96

CDMS 96

Description: CDMS 96 is a commercial structure, dating to c. 1960. It is a one story, frame structure with flat roof. The structure rests on a continuous concrete block foundation and is clad in concrete block and tile veneer.

The fenestration pattern appears to be intact; however the doors are replacements. A large rear addition is present.

Significance: The building is not a particularly outstanding example of mid-twentieth century commercial architecture, and archival research did not yield

information associating this building with a significant person or event. The resource was evaluated against Criteria A, B, and C, but was not considered eligible for listing on the NRHP.



Figure 5.44. CDMS 318

CDMS 318

Description: CDMS 318 is an apartment complex, dating to c. 1967. It is a three story, brick structure with a hip roof covered in tile. It is constructed in a U-shape around an interior courtyard. The structure is clad in brick and rests on a continuous poured concrete foundation.

The fenestration pattern appears to be unaltered; however the windows are modern, vinyl replacements.

Significance: The building is not a particularly outstanding example of mid to late twentieth century multi-housing

architecture, and archival research did not yield information associating this building with a significant person or event. The resource was evaluated against Criteria A, B, and C, but was not considered eligible for listing on the NRHP.

Chapter Six: Summary and Effect Determinations

At the request of IndyGo, CDM Smith was asked to conduct a Cultural Historic survey of the proposed Red Line BRT – Phase I, in Marion County, Indiana.

Eleven properties were previously listed in the National Register of Historic Places (NRHP) within the APE of this undertaking. Ten previously recorded historic districts were also located within the APE. Two hundred and sixty-seven (267) properties within the APE that are at least 45 years old were surveyed during this survey. Of these 267, twenty-five (25) were recommended as individually eligible for listing in the NRHP, including CDMS 304 and CDMS 319 which were recommended as individually eligible and contributing to the Indianapolis Parks and Boulevard System historic district. Of the non-eligible properties, a representative sample is described within the text of the report, and the remaining resources are described in Appendix D2. The location of all the properties and historic districts are illustrated in Appendix D3.

Table 6.1 lists the recommended eligible properties along with the criteria under which they are considered eligible and the effects recommendation.

Table 6.1 Recommended Eligible Properties

PROPERTY NUMBER	PROPERTY TYPE	STATUS	CRITERIA
CDMS 23	Vogue Theatre	Good	A & C
CDMS 125	Church	Good	C
CDMS 129	Apartment	Good	C
CDMS 131	Apartment	Good	C
CDMS 136	Apartment	Good	C
CDMS 137	Apartment	Good	C
CDMS 140	Apartment	Good	C
CDMS 141	Apartment	Good	C
CDMS 166	Apartment	Good	C
CDMS 183	Apartment	Good	C
CDMS 195	Commercial	Good	C
CDMS 196	Commercial	Good	C
CDMS 197	Commercial	Good	C
CDMS 201	Commercial	Good	C
CDMS 206	Fire Station	Good	A
CDMS 210	Commercial	Good	C
CDMS 211	Commercial	Good	C
CDMS 219	Commercial	Good	C
CDMS 304	Bridge	Good	C
CDMS 316	Commercial	Good	C
CDMS 319	Bridge	Good	C
CDMS 320	Apartment	Good	C

For each NRHP listed or eligible historic resource within the APE, potential project impacts were examined. Direct effects (e.g., building displacements or partial property takes) and indirect effects (e.g., noise, vibration, construction, and changes in the visual environment) were considered in this analysis.

Based on the information presented within the previous chapters of the report, the following are the effect determinations for listed/eligible cultural historic resources.

Table 6.2 Effect Determinations

PROPERTY NUMBER	PROPERTY NAME	EFFECTS
Previously Recorded		
CDMS 133	Shortridge High School	No Adverse Effect
CDMS 138	Reuben Wells Locomotive	No Effect
CDMS 139	Broad Ripple Carousel	No Effect
CDMS 145	Louis Levy Mansion	No Adverse Effect
CDMS 146	Charles W. Fairbanks House	No Adverse Effect
CDMS 148	Marott Hotel	No Adverse Effect
CDMS 153	Coulter Flats	No Adverse Effect
CDMS 172	HCS Motor Car Company	No Adverse Effect
CDMS 189	Gibson Company Building	No Adverse Effect
CDMS 191	Indiana State Capitol	No Adverse Effect
CDMS 199	Indiana Repertory Theatre	No Adverse Effect
Historic Districts		
Historic District	Indianapolis Parks and Boulevard System	No Adverse Effect
Historic District	Shortridge-Meridian Street Apartments	No Adverse Effect
Historic District	Fountain Square Historic District	No Adverse Effect
Historic District	Fletcher Place Historic District	No Adverse Effect
Historic District	St. Joan of Arc Historic District	No Adverse Effect
Historic District	Watson Park Historic District	No Adverse Effect
Historic District	Oliver Johnson's Woods Historic District	No Adverse Effect
Historic District	Forrest Hills Historic District	No Adverse Effect
Historic District	North Broadway Historic District	No Adverse Effect
Historic District	Washington Street-Monument Circle Historic District	No Adverse Effect
Newly Recommended Eligible		
CDMS 23	Vogue Theatre	No Adverse Effect
CDMS 106	Prather Masonic Temple	No Adverse Effect
CDMS 125	Church	No Adverse Effect
CDMS 129	Apartment	No Adverse Effect
CDMS 131	Apartment	No Adverse Effect
CDMS 136	Apartment	No Adverse Effect
CDMS 137	Apartment	No Adverse Effect
CDMS 140	Apartment	No Adverse Effect
CDMS 141	Apartment	No Adverse Effect
CDMS 166	Apartment	No Adverse Effect
CDMS 183	Apartment	No Adverse Effect
CDMS 195	Commercial	No Adverse Effect
CDMS 196	Commercial	No Adverse Effect
CDMS 197	Commercial	No Adverse Effect
CDMS 200	Commercial	No Adverse Effect
CDMS 201	Commercial	No Adverse Effect
CDMS 206	Fire Station	No Adverse Effect

CDMS 210	Commercial	No Adverse Effect
CDMS 211	Commercial	No Adverse Effect
CDMS 215	Commercial	No Adverse Effect
CDMS 219	Commercial	No Adverse Effect
CDMS 304	Bridge	No Adverse Effect
CDMS 316	Commercial	No Adverse Effect
CDMS 319	Bridge	No Adverse Effect
CDMS 320	Apartment	No Adverse Effect

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Order	Photos	County/Township	Number	Parcel C	Rating	Property Name	Address	Date	Style	Historic District	Individual Eligibility Recommendation	Integrity Issues/Notes	Additional Comments	Access Changed?
1		Marion/Washington	CDMS 1	8023607		House	6608 N. College Ave.	c. 1927		N/A	Not Eligible	The house is not a particularly outstanding example of early to mid twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
2		Marion/Washington	CDMS 2	8019918		House	6602 N. College Ave.	c. 1935		N/A	Not Eligible	The house is not a particularly outstanding example of early to mid twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	Replacement windows; front porch screened in; side porch screened in or enclosed with windows.	N/A
3		Marion/Washington	CDMS 3	8009802		House	6498 N. College Ave.	c. 1940		N/A	Not Eligible	The house is not a particularly outstanding example of early to mid twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
4		Marion/Washington	CDMS 4	8010263		House	6490 N. College Ave.	c. 1936		N/A	Not Eligible	The house is not a particularly outstanding example of early to mid twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	Screened porch does not look original; aluminum siding; windows may be original 4/1 (Craftsman style)	N/A
5		Marion/Washington	CDMS 5	8011636		House	6480 N. College Ave.	c. 1941		N/A	Not Eligible	The house is not a particularly outstanding example of mid twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	Rear addition	N/A
6		Marion/Washington	CDMS 6	8011812		House	6478 N. College Ave.	c. 1922		N/A	Not Eligible	The house does not embody the distinctive characteristics of a style, method, or period of construction, and is not a particularly outstanding example of mid twentieth century residential architecture.	Stairs of wolmanized wood are not original	N/A
7		Marion/Washington	CDMS 7	8016527		House	6476 N. College Ave	c. 1936		N/A	Not Eligible	The house is not a particularly outstanding example of mid twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
8		Marion/Washington	CDMS 8	8009933		House	6474 N. College Ave.	c. 1925		N/A	Not Eligible	The house is not a particularly outstanding example of mid twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	Potential side/rear addition	N/A









9		Marion/Washington	CDMS 9	8016459		House	6472 N. College Ave.	c. 1925		N/A	Not Eligible	The house is not a particularly outstanding example of mid twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	Carport addition	N/A
10		Marion/Washington	CDMS 10	8011577		House	6468 N. College Ave.	c. 1940		N/A	Not Eligible	The house is not a particularly outstanding example of mid twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	Replacement windows	N/A
11		Marion/Washington	CDMS 11	8020859		House	6464 N. College Ave.	c. 1940		N/A	Not Eligible	The house is not a particularly outstanding example of mid twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
12		Marion/Washington	CDMS 12	8020716		House	6460 N. College Ave.	c. 1936		N/A	Not Eligible	The house is not a particularly outstanding example of mid twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
13		Marion/Washington	CDMS 13	8010791		House	6454 N. College Ave.	c. 1940		N/A	Not Eligible	The house is not a particularly outstanding example of mid twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	Front portico may not be original	N/A
14		Marion/Washington	CDMS 14	8023677		Apartments	6527 N. College Ave.	c. 1971		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century multi-housing architecture, and archival research did not yield information associating this housing with a significant person or event.		N/A
15		Marion/Washington	CDMS 15	8009852		Commercial	6302 N. College Ave.	c. 1969		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
16		Marion/Washington	CDMS 16	8043232		Commercial	688 E. 63rd St.	c. 1956		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A









17		Marion/Washington	CDMS 18			Bridge	N. College Ave.	c. 1947		N/A	Not Eligible	Previously surveyed for bridge inventory and was recommended as not eligible. Resource has not changed to alter this recommendation.		N/A
18		Marion/Washington	CDMS 19	8013233		Commercial	706 Broad Ripple Ave.	c. 1965		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
19		Marion/Washington	CDMS 20	8016250		Commercial	6290 N. College Ave.	c. 1965		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
20		Marion/Washington	CDMS 21	8034487		Commercial	701 Broad Ripple Ave.	c. 1935		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
21		Marion/Washington	CDMS 22	8034486		Commercial	6281 N. College Ave.	c. 1956		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.	Major changes to the façade.	N/A
22		Marion/Washington	CDMS 23	8034485		Commercial	6259 N. College Ave.	c. 1940		N/A	Eligible	Retained integrity in location, design workmanship, materials, and feeling. Excellent example of an early to mid-twentieth century commercial architecture related to the movie industry.		Yes - no driveway; parking in rear
23		Marion/Washington	CDMS 24	8034484		Commercial	6243 N. College Ave.	c. 1938		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
24		Marion/Washington	CDMS 25	8009429		Apartments	6221 N. College Ave.	c. 1930		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century multi-housing architecture, and archival research did not yield information associating this building with a significant person or event.		N/A









25		Marion/Washington	CDMS 26	8009542		House	6230 N. College Ave.	c. 1948		N/A	Not Eligible	The house is not a particularly outstanding example of mid twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
26		Marion/Washington	CDMS 27	8021114		Commercial	5902 N. College Ave.	c. 1970		North Broadway	Not Eligible	The building is not a particularly outstanding example of late century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
27		Marion/Washington	CDMS 28	8021115		Commercial	5902 N. College Ave.	c. 1940		N/A	Not Eligible	The building is not a particularly outstanding example of mid-twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
28		Marion/Washington	CDMS 29	8021033		Commercial	5898 N. College Ave.	c. 1955		N/A	Not Eligible	The building is not a particularly outstanding example of mid-twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
29		Marion/Washington	CDMS 30	8015173		House	635 Kessler Blvd. EDR	c. 1939		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
30		Marion/Washington	CDMS 31	8015214		Commercial	5870 N. College Ave.	c. 1970		North Broadway	Not Eligible	The building is not a particularly outstanding example of late twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
31		Marion/Washington	CDMS 32	8019903		Commercial	5915 N. College Ave.	c. 1925		North Broadway	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
32		Marion/Washington	CDMS 33	8023128		Commercial	5901 N. College Ave.	c. 1930		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this houseuilding with a significant person or event.		N/A









33		Marion/Washington	CDMS 34	8023128		Commercial	5901 N. College Ave.	c. 1965		Forest Hill	Not Eligible	The building is not a particularly outstanding example of mid-twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.	N/A
34		Marion/Washington	CDMS 35	8021205		House	5897 N. College Ave.	c. 1926		Forest Hill	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	N/A
35		Marion/Washington	CDMS 36	8010000		House	5873 N. College Ave.	c. 1930		Forest Hill	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	N/A
36		Marion/Washington	CDMS 37	8013036		House	5861 N. College Ave.	c. 1952		Forest Hill	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	N/A
37		Marion/Washington	CDMS 38	8013037		House	5855 N. College Ave.	c. 1937		Forest Hill	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	N/A
38		Marion/Washington	CDMS 39	8014700		House	5845 N. College Ave.	c. 1937		Forest Hill	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	N/A
39		Marion/Washington	CDMS 40	8014701		House	5841 N. College Ave.	c. 1930		Forest Hill	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	N/A
40		Marion/Washington	CDMS 41	8016337		House	5837 N. College Ave.	c. 1930		Forest Hill	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	N/A









41		Marion/Washington	CDMS 42	8017904		House	5510 N. College Ave.	c. 1945		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
42		Marion/Washington	CDMS 43	8011056		House	5504 N. College Ave.	c. 1910		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
43		Marion/Washington	CDMS 44	8010764		House	5500 N. College Ave.	c. 1939		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
44		Marion/Washington	CDMS 45	8011866		House	5456 N. College Ave.	c. 1927		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
45		Marion/Washington	CDMS 46	8015704		House	5448 N. College Ave.	c. 1926		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
46		Marion/Washington	CDMS 47	8015049		House	5444 N. College Ave.	c. 1917		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
47		Marion/Washington	CDMS 48	8011260		House	5442 N. College Ave.	c. 1924		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
48		Marion/Washington	CDMS 49	8021256		House	5438 N. College Ave.	c. 1929		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A









49		Marion/Washington	CDMS 50	8016001		House	5434 N. College Ave.	c. 1929		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
50		Marion/Washington	CDMS 51	8010607		House	5430 N. College Ave.	c. 1927		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
51		Marion/Washington	CDMS 52	8019475		Commercial	5420 N. College Ave.	c. 1970		N/A	Not Eligible	The building is not a particularly outstanding example of mid-twentieth century commercial architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
52		Marion/Washington	CDMS 53	8017133		House	5416 N. College Ave.	c. 1945		N/A	Not Eligible	The house is not a particularly outstanding example of mid twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
53		Marion/Washington	CDMS 54	8017132		Commercial	5410 N. College Ave.	c. 1951		N/A	Not Eligible	The building is not a particularly outstanding example of mid-twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
54		Marion/Washington	CDMS 55	8013280		Commercial	5402 N. College Ave.	c. 1926		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
55		Marion/Washington	CDMS 56	8017391		House	652 E. 54th St.	c. 1925		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
56		Marion/Washington	CDMS 57	8017606		Commercial	5380 N. College Ave.	c. 1938		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this house with a significant person or event.	Was originally 3 buildings with a Kroger, a Pure Gas Station, and a Scheefer Cleaners. However, in 2001 a remodel took place to join the 3 buildings into one.	N/A









57		Marion/Washington	CDMS 58	8018635		House	5505 N. College Ave.	c. 1924		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	N/A
58		Marion/Washington	CDMS 59	8022981		House	5501 N. College Ave.	c. 1922		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	N/A
59		Marion/Washington	CDMS 60	8021348		House	5455 N. College Ave.	c. 1926		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	N/A
60		Marion/Washington	CDMS 61	8012193		House	5449 N. College Ave.	c. 1925		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	N/A
61		Marion/Washington	CDMS 62	8019032		House	5445 N. College Ave.	c. 1927		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	N/A
62		Marion/Washington	CDMS 63	8009591		House	5441 N. College Ave.	c. 1915		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	N/A
63		Marion/Washington	CDMS 64	8023724		House	5435 N. College Ave.	c. 1930		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	N/A
64		Marion/Washington	CDMS 65	8013682		Commercial	5363 N. College Ave.	c. 1920		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.	N/A









65		Marion/Washington	CDMS 66	8016333		Commercial	5170 N. College Ave.	c. 1938		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
66		Marion/Washington	CDMS 67	8016332		Commercial	5164 N. College Ave.	c. 1940		N/A	Not Eligible	The building is not a particularly outstanding example of mid-twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
67		Marion/Washington	CDMS 68	8011883		House	5156 N. College Ave.	c. 1940		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
68		Marion/Washington	CDMS 69	8019510		House	5152 N. College Ave.	c. 1922		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
69		Marion/Washington	CDMS 70	8020104		House	5144 N. College Ave.	c. 1928		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
70		Marion/Washington	CDMS 71	8012850		House	5140 N. College Ave.	c. 1922		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
71		Marion/Washington	CDMS 72	8013544		House	5132 N. College Ave.	c. 1915		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
72		Marion/Washington	CDMS 73	8010140		House	5126 N. College Ave.	c. 1922		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A









73		Marion/Washington	CDMS 74	8021100		House	5122 N. College Ave.	c. 1915		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
74		Marion/Washington	CDMS 75	8014862		House	5114 N. College Ave.	c. 1925		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
75		Marion/Washington	CDMS 76	8014882		House	5108 N. College Ave.	c. 1913		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
76		Marion/Washington	CDMS 77	8010444		House	5102 N. College Ave.	c. 1925		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
77		Marion/Washington	CDMS 78	8032509		House	648 51st St.	c. 1925		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
78		Marion/Washington	CDMS 79	8016335		Commercial	5167 N. College Ave.	c. 1961		N/A	Not Eligible	The building is not a particularly outstanding example of mid-twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
79		Marion/Washington	CDMS 80	8016334		Commercial	5167 N. College Ave.	c. 1921		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
80		Marion/Washington	CDMS 81	8022985		House	5147 N. College Ave.	c. 1924		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A









81		Marion/Washington	CDMS 82	8014247		House	5137 N. College Ave.	c. 1923		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	N/A
82		Marion/Washington	CDMS 83	8016285		House	5137 N. College Ave.	c. 1923		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	N/A
83		Marion/Washington	CDMS 84	8020291		House	5133 N. College Ave.	c. 1951		N/A	Not Eligible	The house is not a particularly outstanding example of mid twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	N/A
84		Marion/Washington	CDMS 85	8016338		House	5131 N. College Ave.	c. 1932		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	N/A
85		Marion/Washington	CDMS 86	8016240		House	5121 N. College Ave.	c. 1926		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	N/A
86		Marion/Washington	CDMS 87	8016239		House	5117 N. College Ave.	c. 1936		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	N/A
87		Marion/Washington	CDMS 88	8020067		House	5115 N. College Ave.	c. 1920		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	N/A
88		Marion/Washington	CDMS 89	8012296		House	5109 N. College Ave.	c. 1920		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	N/A









89		Marion/Washington	CDMS 90	8010490		House	5105 N. College Ave.	c. 1920		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
90		Marion/Washington	CDMS 91	8016824		House	5101 N. College Ave.	c. 1920		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
91		Marion/Washington	CDMS 92	8016818		House	712 E. 51st St.	c. 1910		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
92		Marion/Washington	CDMS 93	8022955		House	4615 N. College Ave.	c. 1925		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
93		Marion/Washington	CDMS 94	8022984		House	4609 N. College Ave.	c. 1925		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
94		Marion/Washington	CDMS 95	8011108		Commercial	704 E. 46th St.	c. 1968		N/A	Not Eligible	The building is not a particularly outstanding example of mid-twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
95		Marion/Washington	CDMS 96	8015781		Commercial	4573 N. College Ave.	c. 1960		N/A	Not Eligible	The building is not a particularly outstanding example of mid-twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
96		Marion/Washington	CDMS 97	8019978		House	4555 N. College Ave.	c. 1921		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A









97		Marion/Washington	CDMS 98	8023698		House	4551 N. College Ave.	c. 1912		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
98		Marion/Washington	CDMS 99	8011802		House	4537 N. College Ave.	c. 1912		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
99		Marion/Washington	CDMS 100	8039067		Commercial	4550 N. College Ave.	c. 1955		Johnson Woods (097-296-26001-098)	Not Eligible	The building is not a particularly outstanding example of mid-twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
100		Marion/Washington	CDMS 101	8016084		House	4234 N. College Ave.	c. 1917		St. Joan of Arc (097-296-27001-145)	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
101		Marion/Washington	CDMS 102	8015983		House	4230 N. College Ave.	c. 1917		St. Joan of Arc (097-296-27001-145)	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
102		Marion/Washington	CDMS 103	8018599		House	4226 N. College Ave.	c. 1907		St. Joan of Arc (097-296-27001-145)	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
103		Marion/Washington	CDMS 104	8018990		House	4218 N. College Ave.	c. 1915		St. Joan of Arc (097-296-27001-145)	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
104		Marion/Washington	CDMS 105	8011510		Commercial	4212 N. College Ave.	c. 1920		St. Joan of Arc (097-296-27001-145)	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A









105		Marion/Washington	CDMS 106	8018957		Commercial	664 E. 42nd St.	c. 1920		St. Joan of Arc (097-296-27001-145)	Eligible	The building was constructed by the Masons in 1920/21 and was continually used until 1970 and was finally sold in 1975. This building has a long and uninterrupted use and history associated with the Masons group and use as a local Masonic Lodge.		Yes - front & rear parking lot access
106		Marion/Washington	CDMS 108	8014045		House	4241 N. College Ave.	c. 1924		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
107		Marion/Washington	CDMS 109	8022995		House	4237 N. College Ave.	c. 1920		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
108		Marion/Washington	CDMS 110	8017838		House	4233 N. College Ave.	c. 1920		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
109		Marion/Washington	CDMS 111	8013269		House	4229 N. College Ave.	c. 1920		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
110		Marion/Washington	CDMS 112	8017134		House	4225 N. College Ave.	c. 1910		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
111		Marion/Washington	CDMS 113	8009336		Commercial	4201 N. College Ave.	c. 1921		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
112		Marion/Washington	CDMS 114	8013434		Fire Station	4155 N. College Ave.	c. 1920		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century urban fire station architecture, and archival research did not yield information associating this building with a significant person or event.		N/A









113		Marion/Center	CDMS 115	1010620		Apartments	3760 Broadway St.	c. 1920		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century urban multi-housing architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
114		Marion/Center	CDMS 116	1014162		Apartments	625 E. 38th St.	c. 1920		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century urban housing architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
115		Marion/Center	CDMS 117	1062003		Apartments	605 E. 38th St.	c. 1920		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century urban multi-housing architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
116		Marion/Center	CDMS 118	1063873		House	545 E. 38th St.	c. 1920		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	Side addition	N/A
117		Marion/Center	CDMS 119	1061088		House	3762 N. Park Ave	c. 1910		Watson Park	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
118		Marion/Center	CDMS 120	1016441		House	541 E. 38th St.	c. 1920		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	Front porch enclosed	N/A
119		Marion/Center	CDMS 121	1009973		House	525 E. 38th St.	c. 1920		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
120		Marion/Center	CDMS 122	1009973		Commercial	525 E. 38th St.	c. 1957	International	N/A	Not Eligible	The building is not a particularly outstanding example of mid-twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A









121		Marion/Washington	CDMS 123	8017290		Apartments	534 E. 38th St.	c. 1924		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century urban multi-housing architecture, and archival research did not yield information associating this building with a significant person or event.	Changes include replacement windows, new soffit, new railings (porches and steps), probably new steps, and new lighting fixtures.	N/A
122		Marion/Washington	CDMS 124	8017292		Apartments	546 E. 38th St.	c. 1920		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century urban multi-housing architecture, and archival research did not yield information associating this building with a significant person or event.	Section of the buildings is not being used; the windows are covered with wood. Additional changes include replacement windows, new soffit, new railings (porches and steps), probably new steps, and new lighting fixtures.	N/A
123		Marion/Washington	CDMS 125	8011317		N. United Methodist Church	3808 Meridian St.	c. 1931		N/A	Eligible	Retained integrity in location, design workmanship, materials, and feeling. Excellent example of early twentieth century urban religious architecture.		No
124		Marion/Washington	CDMS 126	8053600		Commercial	3825 N. Meridian St.	c. 1922		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
125		Marion/Washington	CDMS 127	8015665		Commercial	23 E. 39th St.	c. 1920		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
126		Marion/Center	CDMS 128	1088790		Commercial	3787 N. Meridian St.	c. 1949		Shortridge Meridian St. Apartments	Not Eligible	The building is not a particularly outstanding example of mid-twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
127		Marion/Center	CDMS 129	1088791		Apartments	3777 N. Meridian St.	c. 1900		Shortridge Meridian St. Apartments	Eligible	Retained integrity in location, design workmanship, materials, and feeling. Excellent example of an early twentieth century urban multi-housing architecture.		Yes - front & rear parking lot access
128		Marion/Center	CDMS 130	1088791		Apartments	3761 N. Meridian St.	c. 1925		Shortridge Meridian St. Apartments	Not Eligible	The building is not a particularly outstanding example of early twentieth century multi-housing architecture, and archival research did not yield information associating this building with a significant person or event.		N/A









129		Marion/Center	CDMS 131	1045379		Apartments	3753 N. Meridian St.	c. 1900		Shortridge Meridian St. Apartments	Eligible	Retained integrity in location, design workmanship, materials, and feeling. Excellent example of an early twentieth century urban apartment architecture.		Yes - front & rear parking lot access
130		Marion/Center	CDMS 132	1083215		Apartments	3420 N. Meridian St.	c. 1900		Shortridge Meridian St. Apartments	Not Eligible	The building is not a particularly outstanding example of early twentieth century multi-housing architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
131		Marion/Center	CDMS 133	1073618		Shortridge High School	3401 N. Meridian St.	c. 1864		Shortridge Meridian St. Apartments	Listed	Retained integrity in location, design workmanship, materials, and feeling. Has not been altered since its listing.		Yes - front & rear parking lot access
132		Marion/Center	CDMS 134	1015617		Commercial	3351 N. Meridian St.	c. 1970		N/A	Not Eligible	The building is not a particularly outstanding example of late twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
133		Marion/Center	CDMS 135	1037912		Trinity Outreach Center	3333 N. Meridian St.	c. 1955		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
134		Marion/Center	CDMS 136	1083442		Apartments	3330 N. Meridian St.	c. 1923		N/A	Eligible	Retained integrity in location, design workmanship, materials, and feeling. Excellent example of an early twentieth century urban apartment architecture.		Yes
135		Marion/Center	CDMS 137	1082792		Apartments	3340 N. Meridian St.	c. 1923		N/A	Eligible	Retained integrity in location, design workmanship, materials, and feeling. Excellent example of an early twentieth century urban apartment architecture.		Yes
136		Marion/Center	CDMS 138 & 139	1017986		Children's Museum	3000 N. Meridian St.	c. 1975		N/A	Structure Modern; Reuben Wells Locomotive & Broad Ripple Carousel Listed (Located within Museum)	Both resources have not been altered since its listing.		N/A









137		Marion/Center	CDMS 140	1010333		Apartments	3025 N. Meridian St.	c. 1928		N/A	Eligible	Retained integrity in location, design workmanship, materials, and feeling. Excellent example of an early twentieth century urban apartment architecture.		Yes - front & rear parking lot access
138		Marion/Center	CDMS 141	1027387		Commodore Apartments	3015 N. Meridian St.	c. 1926		N/A	Eligible	Retained integrity in location, design workmanship, materials, and feeling. Excellent example of an early twentieth century urban apartment architecture.		No
139		Marion/Center	CDMS 142	1029295		Commercial	3015 N. Meridian St.	c. 1940		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
140		Marion/Center	CDMS 143	1088109		Commercial	2955 N. Meridian St.	c. 1960		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
141		Marion/Center	CDMS 144	1088109		Commercial	2955 N. Meridian St.	c. 1960		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
142		Marion/Center	CDMS 145	1045893		Louis Levey Mansion (NR-0108)	2902 N. Meridian St.	c. 1911		N/A	Listed	Retained integrity in location, design workmanship, materials, and feeling. Has not been altered since its listing.		Yes - front & rear parking lot access
143		Marion/Center	CDMS 146	1045893		Charles W. Fairbanks House (NR-1465)	2960 N. Meridian St.	c. 1911		N/A	Listed	Retained integrity in location, design workmanship, materials, and feeling. Has not been altered since its listing.		Yes - front & rear parking lot access
144		Marion/Center	CDMS 147	1089818		Ivy Tech Community College	50 W. Fall Creek Parkway	c. 1965		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century educational architecture, and archival research did not yield information associating this building with a significant person or event.		N/A









145		Marion/Center	CDMS 148	1089075		Apartment	2625 N. Meridian St.	c. 1926		N/A	Listed	Retained integrity in location, design workmanship, materials, and feeling. Has not been altered since its listing.		Yes - front & rear parking lot access
146		Marion/Center	CDMS 149	1100535		Commercial	2220 N. Meridian St.	c. 1960		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
147		Marion/Center	CDMS 150	1100535		Commercial	2220 N. Meridian St.	c. 1960		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
148		Marion/Center	CDMS 151	1063374		Commercial	2209 N. Meridian St.	c. 1967		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
149		Marion/Center	CDMS 152	1044194		Commercial	2201 N. Meridian St.	c. 1940		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
150		Marion/Center	CDMS 153	1104194		Coulter Flats (NR-0970)	2161 N. Meridian St.	c. 1900		N/A	Listed	Retained integrity in location, design workmanship, materials, and feeling. Has not been altered since its listing.		Yes - front & rear parking lot access
151		Marion/Center	CDMS 154	1008691		Apartment	2152 N. Meridian St.	c. 1910		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century multi-housing architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
152		Marion/Center	CDMS 155	1022963		House	2156 N. Meridian St.	c. 1900		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A









153		Marion/Center	CDMS 156	1062847		Commercial	2176 N. Meridian St.	c. 1928		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
154		Marion/Center	CDMS 157	1069501		Commercial	2198 N. Meridian St.	c. 1968		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
155		Marion/Center	CDMS 158	1028501		Commercial	11 W. 22nd St.	c. 1940		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
156		Marion/Center	CDMS 159	1080686		Commercial	1800 N. Meridian St.	c. 1952		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
157		Marion/Center	CDMS 160	1044614		Commercial	1828 N. Meridian St.	c. 1949		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
158		Marion/Center	CDMS 161	1067383		Commercial	1835 N. Meridian St.	c. 1954		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
159		Marion/Center	CDMS 162	1047640		Commercial	1819 N. Meridian St.	c. 1930		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
160		Marion/Center	CDMS 163	1016548		Commercial	1815 N. Meridian St.	c. 1968		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A









161		Marion/Center	CDMS 164	1019022		Commercial	1811 N. Meridian St.	c. 1958		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
162		Marion/Center	CDMS 165	1007060		Medical Facility	1801 N. Meridian St.	c. 1951		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century medical facility architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
163		Marion/Center	CDMS 166	1010608		Apartment	1733 N. Meridian St.	c. 1925		N/A	Eligible	Retained integrity in location, design workmanship, materials, and feeling. Excellent example of an early twentieth century urban apartment architecture.		No
164		Marion/Center	CDMS 167	1065480		Commercial	1725 N. Meridian St.	c. 1931		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
165		Marion/Center	CDMS 168	1044792		Commercial	1776 N. Meridian St.	c. 1931		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
166		Marion/Center	CDMS 169	1018881		Commercial	1815 N. Capitol Ave.	c. 1962		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
167		Marion/Center	CDMS 170	1018595		Parking Garage	1805 N. Capitol Ave.	c. 1967		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century parking garage architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
168		Marion/Center	CDMS 171	1097245		Medical Facility	1701 Senate Blvd	c. 1920		N/A	Not Eligible	Numerous large additions have affected its overall integrity.		N/A









169		Marion/Center	CDMS 172	1091989		HCS Motor Car Company	1402 N. Capitol Ave.	c. 1920		N/A	Listed	Retained integrity in location, design workmanship, materials, and feeling. Has not been altered since its listing.		Yes - front & rear parking lot access
170		Marion/Center	CDMS 173	1066461		Commercial	1341 N. Capitol Ave.	c. 1946		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
171		Marion/Center	CDMS 174	1037465		Commercial	1331 N. Capitol Ave.	c. 1910		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
172		Marion/Center	CDMS 175	1068265		Commercial	1327 N. Capitol Ave.	c. 1944		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
173		Marion/Center	CDMS 176	1076001		Commercial	1302 N. Capitol Ave.	c. 1925		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
174		Marion/Center	CDMS 177	1040247		Commercial	1310 N. Capitol Ave.	c. 1950		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
175		Marion/Center	CDMS 178	1055555		Commercial	1316 N. Capitol Ave.	c. 1910		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
176		Marion/Center	CDMS 179	1047656		Commercial	915 N. Capitol Ave.	c. 1924		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A









177		Marion/Center	CDMS 180	1052160		Commercial	909 N. Capitol Ave.	c. 1928		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
178		Marion/Center	CDMS 181	1031869		Commercial	835 N. Capitol Ave.	c. 1967		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
179		Marion/Center	CDMS 182	1079777		Commercial	801 N. Capitol Ave.	c. 1938		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
180		Marion/Center	CDMS 183	1046554		Apartment	800 N. Capitol Ave.	c. 1908		N/A	Eligible	Retained integrity in location, design workmanship, materials, and feeling. Excellent example of an early twentieth century urban commercial architecture.		No
181		Marion/Center	CDMS 184	1090487		Commercial	836 N. Capitol Ave.	c. 1947		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
182		Marion/Center	CDMS 185	1047104		Apartment	842 N. Capitol Ave.	c. 1915		N/A	Not Eligible	The building is not an outstanding example of early twentieth century architecture, and archival research did not yield information associating this housing with a significant person or event. Alterations has affected its integrity.		N/A
183		Marion/Center	CDMS 186	1052547		Commercial	902 N. Capitol Ave.	c. 1912		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
184		Marion/Center	CDMS 187	1005821		Commercial	916 N. Capitol Ave.	c. 1949		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A









185		Marion/Center	CDMS 188	1005821		Commercial	916 N. Capitol Ave.	c. 1949		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
186		Marion/Center	CDMS 189	1028491		Gibson Company Building	433 N. Capitol Ave.	c. 1921		N/A	Listed	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		Yes - front & rear parking lot access
187		Marion/Center	CDMS 190	1046617		Commercial	332 N. Capitol Ave.	c. 1900		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
188		Marion/Center	CDMS 191	1097659		Indiana State Capitol (NR-0065)	200 W. Washington St.	c. 1878-1888		N/A	Listed	Retained integrity in location, design workmanship, materials, and feeling. Has not been altered since its listing.		No
189		Marion/Center	CDMS 192	1027975		Commercial	150 W. Market St.	c. 1958		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
190		Marion/Center	CDMS 193	1082878		Parking Garage	120 W. Market St.	c. 1970		N/A	Not Eligible	The building is not a particularly outstanding example of late twentieth century parking structure architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
191		Marion/Center	CDMS 194	1002305		Commercial	143 W. Market St.	c. 1927		Washington Street - Monument Circle	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
192		Marion/Center	CDMS 195	1023076		Commercial	133 W. Market St.	c. 1918		Washington Street - Monument Circle	Eligible	Retained integrity in location, design workmanship, materials, and feeling. Excellent example of an early twentieth century urban commercial architecture.		No









193		Marion/Center	CDMS 196	1080755		Commercial	125 W. Market St.	c. 1918		Washington Street - Monument Circle	Eligible	Retained integrity in location, design workmanship, materials, and feeling. Excellent example of an early twentieth century urban commercial architecture.		No
194		Marion/Center	CDMS 197	1103283		Commercial	50 N. Illinois St.	c. 1910		Washington Street - Monument Circle	Eligible	Retained integrity in location, design workmanship, materials, and feeling. Excellent example of an early twentieth century urban commercial architecture.		No
195		Marion/Center	CDMS 198	1047407		Parking Garage	33 N. Capitol Ave.	c. 1969		Washington Street - Monument Circle	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
196		Marion/Center	CDMS 199	1100889		Indiana Repertory Theatre (NR-0173)	124 W. Washington St.	c. 1927		Washington Street - Monument Circle	Listed	Retained integrity in location, design workmanship, materials, and feeling. Has not been altered since its listing.		No
197		Marion/Center	CDMS 200	1037808		Commercial	302 S. New Jersey St.	c. 1959		N/A	Eligible	Retained integrity in location, design workmanship, materials, and feeling. Excellent example of a mid-twentieth century commercial building built in the Art Moderne style.		No
198		Marion/Center	CDMS 201	1038070		Commercial	308 S. New Jersey St.	c. 1877		N/A	Eligible	Retained integrity in location, design workmanship, materials, and feeling. Excellent example of a late nineteenth century urban commercial architecture.		No
199		Marion/Center	CDMS 202	1037809		Commercial	316 S. New Jersey St.	c. 1890		N/A	Not Eligible	The building is not a particularly outstanding example of late nineteenth century commercial architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
200		Marion/Center	CDMS 203	1040955		Commercial	322 S. New Jersey St.	c. 1950		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A









201		Marion/Center	CDMS 204	1095212		Commercial	324 S. New Jersey St.	c. 1890		N/A	Not Eligible	The building is not a particularly outstanding example of late nineteenth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
202		Marion/Center	CDMS 205	1095212		Commercial	324 S. New Jersey St.	c. 1890		N/A	Not Eligible	The building is not a particularly outstanding example of late nineteenth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
203		Marion/Center	CDMS 206	1095212		Commercial	324 S. New Jersey St.	c. 1890		N/A	Eligible	Retained integrity in location, design workmanship, materials, and feeling. Excellent example of a late nineteenth century urban building related to fire station architecture.	Former Fire Station No. 12	No
204		Marion/Center	CDMS 207	1063938		Commercial	534 Virginia Ave.	c. 1950		Fletcher Place	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
205		Marion/Center	CDMS 208	1038232		Commercial	550 Virginia Ave.	c. 1900		Fletcher Place	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
206		Marion/Center	CDMS 209	1012419		Commercial	602 Virginia Ave.	c. 1960		Fletcher Place	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
207		Marion/Center	CDMS 210	1035941		Commercial	615 Virginia Ave.	c. 1930		Fletcher Place	Eligible	Retained integrity in location, design workmanship, materials, and feeling. Excellent example of an early twentieth century urban commercial architecture.		No
208		Marion/Center	CDMS 211	1045683		Commercial	1015 Virginia Ave	c. 1950		N/A	Eligible	Retained integrity in location, design workmanship, materials, and feeling. Excellent example of an early twentieth century urban commercial architecture in relation to gas/service stations.		No









209		Marion/Center	CDMS 212	1083665		Commercial	1021 Virginia Ave.	c. 1929		Fountain Square	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
210		Marion/Center	CDMS 213	1029218		Commercial	1025 Virginia Ave.	c. 1930		Fountain Square	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
211		Marion/Center	CDMS 214	1078660		Commercial	1031 Virginia Ave.	c. 1950		Fountain Square	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
212		Marion/Center	CDMS 215	1023372		Commercial	1043 Virginia Ave.	c. 1920		Fountain Square	Eligible	Retained integrity in location, design workmanship, materials, and feeling. Excellent example of an early twentieth century urban commercial architecture.		No
213		Marion/Center	CDMS 216	1028417		Commercial	1042 Virginia Ave.	c. 1920		Fountain Square	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
214		Marion/Center	CDMS 217	1069471		Commercial	1034 Virginia Ave.	c. 1959		Fountain Square	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
215		Marion/Center	CDMS 218	1028418		Commercial	1028 Virginia Ave.	c. 1939		Fountain Square	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
216		Marion/Center	CDMS 219	1020136		Commercial	1024 Virginia Ave.	c. 1885		Fountain Square	Eligible	Retained integrity in location, design workmanship, materials, and feeling. Excellent example of an late nineteenth century urban commercial architecture.		No









217		Marion/Center	CDMS 221	1030626		Commercial	1729 Shelby St.	c. 1928		N/A	Not Eligible	Alterations and additions have affected its overall integrity.	Addition at front of building	N/A
218		Marion/Center	CDMS 222	1075012		House	1733 Shelby St.	c. 1920		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
219		Marion/Center	CDMS 223	1052232		House	1743 Shelby St.	c. 1960		N/A	Not Eligible	Alterations and additions have affected its overall integrity.		N/A
220		Marion/Center	CDMS 224	1098474		St. Mark Temple AME Zion Chapel	1803 S. Shelby St.	c. 1924		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century religious architecture, and archival research did not yield information associating this church with a significant person or event.		N/A
221		Marion/Center	CDMS 225	1061396		Commercial	1802 S. Shelby St.	c. 1920		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.	Shed roof and replacement windows	N/A
222		Marion/Center	CDMS 226	1051586		House	1033 Iowa St.	c. 1900		N/A	Not Eligible	Alterations and additions have affected its overall integrity.		N/A
223		Marion/Center	CDMS 227	1052696		Commercial	2176 Shelby St.	c. 1940		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
224		Marion/Center	CDMS 228	1069988		Commercial	2133 Shelby St.	c. 1968		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A




225		Marion/Center	CDMS 229	1006922		Commercial	2228 Shelby St.	c. 1960		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
226		Marion/Center	CDMS 230	1037216		Commercial	2222 Shelby St.	c. 1936		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
227		Marion/Center	CDMS 231	1071267		Commercial	2218 Shelby St.	c. 1920		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
228		Marion/Center	CDMS 232	1022875		House	2537 Shelby St.	c. 1990		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	Enclosure of porch	N/A
229		Marion/Center	CDMS 233	1041377		House	2541 Shelby St.	c. 1890		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
230		Marion/Center	CDMS 234	1048598		House	2547 Shelby St.	c. 1910		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
231		Marion/Center	CDMS 235	1078871		House	2553 Shelby St.	c. 1900		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
232		Marion/Center	CDMS 236	1066050		Apartment	2555 Shelby St.	c. 1921		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this housing with a significant person or event.		N/A

233		Marion/Center	CDMS 237	1006807		House/Commercial	2605 Shelby St.	c. 1920		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event. Large addition has affected its overall integrity.	Additional of a commercial structure to the house	N/A
234		Marion/Center	CDMS 238	1056391		House	2609 Shelby St.	c. 1900		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
235		Marion/Center	CDMS 239	1007535		House	2615 Shelby St.	c. 1900		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
236		Marion/Center	CDMS 240	1056974		Commercial	2617 Shelby St.	c. 1930		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
237		Marion/Center	CDMS 241	1083555		Commercial	2608 Shelby St.	c. 1916		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
238		Marion/Center	CDMS 242	1020760		House	041 E. Southern Ave	c. 1917		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
239		Marion/Center	CDMS 243	1033843		House	2950 Shelby St.	c. 1960		N/A	Not Eligible	Alterations and additions have affected its overall integrity.		N/A
240		Marion/Center	CDMS 244	1071117		House	2948 Shelby St.	c. 1953		N/A	Not Eligible	Alterations and additions have affected its overall integrity.		N/A

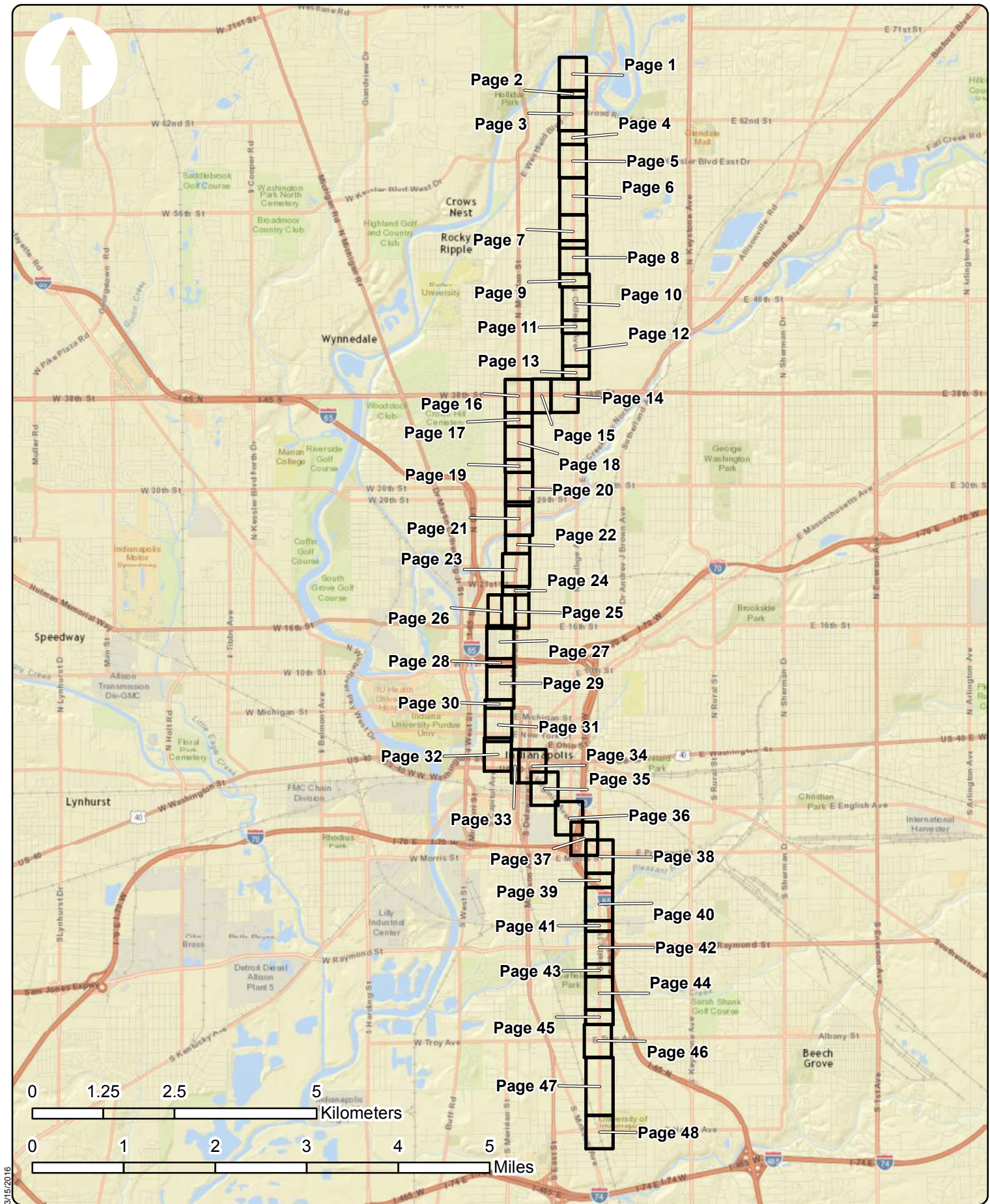
241		Marion/Center	CDMS 246	1086462		Commercial	2941 Shelby St.	c. 1967		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
242		Marion/Center	CDMS 247	1086458		Commercial	1122 E. Troy Ave.	c. 1948		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
243		Marion/Center	CDMS 248	1012736		Commercial	2951 Shelby St.	c. 1950		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
244		Marion/Perry	CDMS 249	5007797		Commercial	1121 E. Troy Ave.	c. 1940		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
245		Marion/Perry	CDMS 250	5008481		House	1108 Knox St.	c. 1912		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event. Large rear addition has affected its overall integrity.		N/A
246		Marion/Perry	CDMS 251	5008114		House	1109 Knox St.	c. 1907		N/A	Not Eligible	The house is not a particularly outstanding example of early twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
247		Marion/Perry	CDMS 252	5007723		Commercial	3029 Shelby St.	c. 1950		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
248		Marion/Perry	CDMS 253	5001160		Commercial	3000 Shelby St.	c. 1927		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A

249		Marion/Perry	CDMS 254	5019580		Commercial	3800 Shelby St.	c. 1958		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
250		Marion/Perry	CDMS 255	5029991		Commercial	3808 Shelby St.	c. 1954		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
251		Marion/Center	CDMS 300			Garfield Park Baptist Church	1061 E. Southern Ave.	c. 1950		N/A	Not Eligible	The church is not a particularly outstanding example of mid twentieth century religious architecture, and archival research did not yield information associating this church with a significant person or event. Large addition has affected its overall integrity.		N/A
252		Marion/Center	CDMS 301			House	1108 S. Southern Ave.	c. 1930		N/A	Not Eligible	The house is not a particularly outstanding example of early to mid twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event. Alterations have affected its overall integrity.		N/A
253		Marion/Center	CDMS 302			Commercial	2827 Shelby St.	c. 1950		N/A	Not Eligible	The building is not a particularly outstanding example of mid twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
254		Marion/Center	CDMS 303	1030626		House	behind 1729 Shelby St. along unnamed alley	c. 1930		N/A	Not Eligible	The house is not a particularly outstanding example of early to mid twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
255		Marion/Center	CDMS 304			Bridge (Bridge No. 3203F; NBI No. 4900302)	Shelby St.	c. 1938		Indianapolis Parks & Boulevard System	Eligible and Contributing	Has previously been rated Outstanding. Retained integrity in location, design workmanship, materials, and feeling. Excellent example of an early twentieth century bridge architecture.		No
256		Marion/Center	CDMS 305	1020136		Commercial	1022 Virginia Ave.	c. 1920		Fountain Square (098-296-25001-079)	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A

257		Marion/Washington	CDMS 306			House	6605 N. College Ave.	c. 1928		N/A	Not Eligible	Major renovations have affected its overall integrity.		N/A
258		Marion/Center	CDMS 311			House	3744 N. Meridian St.	c. 1928		Shortridge Meridian St. Apartments	Not Eligible	The building is not a particularly outstanding example of mid-twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.		N/A
259		Marion/Center	CDMS 312			Commercial/Medical Facility	3750 N. Meridian St.	c. 1957		Shortridge Meridian St. Apartments	Not Eligible	The building is not a particularly outstanding example of mid-twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
260		Marion/Center	CDMS 313			House	3736 N. Meridian St.	c. 1920		Shortridge Meridian St. Apartments	Not Eligible	The building is not a particularly outstanding example of mid-twentieth century residential architecture, and archival research did not yield information associating this house with a significant person or event.	Windows are mothballed and the rest have replacement windows. The building doesn't look to be in the best condition.	N/A
261		Marion/Center	CDMS 314			Commercial	W. 22nd St.	c. 1950		N/A	Not Eligible	The building is not a particularly outstanding example of mid-twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
262		Marion/Center	CDMS 315			Commercial	1812 N. Meridian St.	c. 1945		N/A	Not Eligible	The building is not a particularly outstanding example of mid-twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A
263		Marion/Center	CDMS 316			Medical Facility	1812 N. Capitol Ave.	c. 1900		N/A	Eligible	Retained integrity in location, design workmanship, materials, and feeling. Excellent example of an early twentieth century urban architecture related to the medical field.		No
264		Marion/Center	CDMS 317			Commercial	168 W. 9th St.	c. 1925		N/A	Not Eligible	The building is not a particularly outstanding example of early twentieth century commercial architecture, and archival research did not yield information associating this building with a significant person or event.		N/A

265		Marion/Center	CDMS 318			Apartment	3360 N. Meridian St.	c. 1967		N/A	Not Eligible	The building is not a particularly outstanding example of mid-twentieth century residential architecture, and archival research did not yield information associating this housing with a significant person or event.		N/A
266		Marion/Center	CDMS 319			Summers Bridge	N. Meridian St.	c. 1917		Indianapolis Parks & Boulevard System	Eligible	Has previously been rated Outstanding. Retained integrity in location, design workmanship, materials, and feeling. Excellent example of an early twentieth century bridge architecture.		No
267		Marion/Center	CDMS 320			Apartment	1 W. 28th St.	c. 1926		N/A	Eligible	Retained integrity in location, design workmanship, materials, and feeling. Excellent example of an early twentieth century urban residential architecture.		No

IndyGo Red Line Rapid Transit Project – Phase 1
NEPA DCE Appendix D3: Area of Potential
Effect

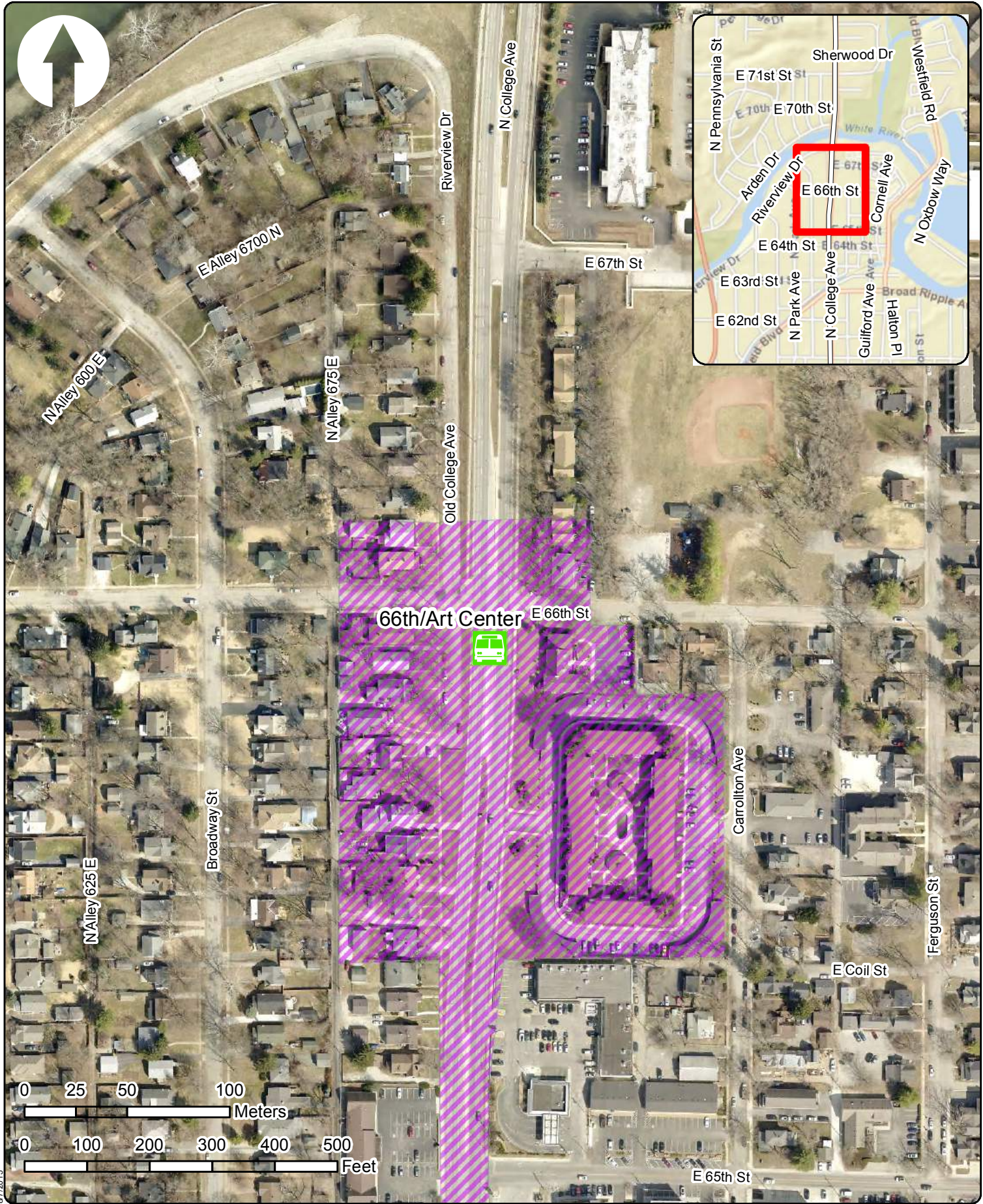


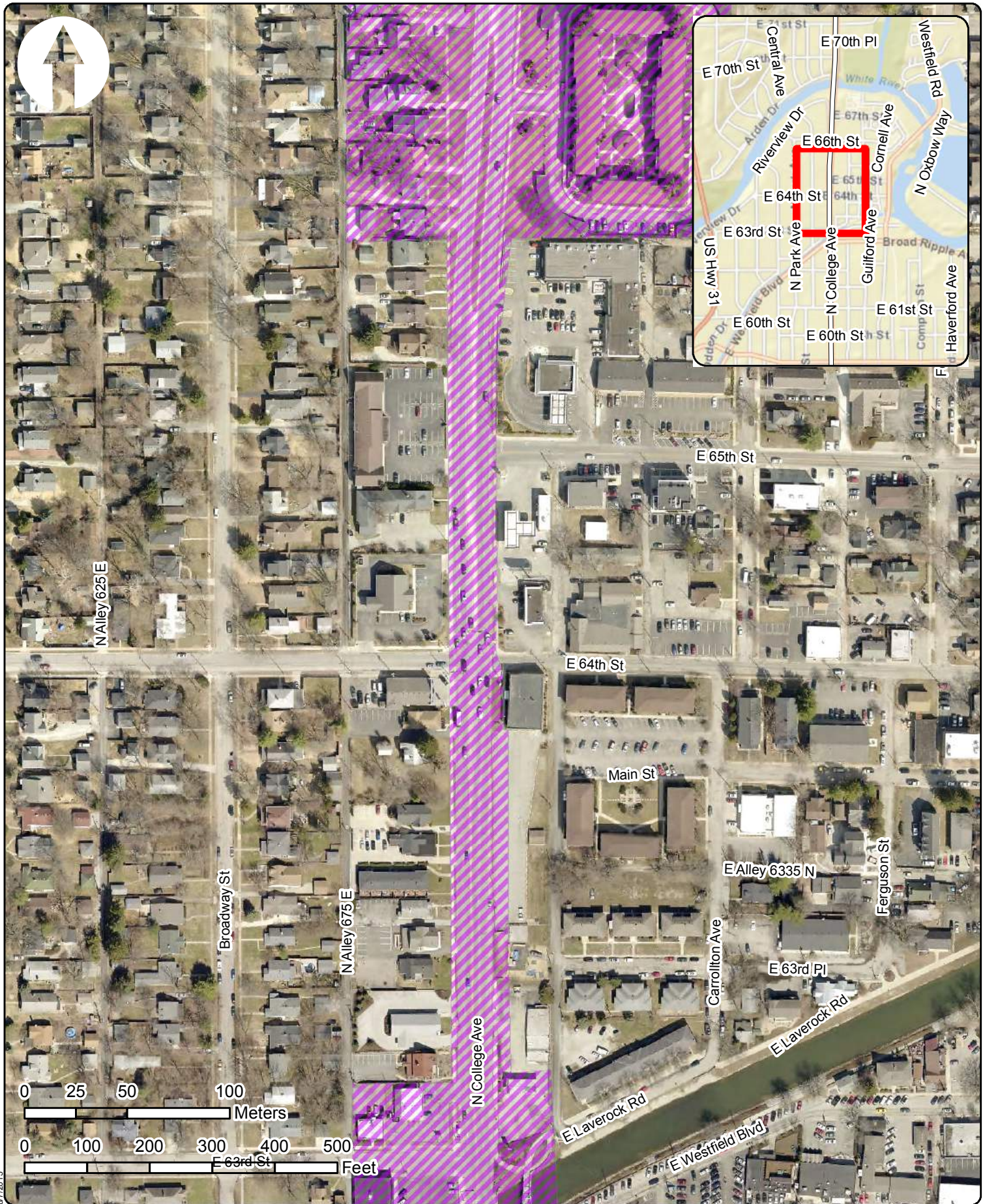
3/15/2016



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Area of Potential Effect
Phase I





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Station Location



APE

Historic Districts



Historic Districts



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County Survey Sites



Outstanding



Notable



Contributing



Non-Contributing

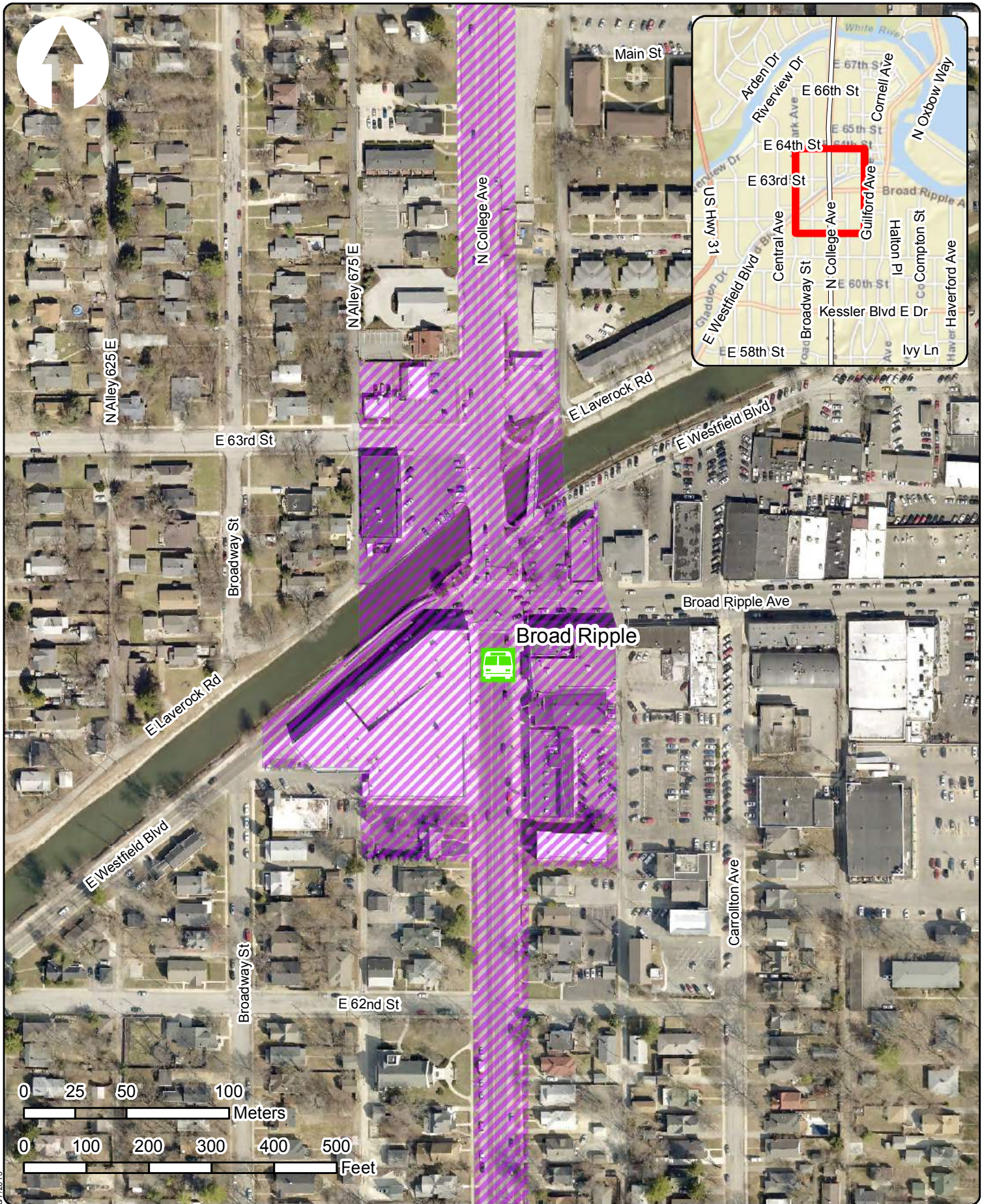


Demolished



Unknown

IndyGo Red Line BRT Project Historic Structures Inventory Area of Potential Effect Phase I



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Station Location



APE

Historic Districts



Historic Districts



National Register Sites



Cemeteries

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Outstanding



Notable



Contributing



Non-Contributing

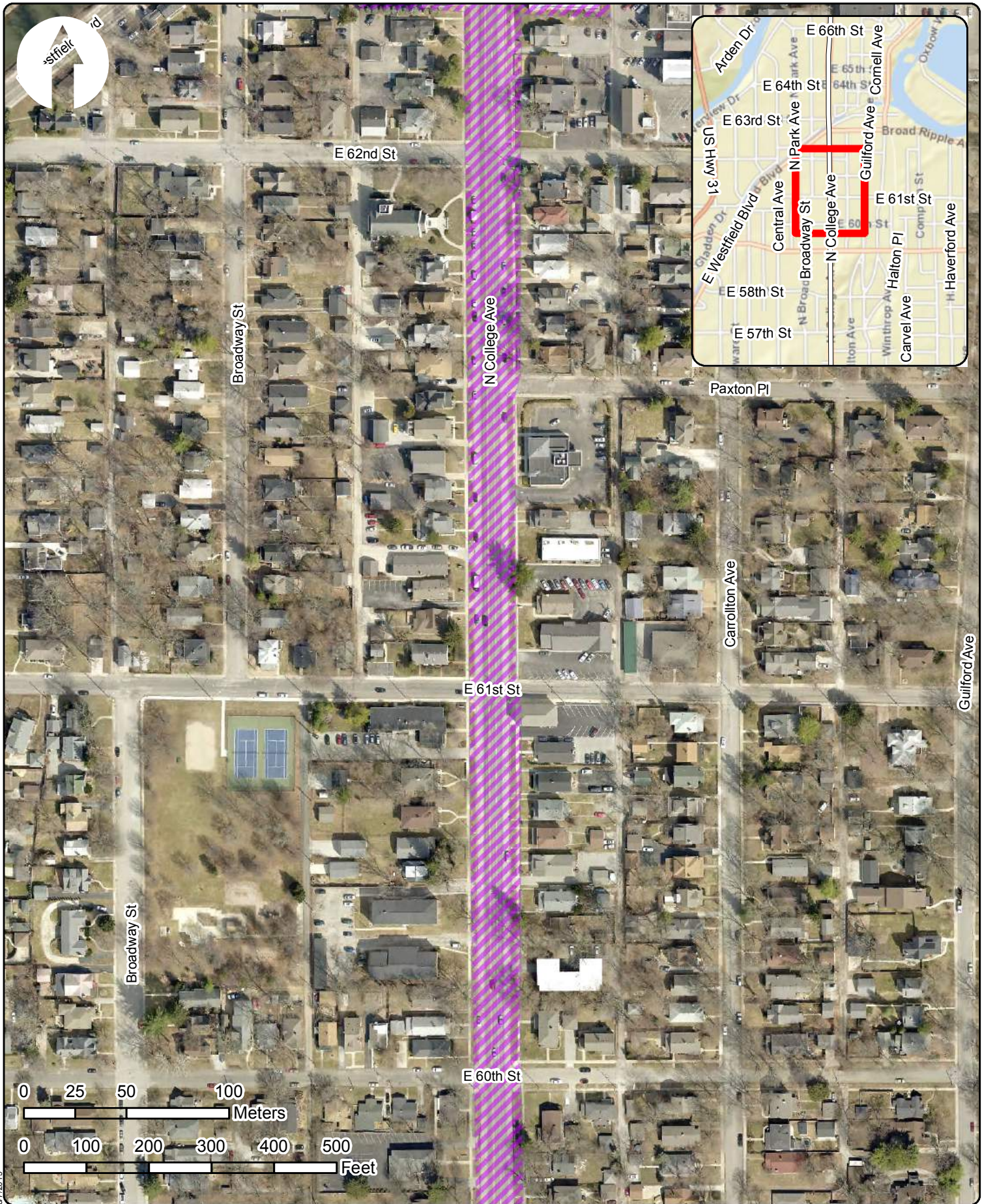


Demolished



Unknown

IndyGo Red Line BRT Project Historic Structures Inventory Area of Potential Effect Phase I



Station Location



APE

Historic Districts



Historic Districts



National Register Sites



Cemeteries

County Survey Sites



Outstanding



Notable



Contributing



Non-Contributing

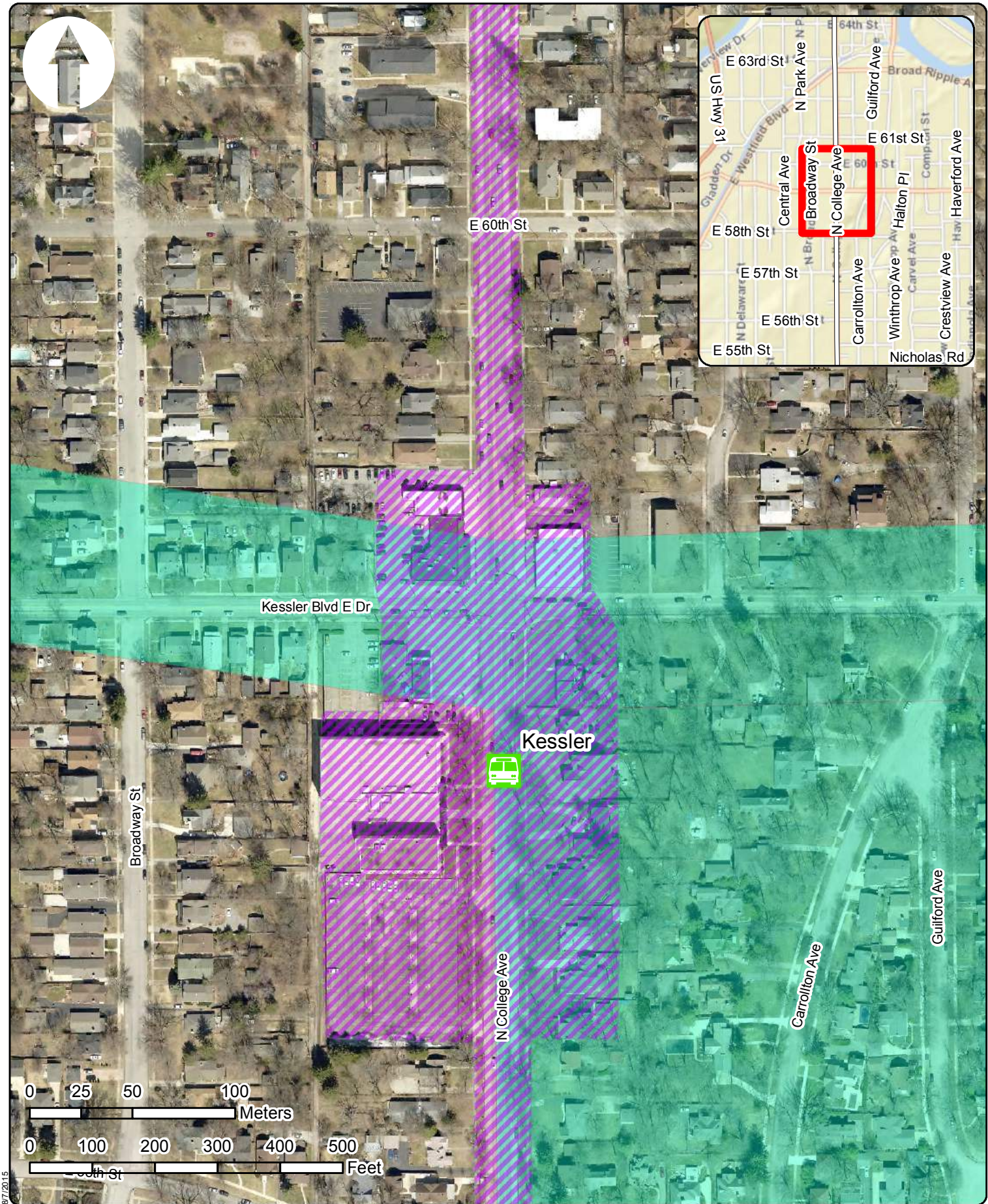


Demolished



Unknown

IndyGo Red Line BRT Project Historic Structures Inventory Area of Potential Effect Phase I



8/7/2015



Station Location



APE

Historic Districts



Historic Districts



National Register Sites



Cemeteries

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Outstanding



Notable



Contributing



Non-Contributing

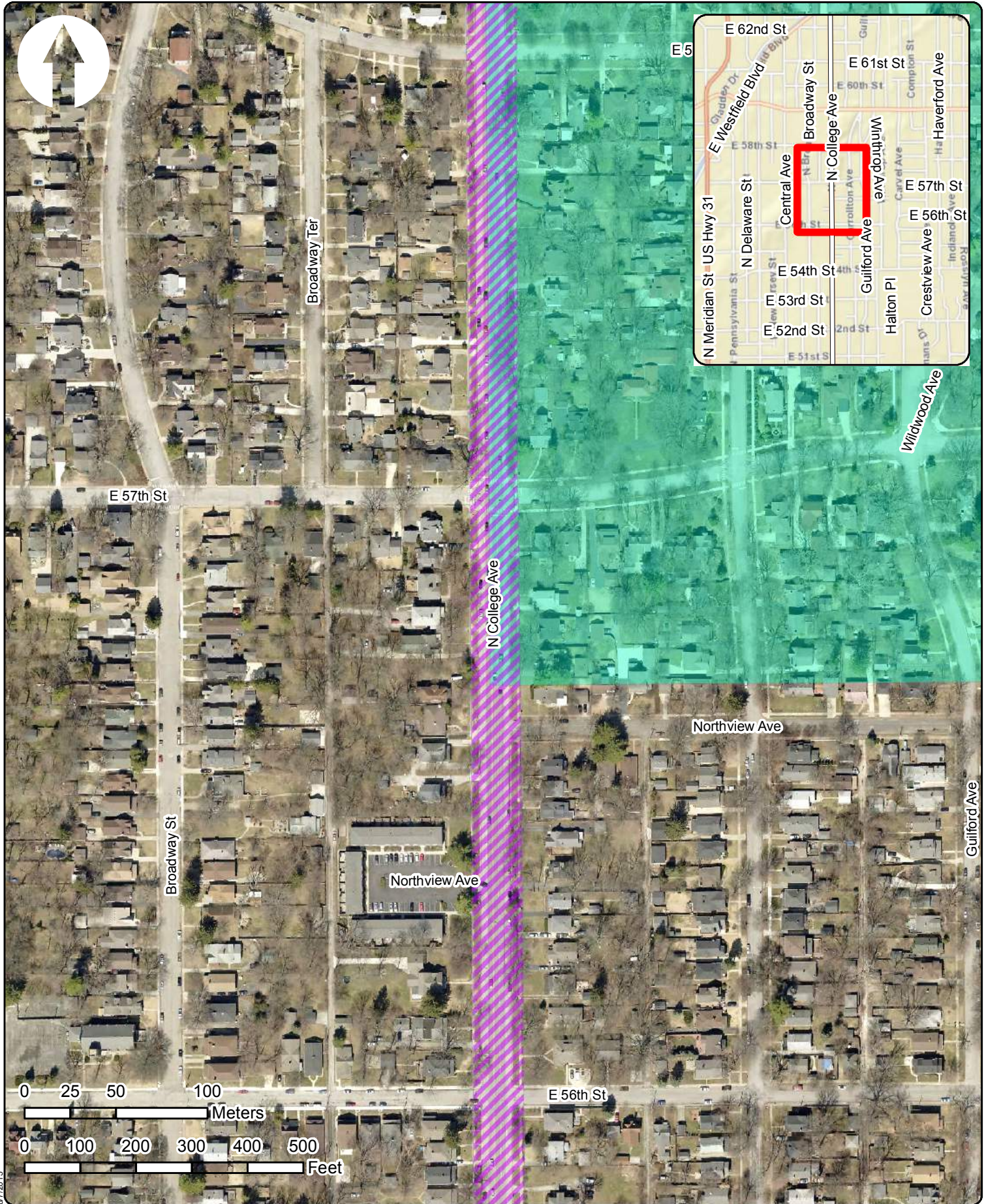


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Unknown

IndyGo Red Line BRT Project Historic Structures Inventory Area of Potential Effect Phase I



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Station Location



APE

Historic Districts



Historic Districts



National Register Sites



Cemeteries

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Outstanding



Notable



Contributing



Non-Contributing

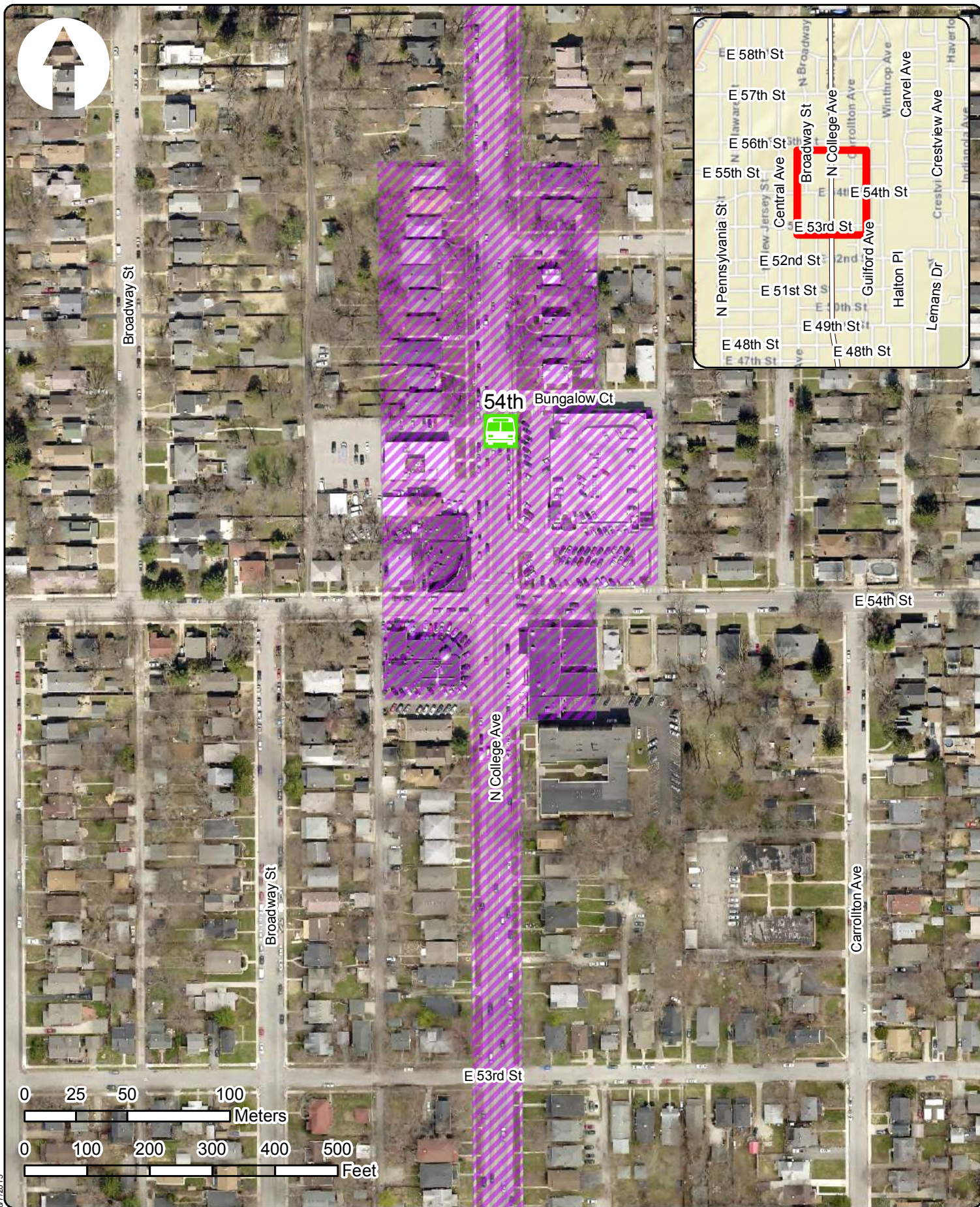


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Unknown

IndyGo Red Line BRT Project Historic Structures Inventory Area of Potential Effect Phase I



8/7/2015



Station Location



APE

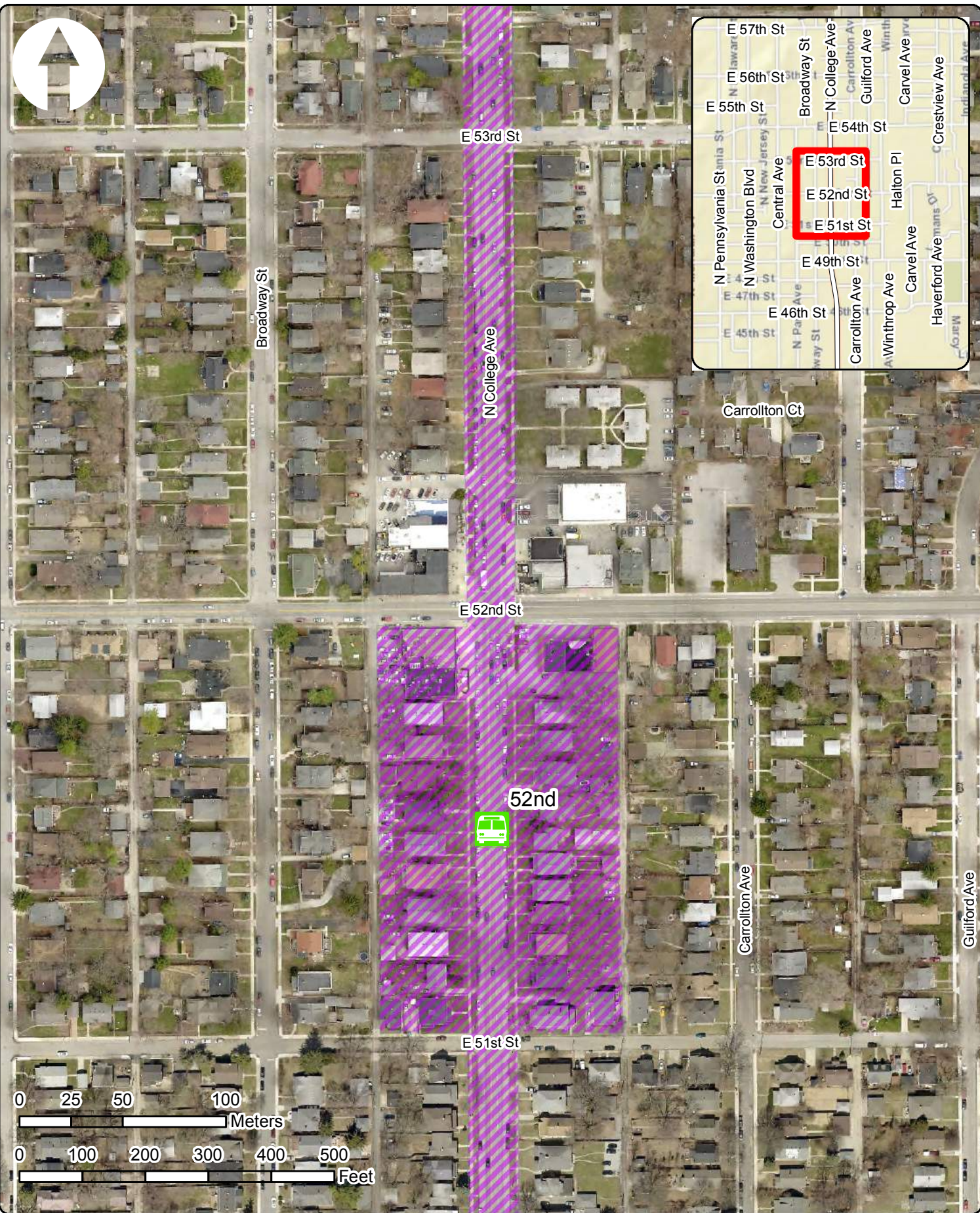
Historic Districts

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- Outstanding
- Notable
- Contributing
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- Demolished
- Unknown

**IndyGo Red Line BRT Project
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Station Location



APE

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Historic Districts



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County Survey Sites



Outstanding



Notable



Contributing



Non-Contributing



Demolished



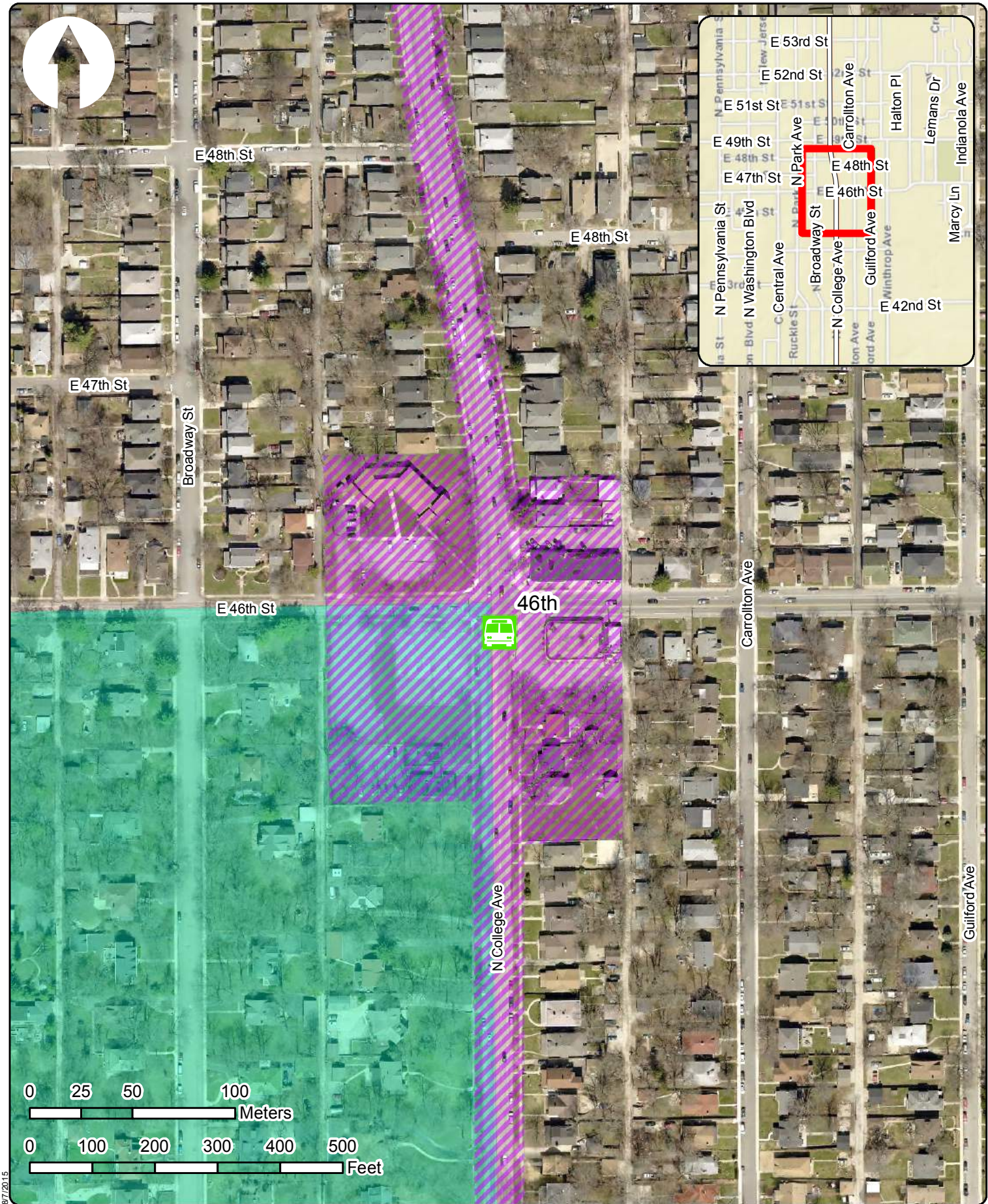
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**IndyGo Red Line BRT Project
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Station Location



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Outstanding



Notable



Contributing



Non-Contributing

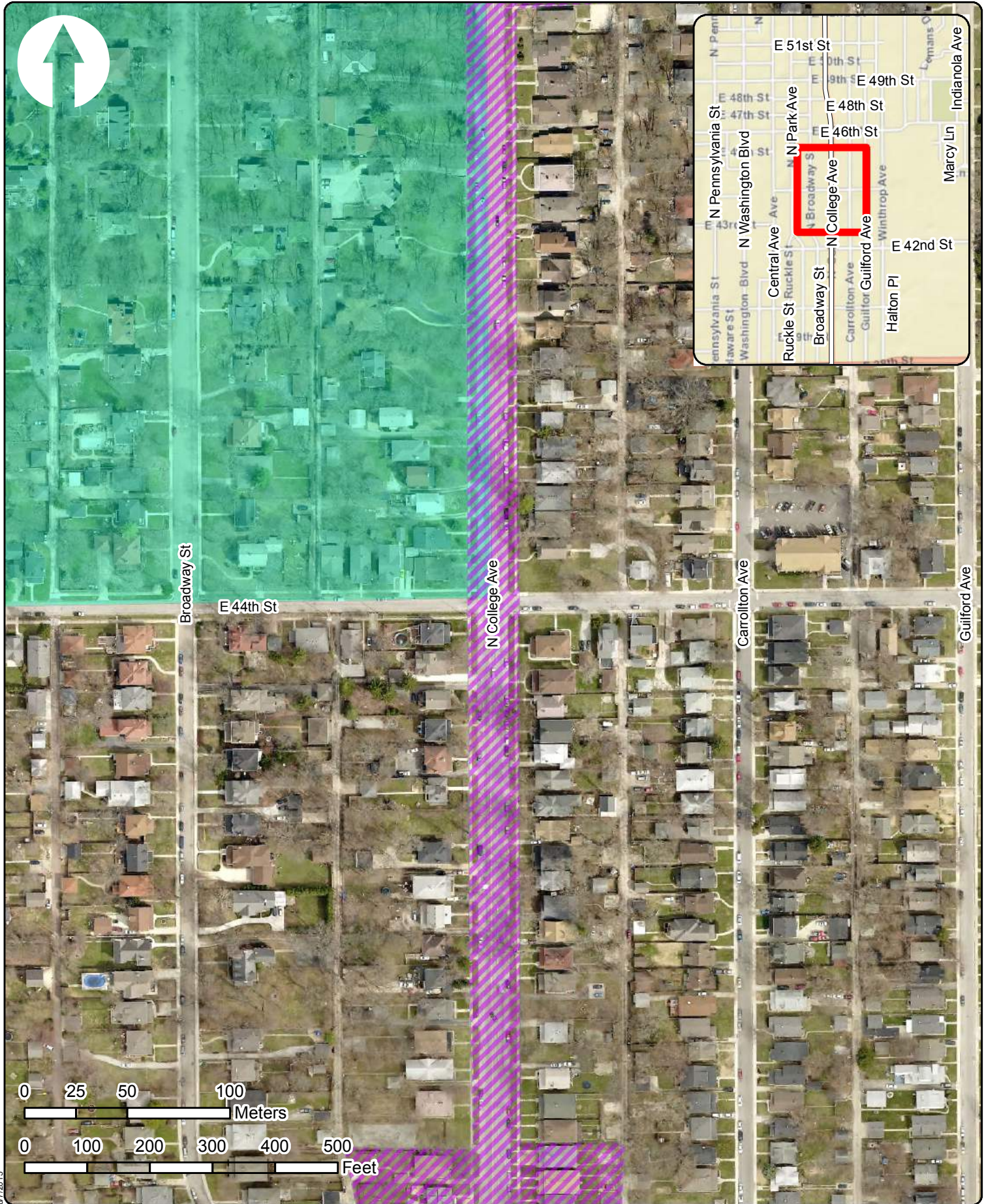


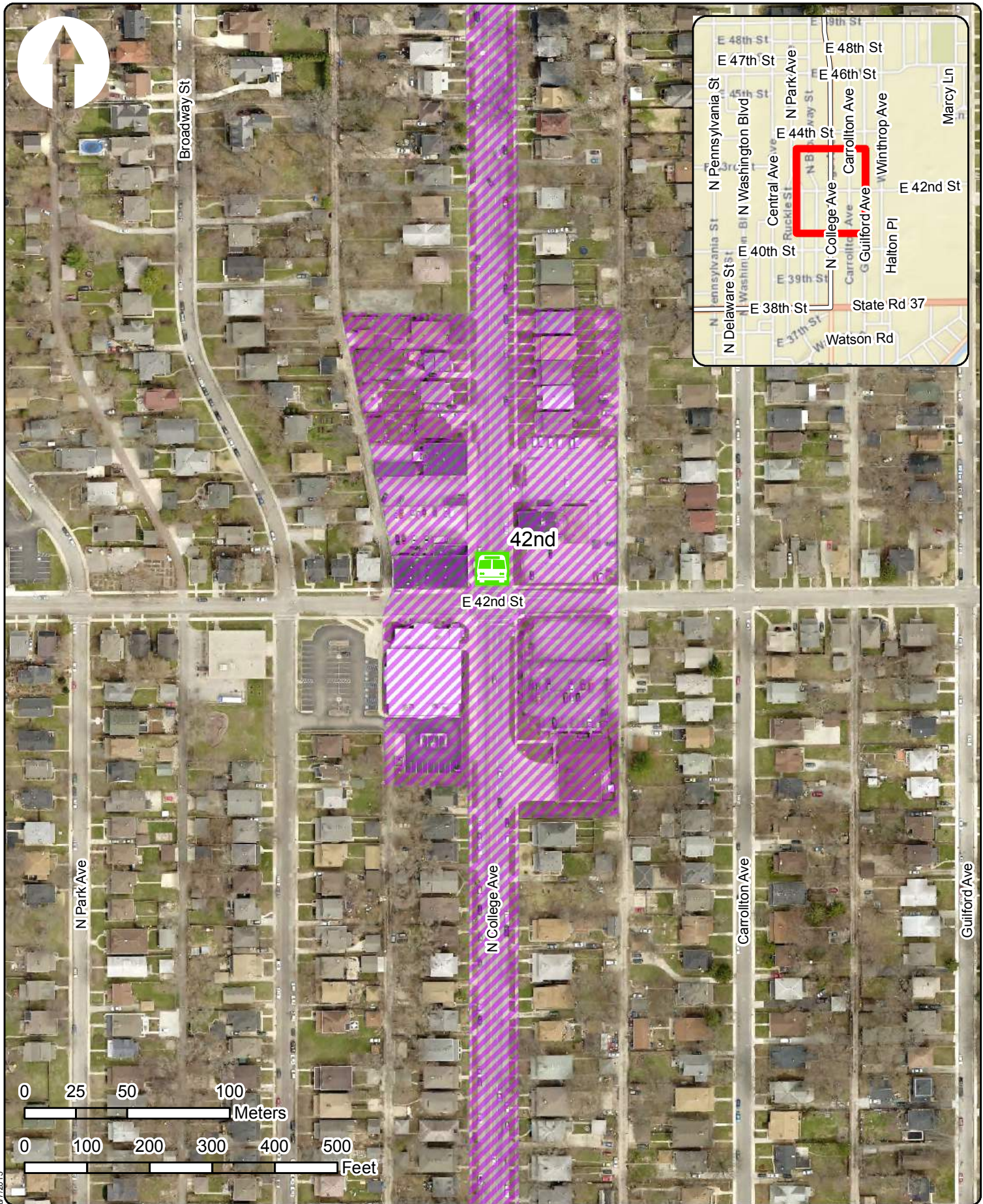
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Unknown

IndyGo Red Line BRT Project Historic Structures Inventory Area of Potential Effect Phase I





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Station Location



APE

Historic Districts



Historic Districts



National Register Sites



Cemeteries

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Outstanding



Notable



Contributing



Non-Contributing

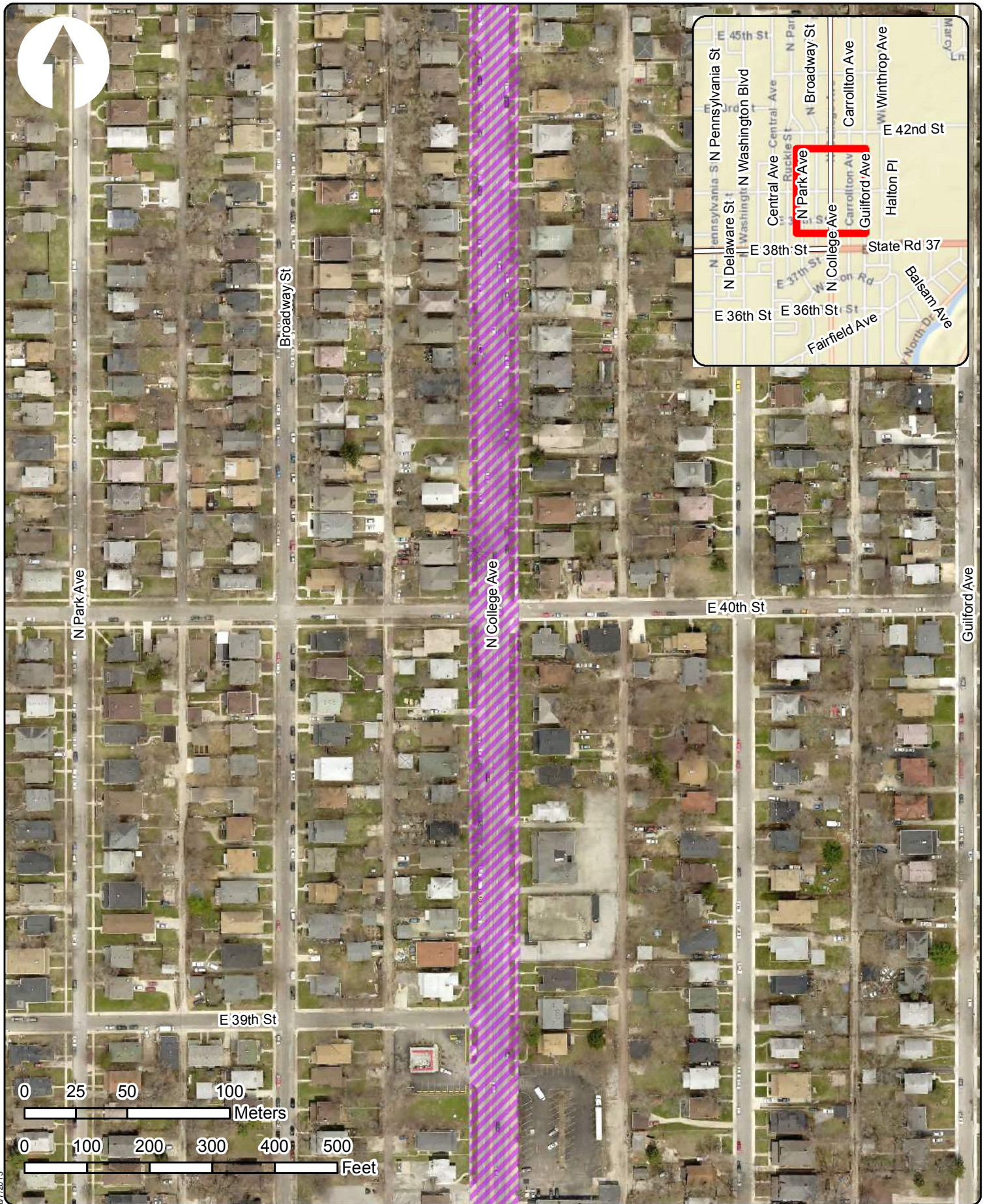


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Unknown

IndyGo Red Line BRT Project Historic Structures Inventory Area of Potential Effect Phase I



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Station Location



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Historic Districts



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Outstanding



Notable



Contributing



Non-Contributing

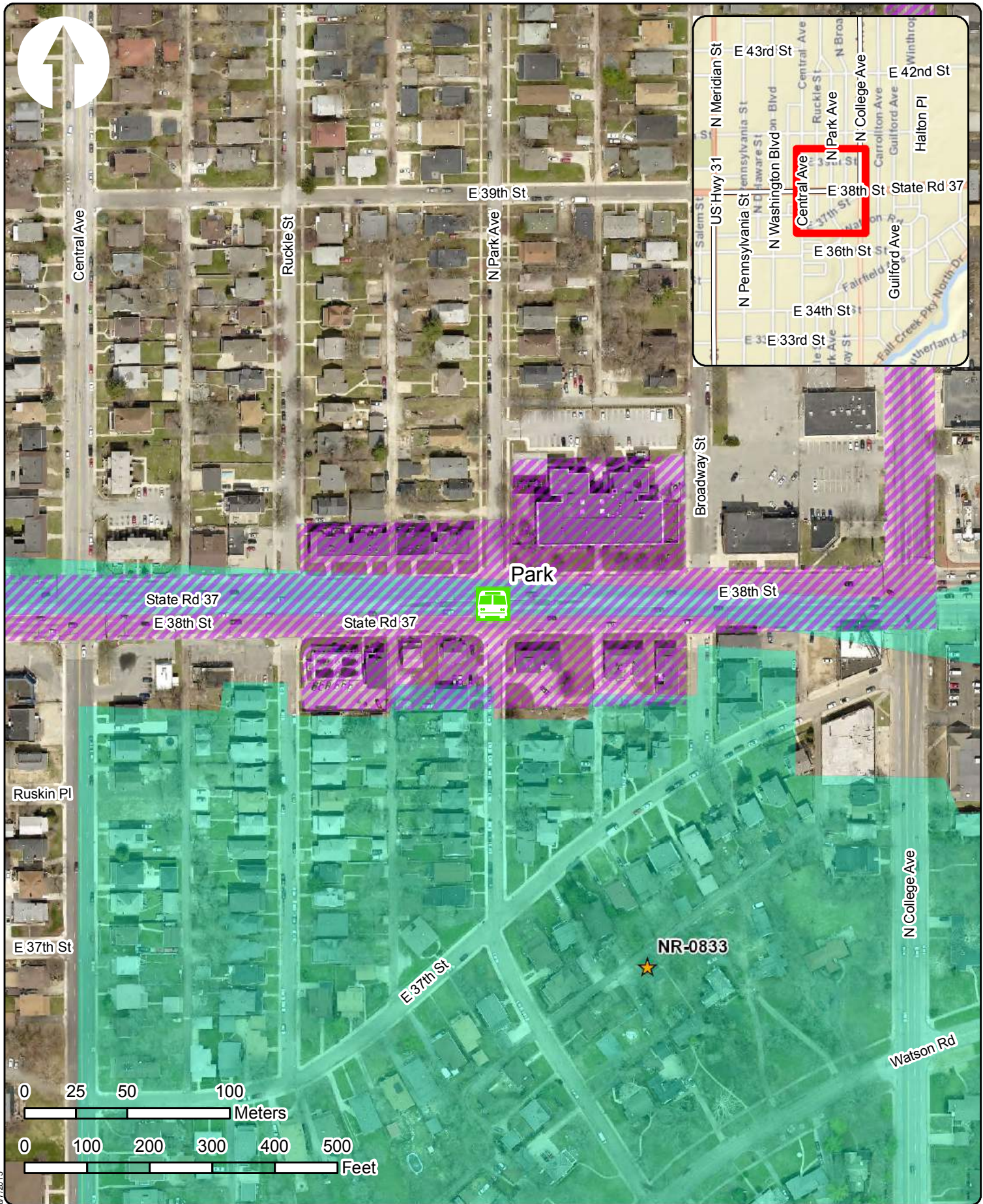













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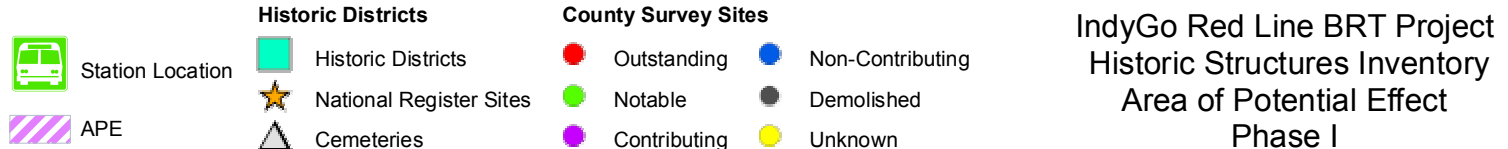
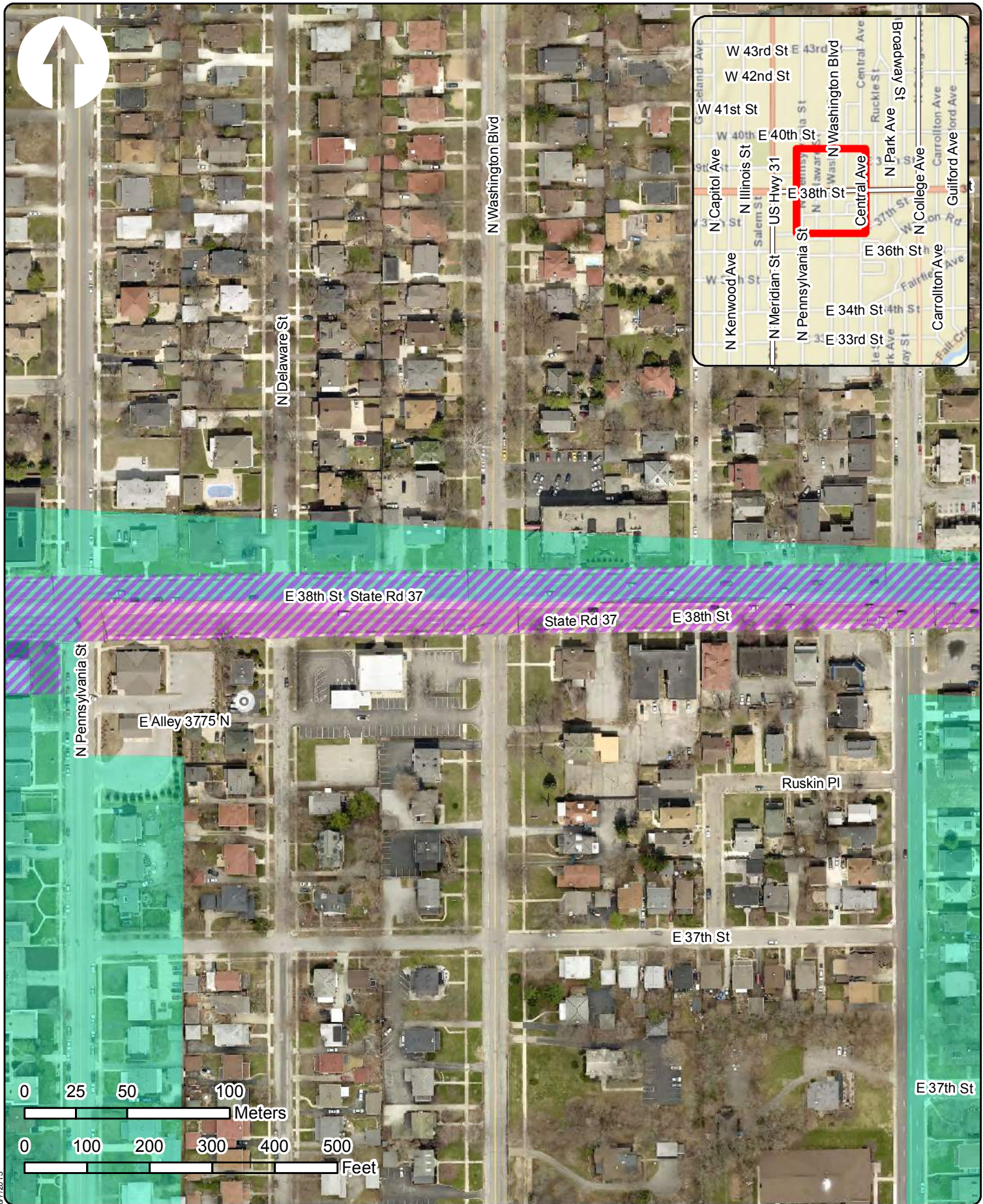
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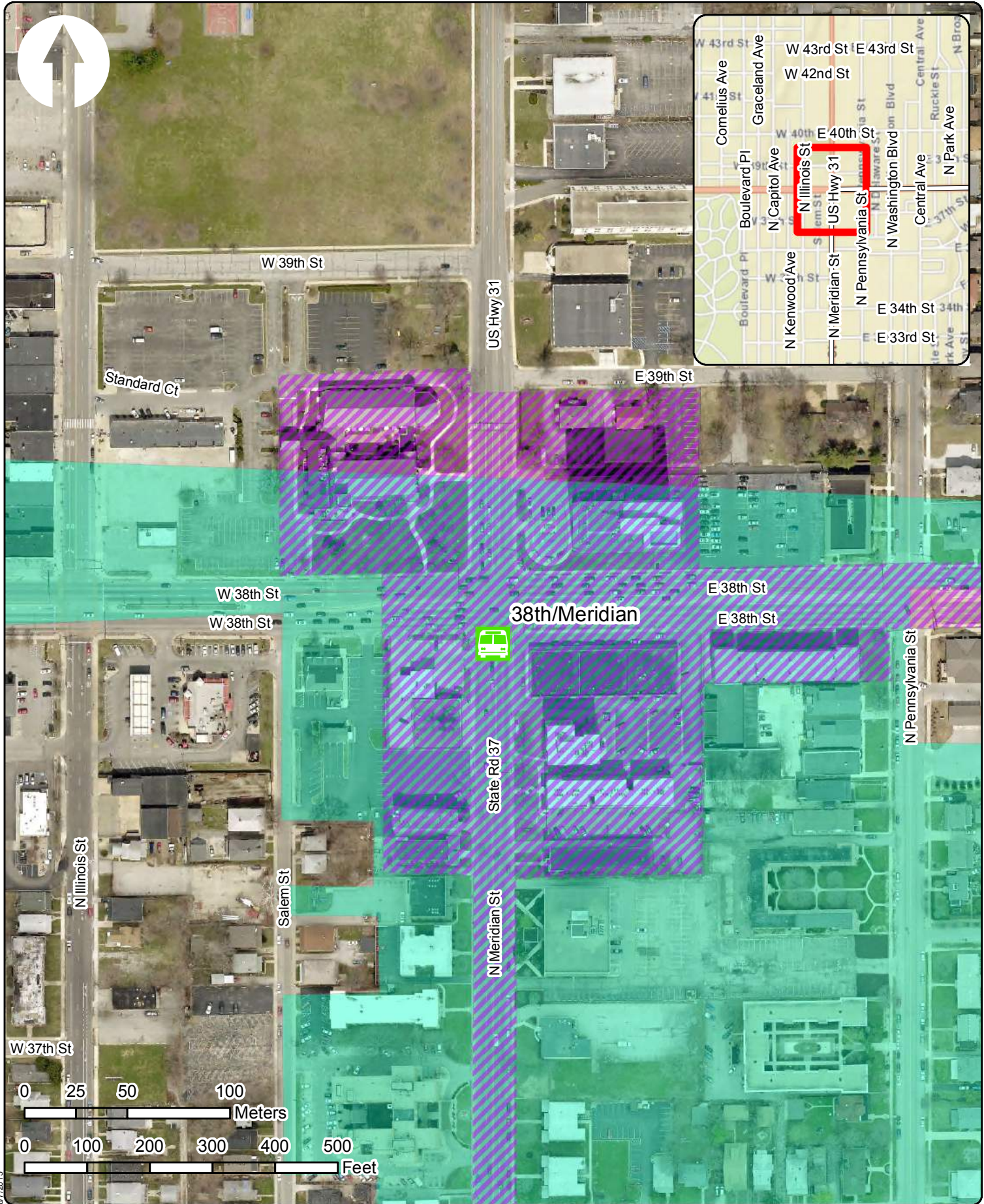


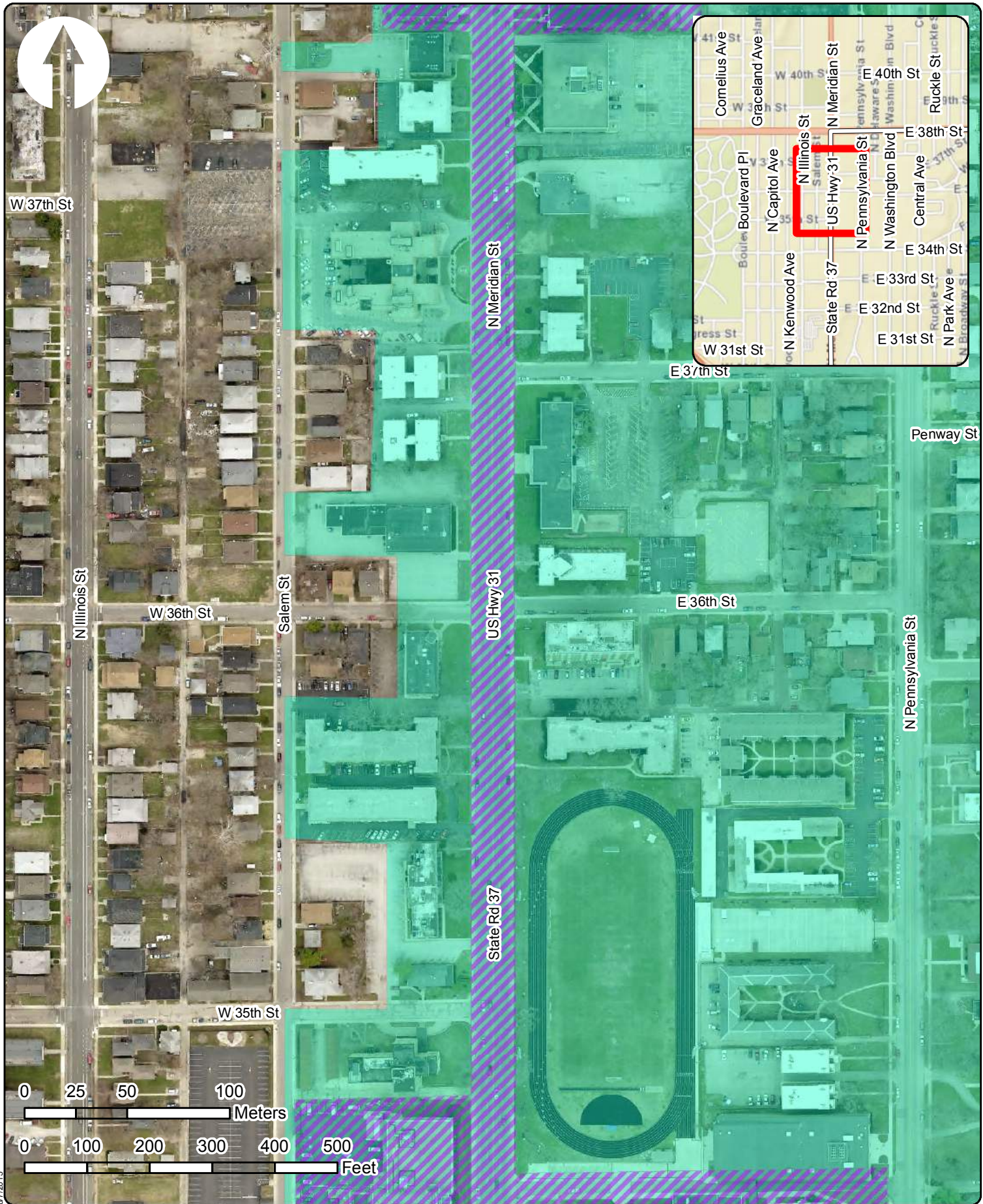
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|--|---|--|--|
|  Station Location |  Historic Districts |  Outstanding |  Non-Contributing |
|  APE |  National Register Sites |  Notable |  Demolished |
| |  Cemeteries |  Contributing |  Unknown |

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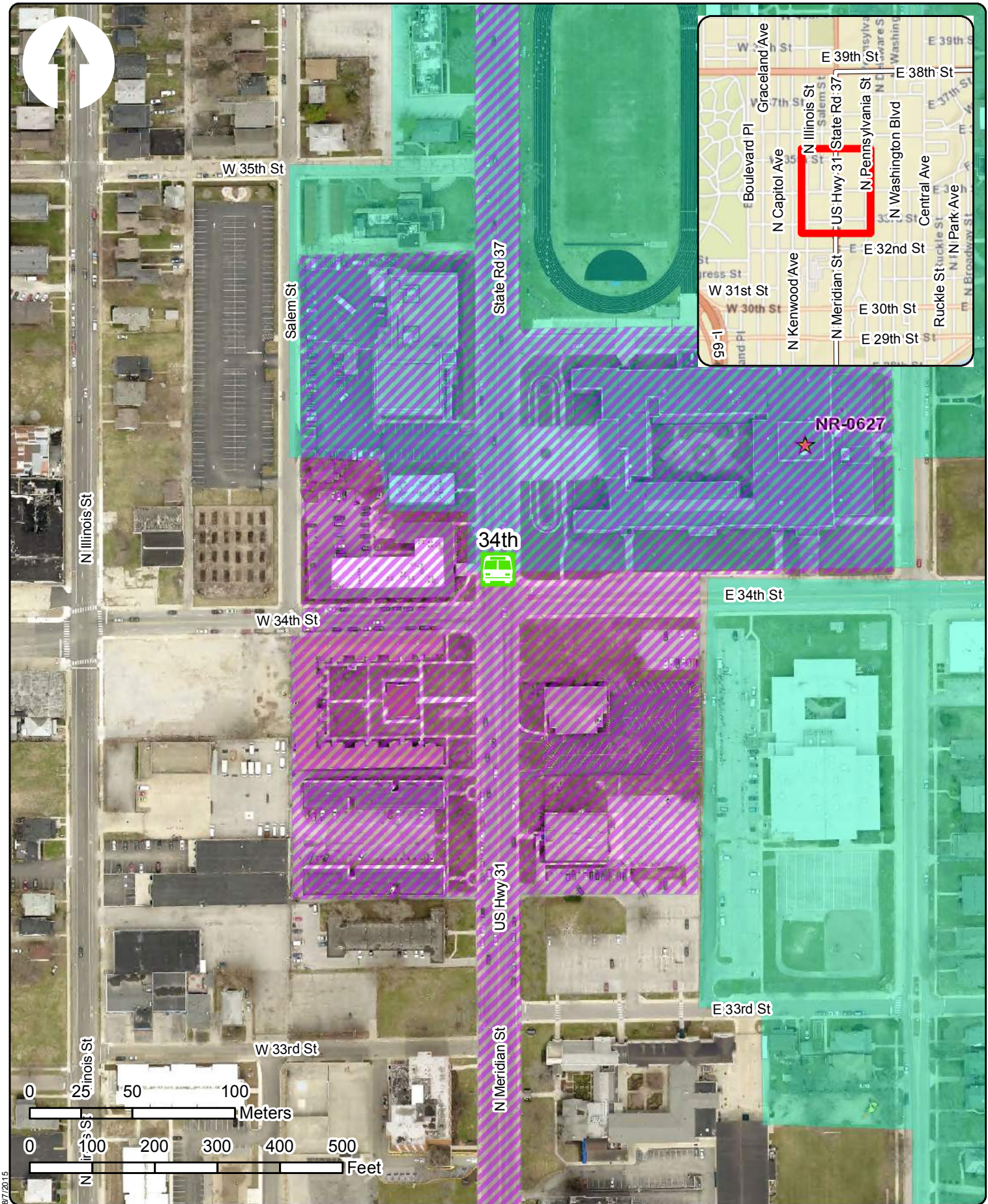
IndyGo Red Line BRT Project Historic Structures Inventory Area of Potential Effect Phase I

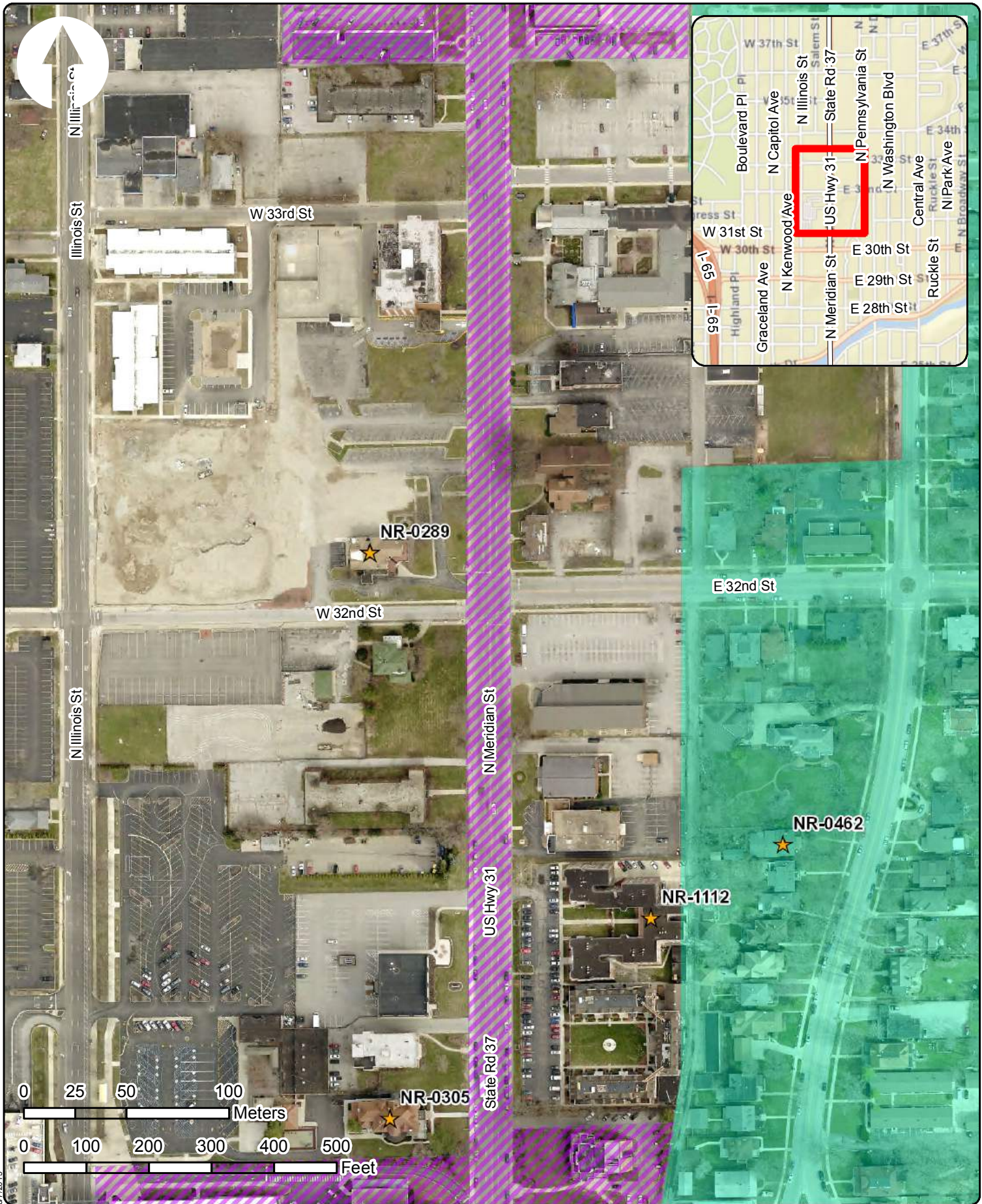




- Station Location
 APE
- Historic Districts**
 - Historic Districts
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- County Survey Sites**
 - Outstanding
 - Notable
 - Contributing
 - Non-Contributing
 - Demolished
 - Unknown

IndyGo Red Line BRT Project
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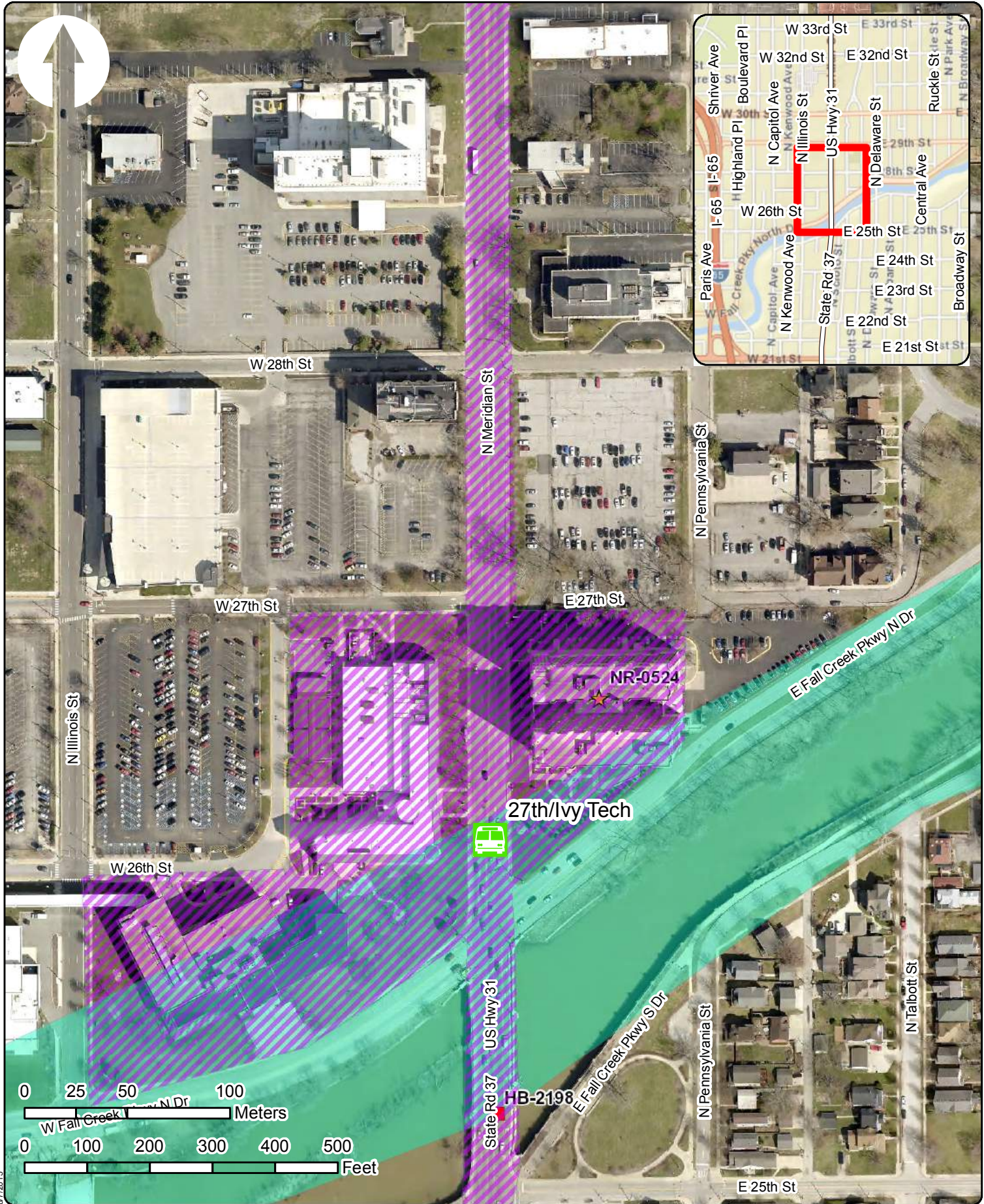
Station Location












APE

Historic Districts
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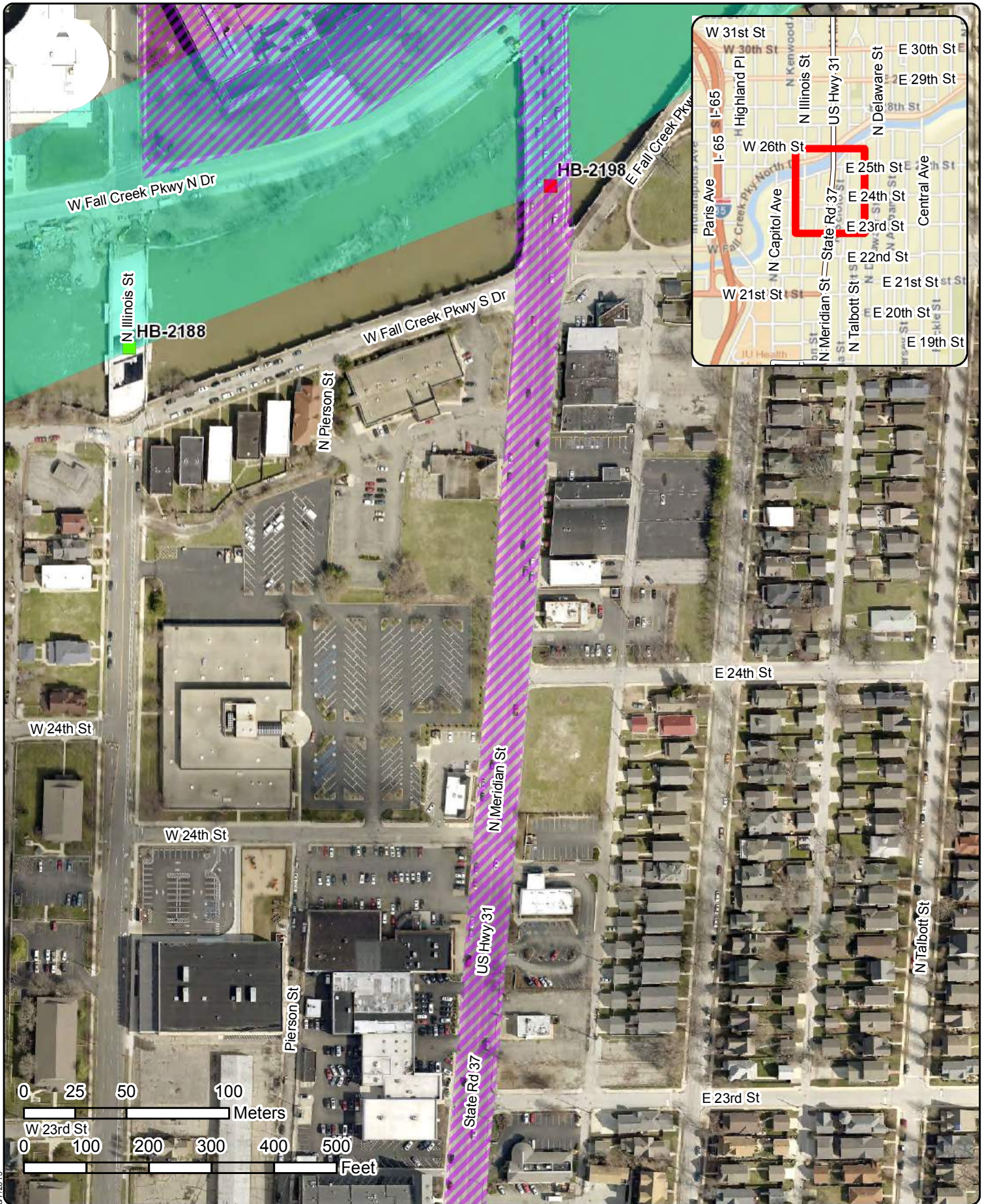
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 Unknown

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- | | | | |
|--|---|--|--|
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|  APE |  National Register Sites |  Notable |  Demolished |
| |  Cemeteries |  Contributing |  Unknown |

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Station Location



APE

Historic Districts



Historic Districts



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Cemeteries

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Outstanding



Notable



Contributing



Non-Contributing

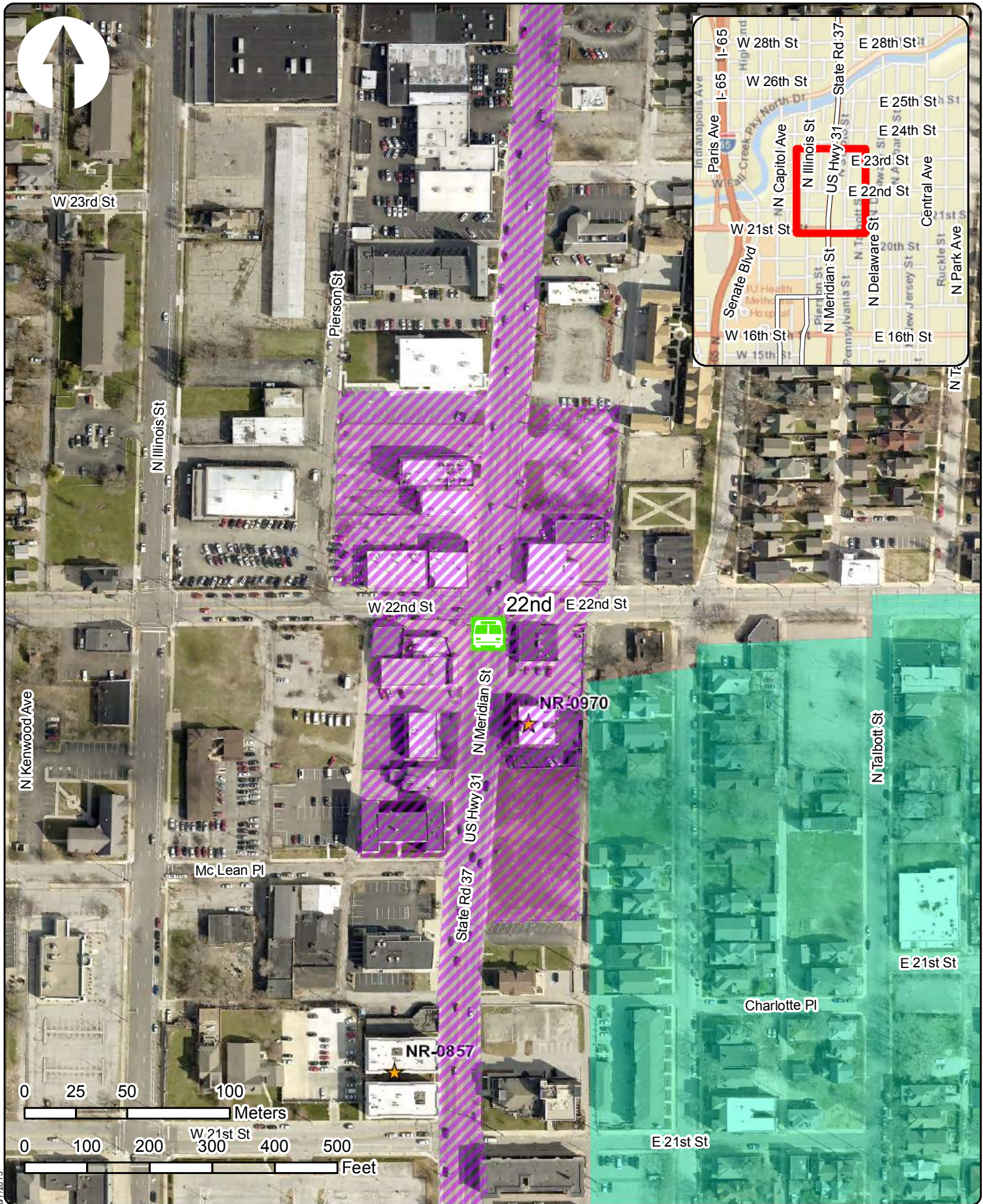












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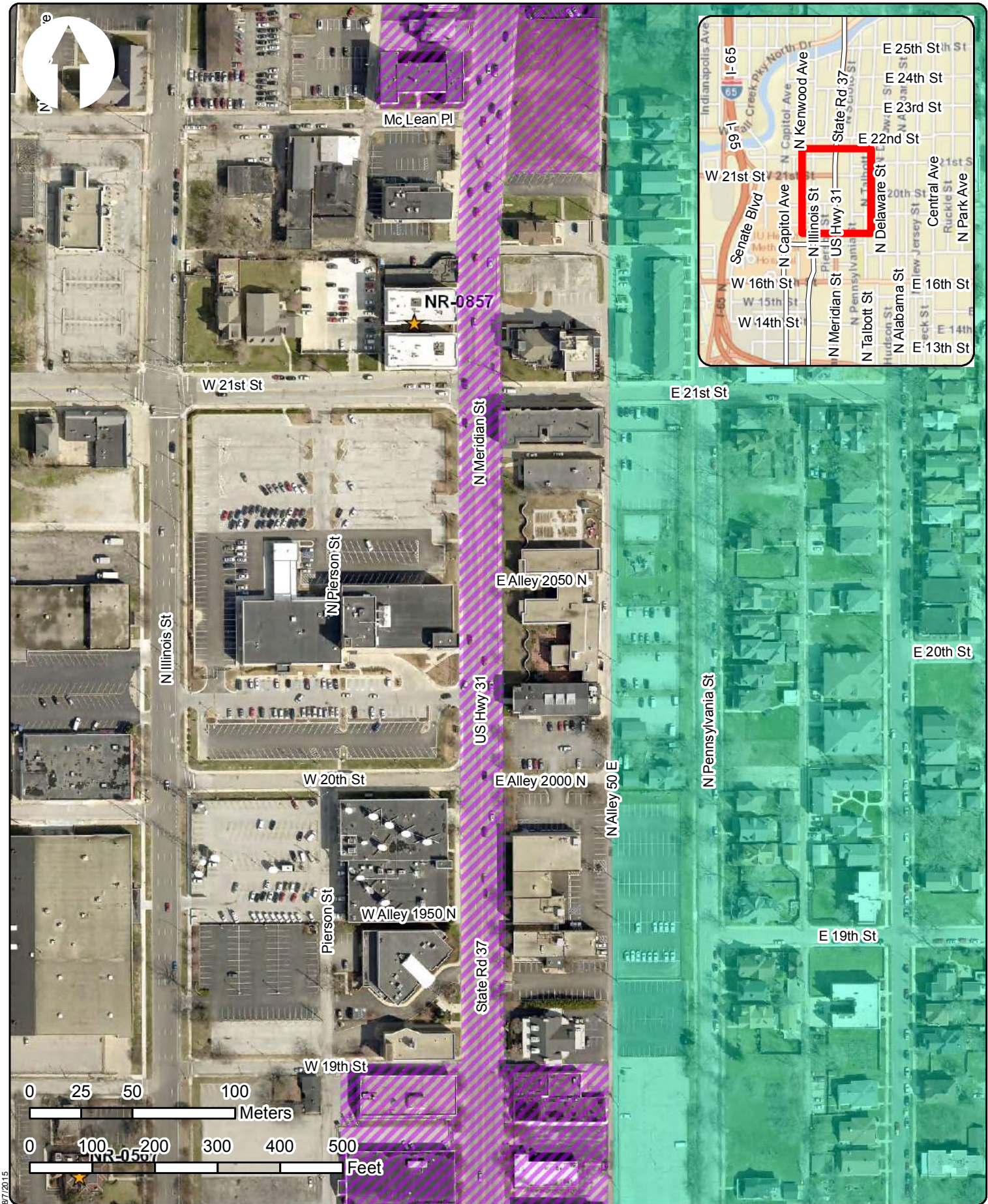
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IndyGo Red Line BRT Project Historic Structures Inventory Area of Potential Effect Phase I



- | | | | | |
|---|---|--|--|--|
|  Station Location |  APE | Historic Districts |  Outstanding |  Non-Contributing |
|  National Register Sites |  Notable |  Cemeteries |  Contributing |  Demolished |
| | | |  Unknown | |

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Station Location



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National Register Sites



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Outstanding



Notable



Contributing



Non-Contributing



Demolished



Unknown

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Station Location



APE

Historic Districts



Historic Districts



National Register Sites



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Outstanding



Notable



Contributing



Non-Contributing

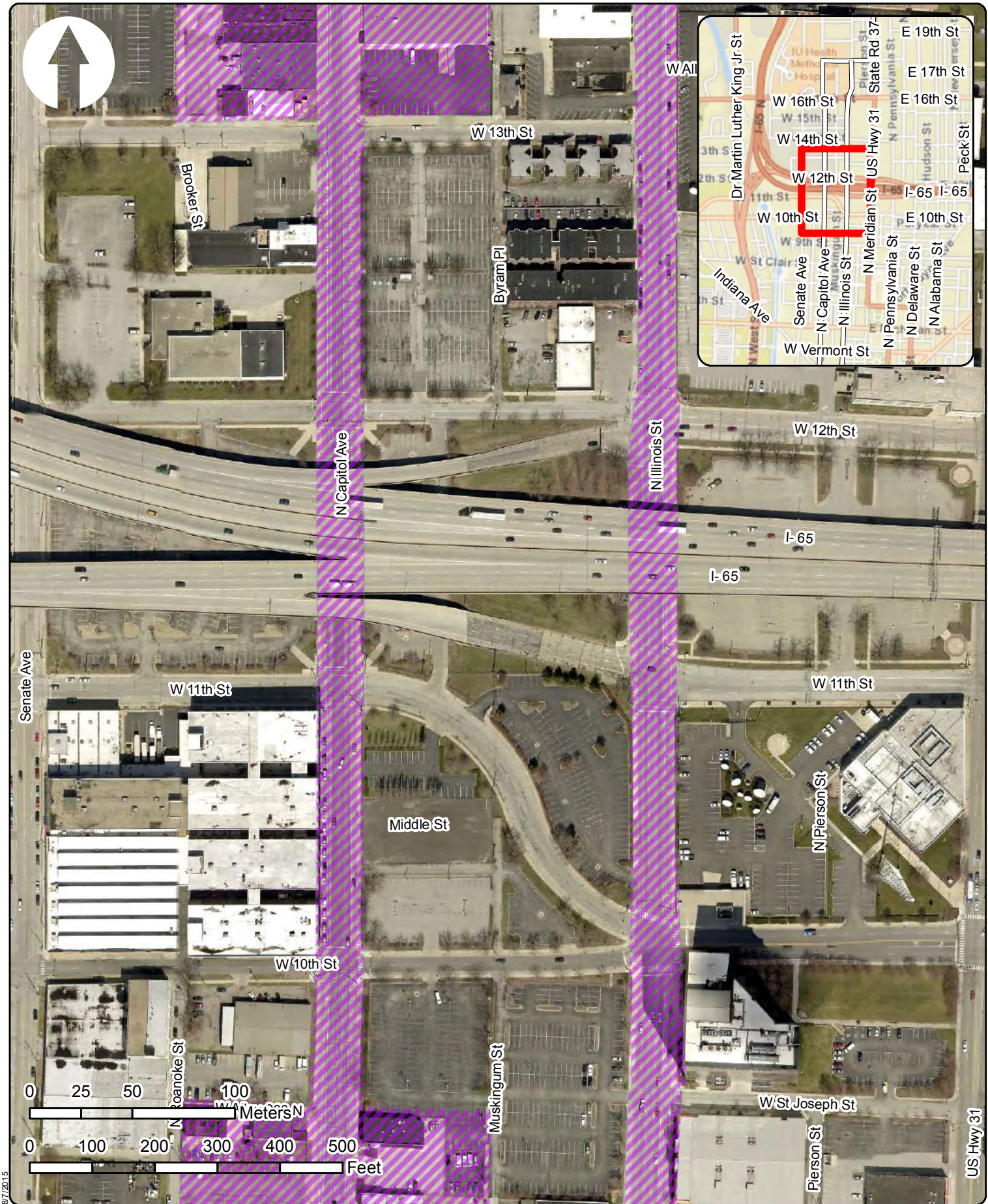


Demolished



Unknown

IndyGo Red Line BRT Project Historic Structures Inventory Area of Potential Effect Phase I



- Station Location
 APE
- Historic Districts**
 - Historic Districts
 - National Register Sites
 - Cemeteries
- County Survey Sites**
 - Outstanding
 - Notable
 - Contributing
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 - Demolished
 - Unknown

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APE

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County Survey Sites



Outstanding



Notable



Contributing



Non-Contributing














Demolished



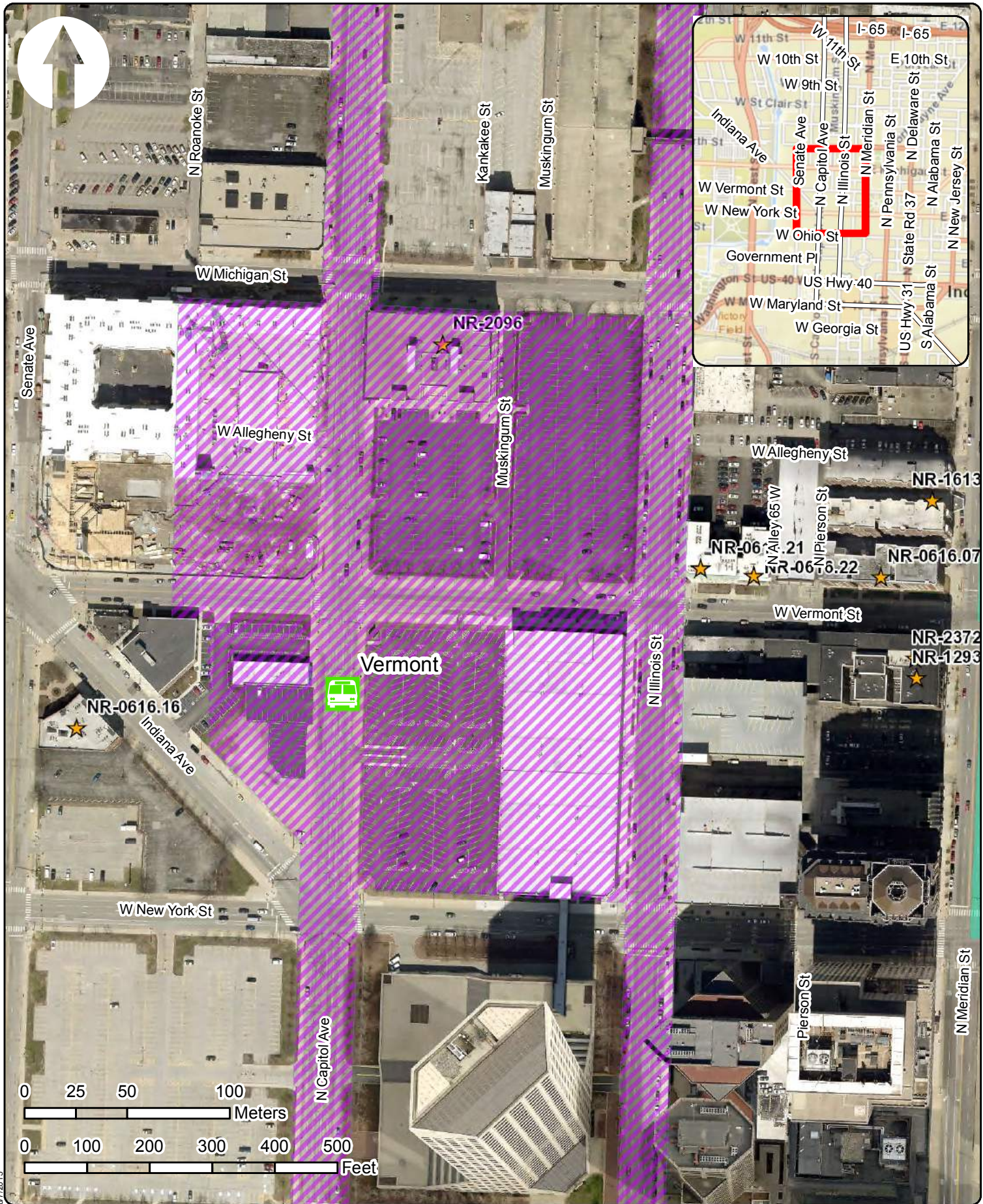
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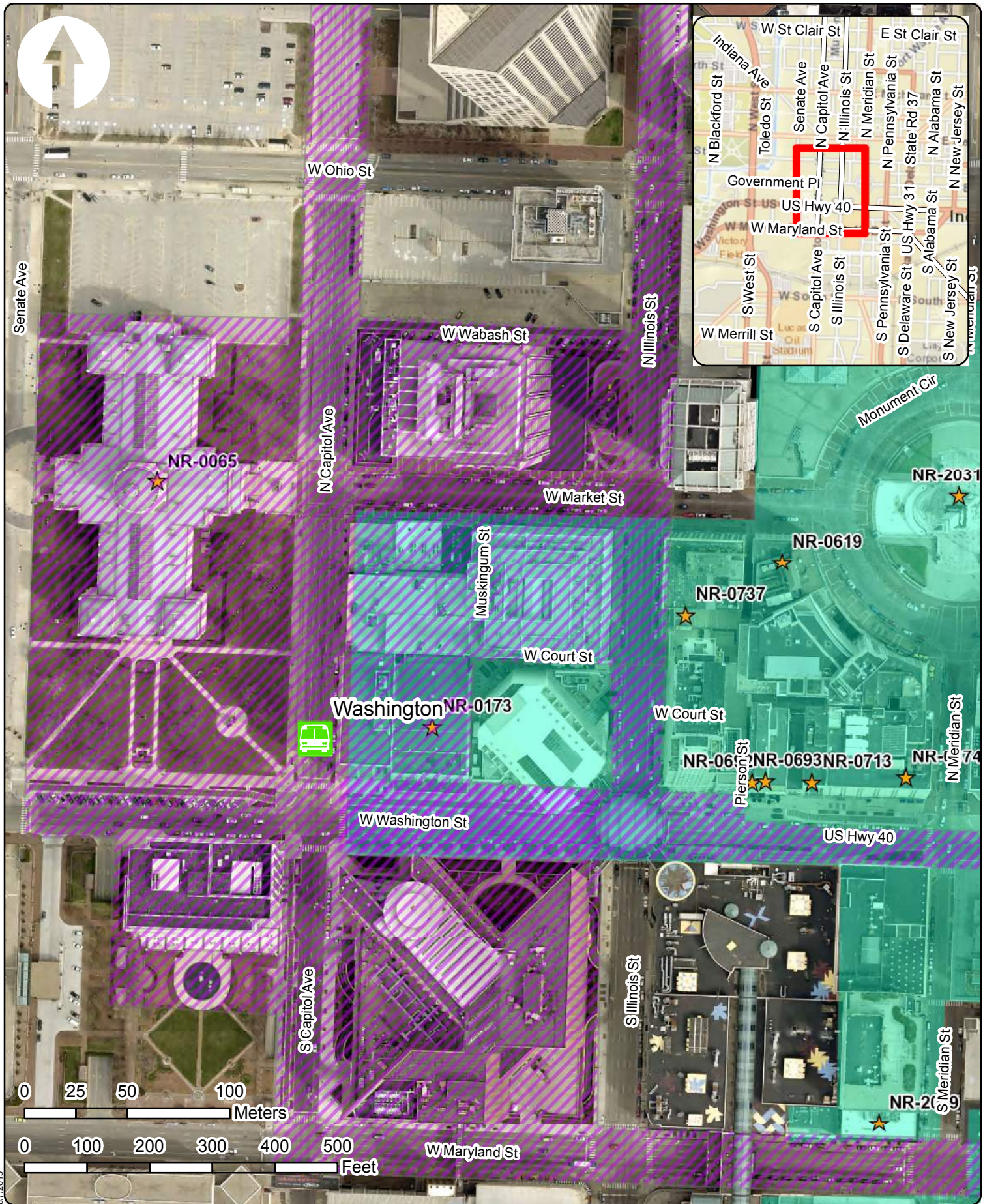
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 -  Historic Districts
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 -  Outstanding
 -  Notable
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|--|---|--|--|
|  Station Location |  Historic Districts |  Outstanding |  Non-Contributing |
|  APE |  National Register Sites |  Notable |  Demolished |
| |  Cemeteries |  Contributing |  Unknown |

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Station Location



APE

Historic Districts

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Outstanding

Notable

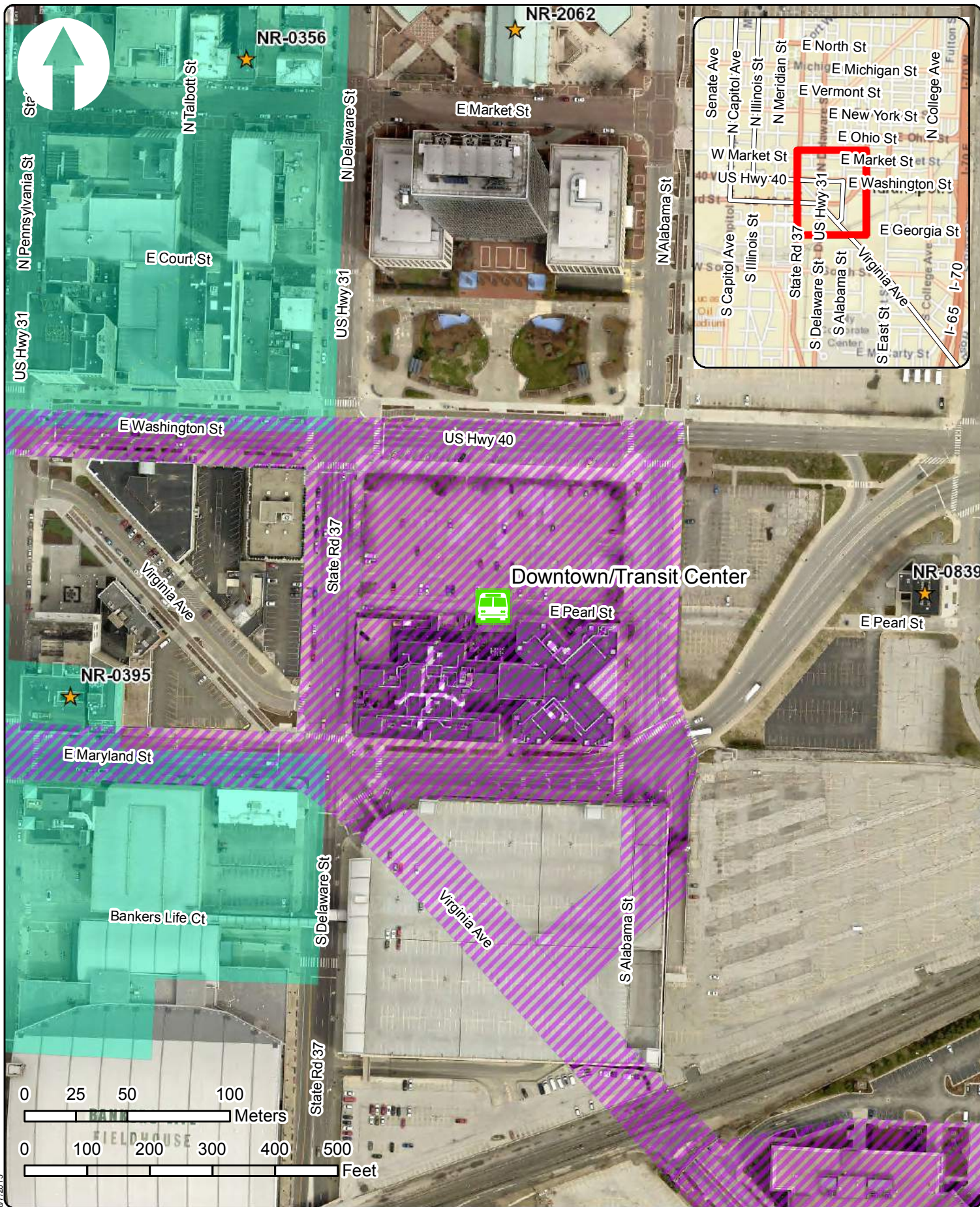
Contributing












Non-Contributing

Demolished

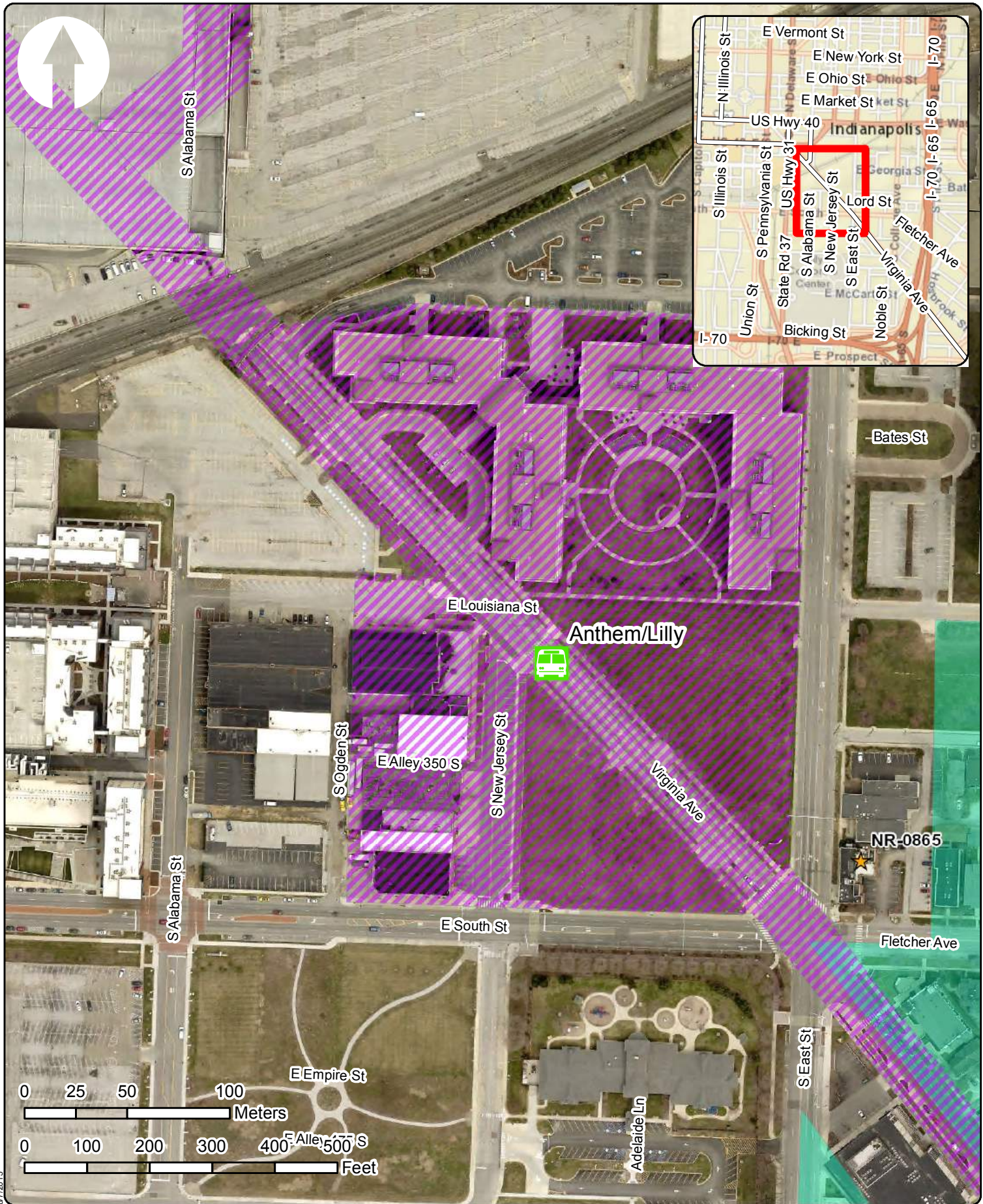
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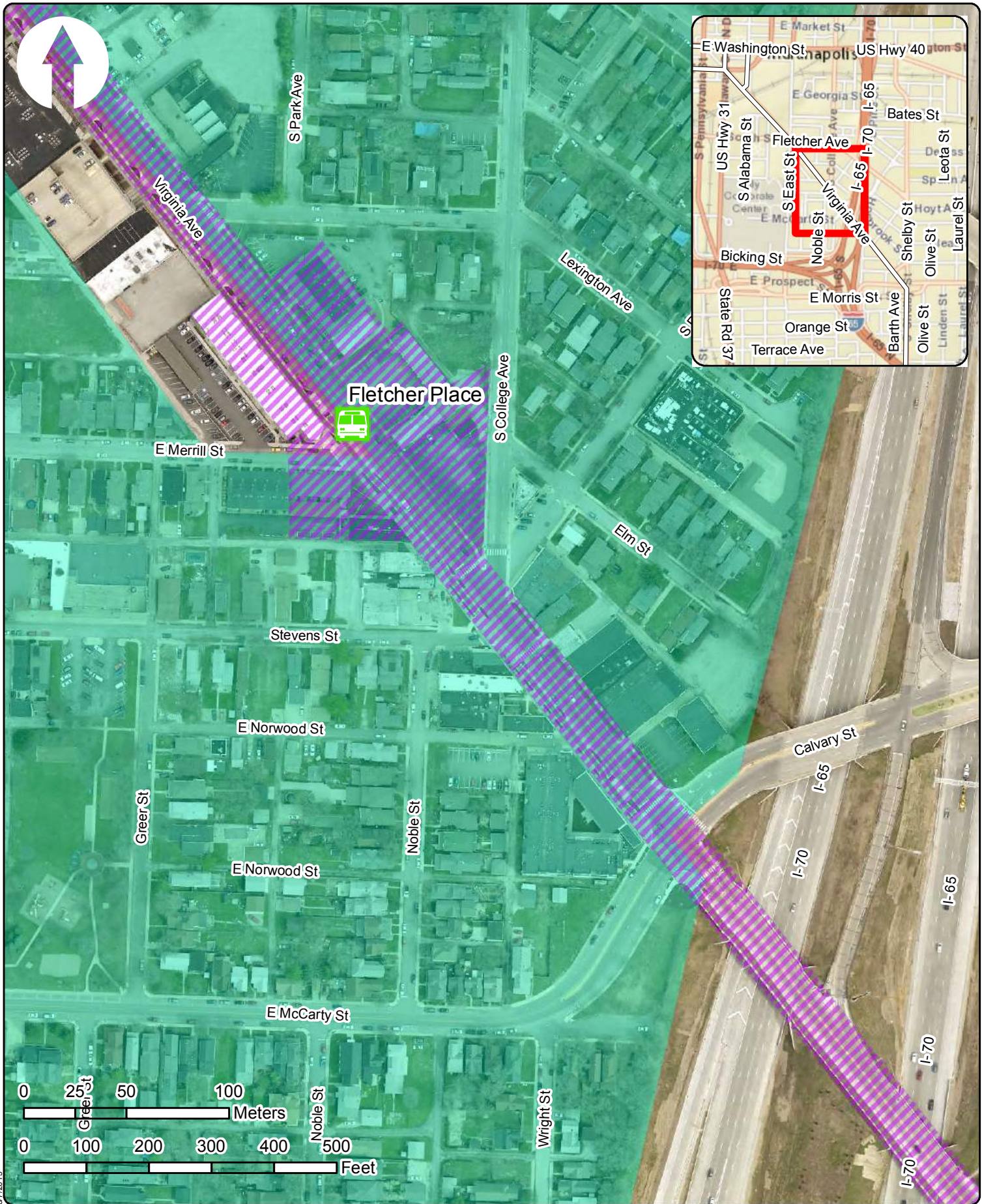
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|  Station Location |  Historic Districts |  Outstanding |  Non-Contributing |
|  APE |  National Register Sites |  Notable |  Demolished |
| |  Cemeteries |  Contributing |  Unknown |

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 Station Location  APE	Historic Districts  Historic Districts  National Register Sites  Cemeteries	County Survey Sites  Outstanding  Notable  Contributing  Non-Contributing  Demolished  Unknown
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Station Location



APE

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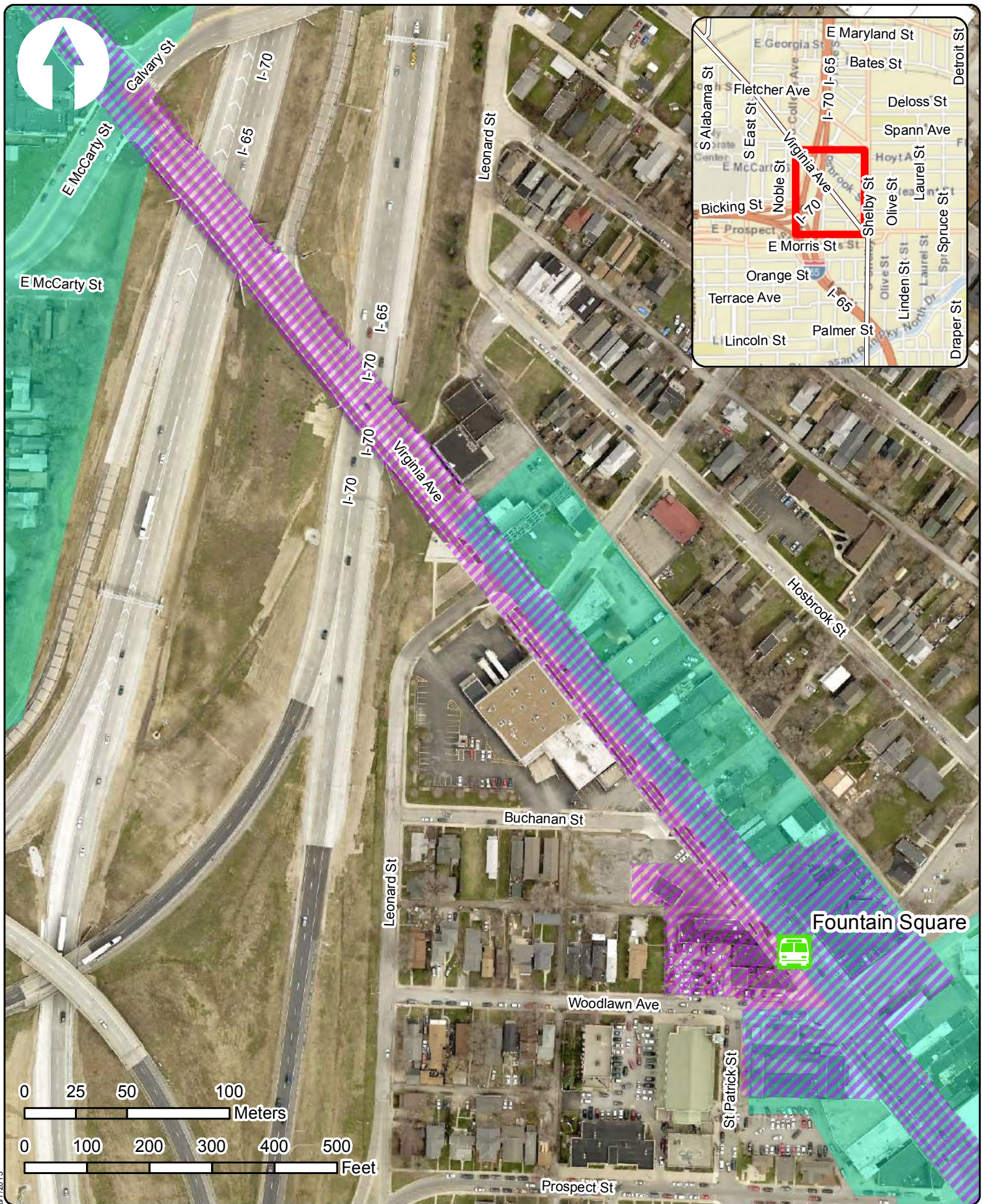
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IndyGo Red Line BRT Project Historic Structures Inventory Area of Potential Effect Phase I






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APE

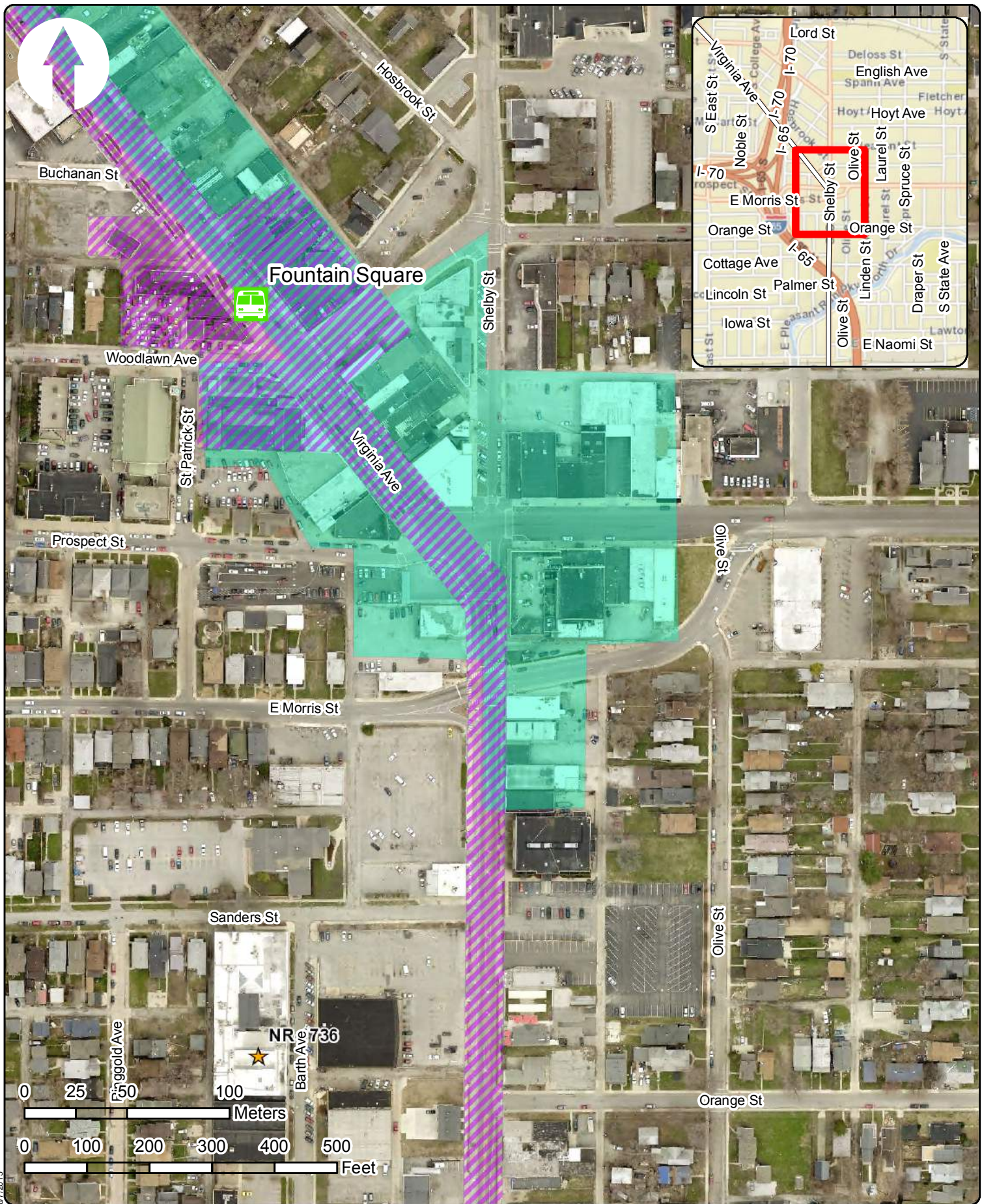
Historic Districts

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-  Notable
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-  Non-Contributing
-  Demolished
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Station Location



APE

Historic Districts



Historic Districts



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Outstanding



Notable



Contributing



Non-Contributing

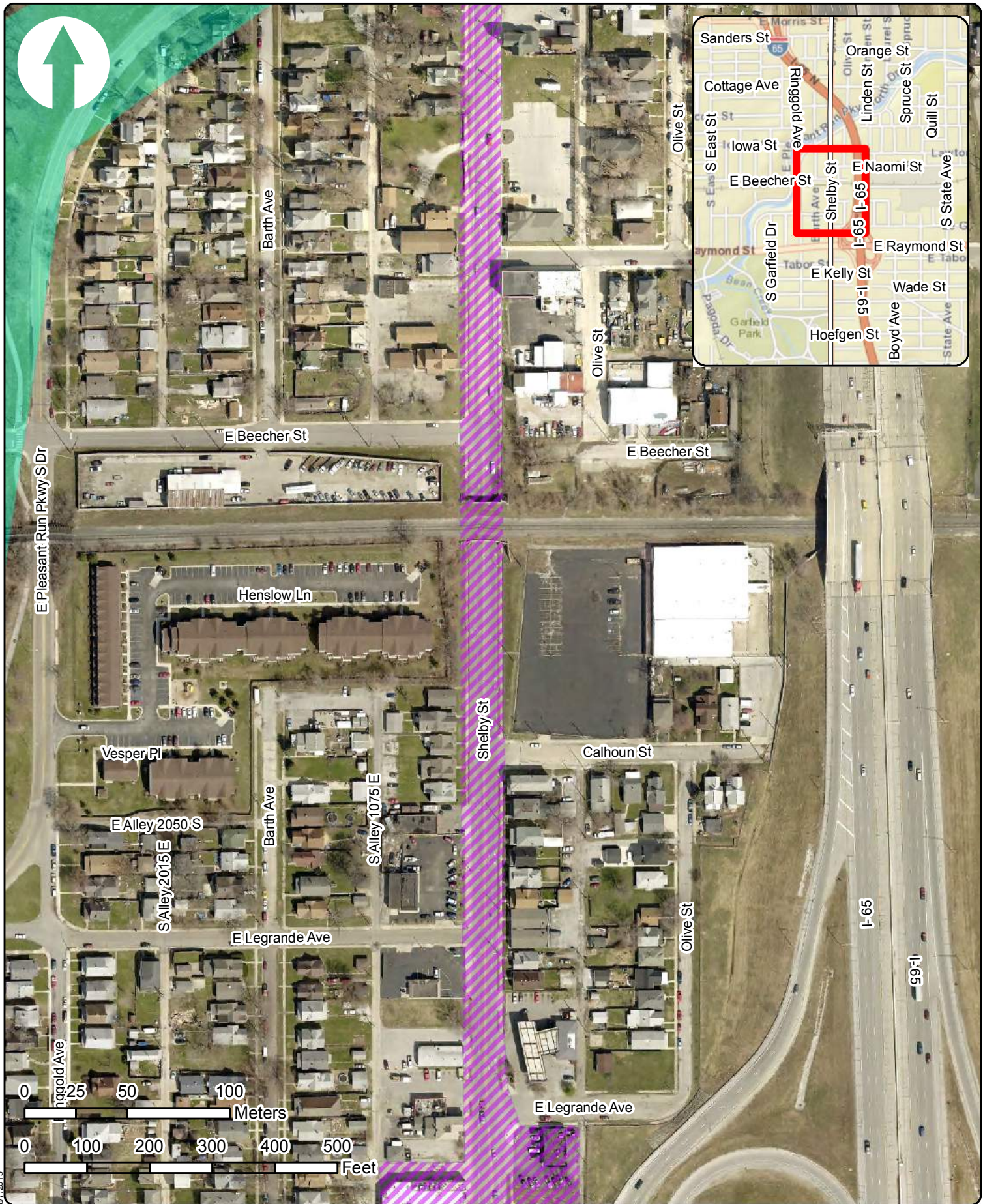


Demolished



Unknown

IndyGo Red Line BRT Project Historic Structures Inventory Area of Potential Effect Phase I



Station Location



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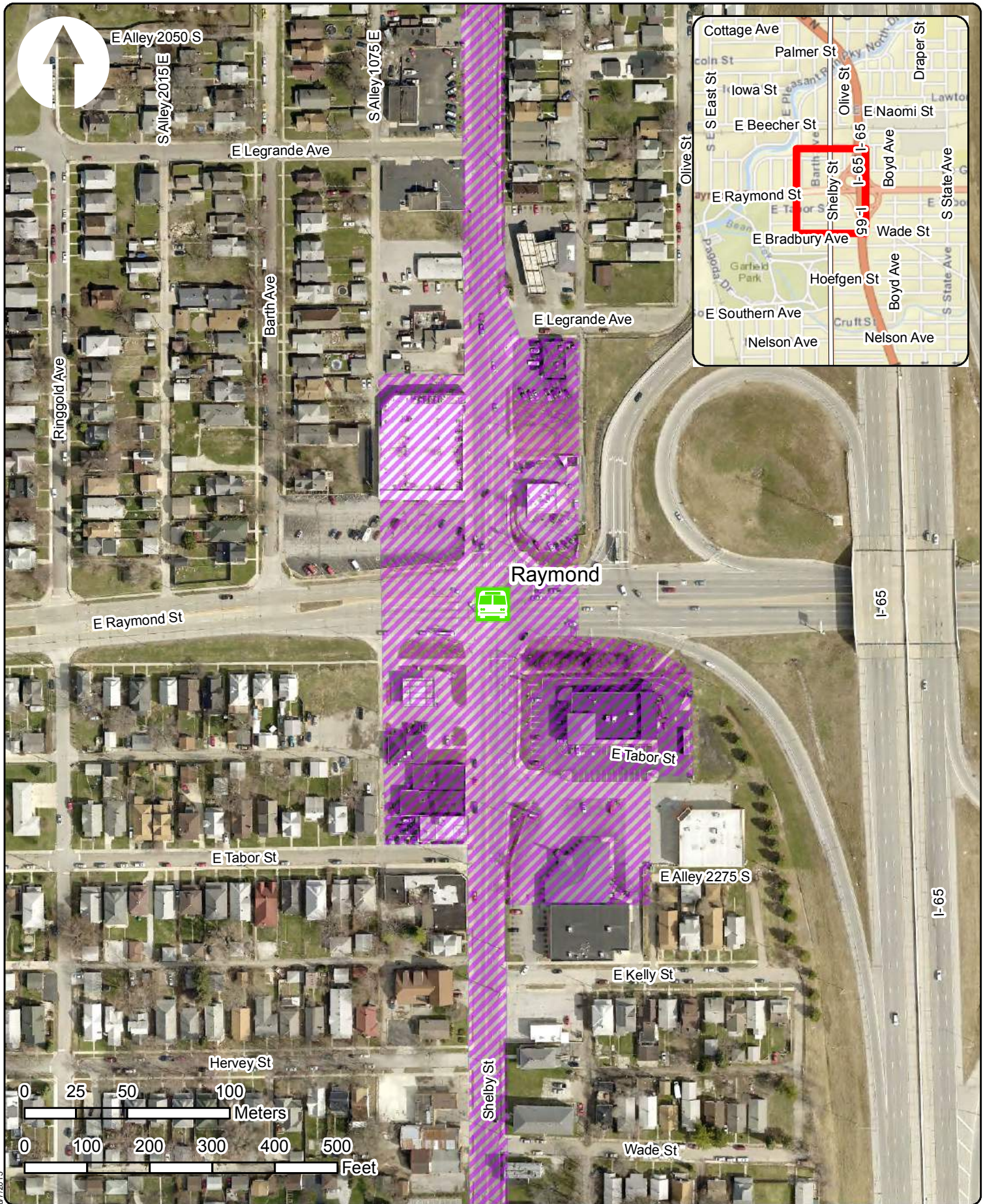
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 Demolished

 Unknown

IndyGo Red Line BRT Project Historic Structures Inventory Area of Potential Effect Phase I



Station Location



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Non-Contributing

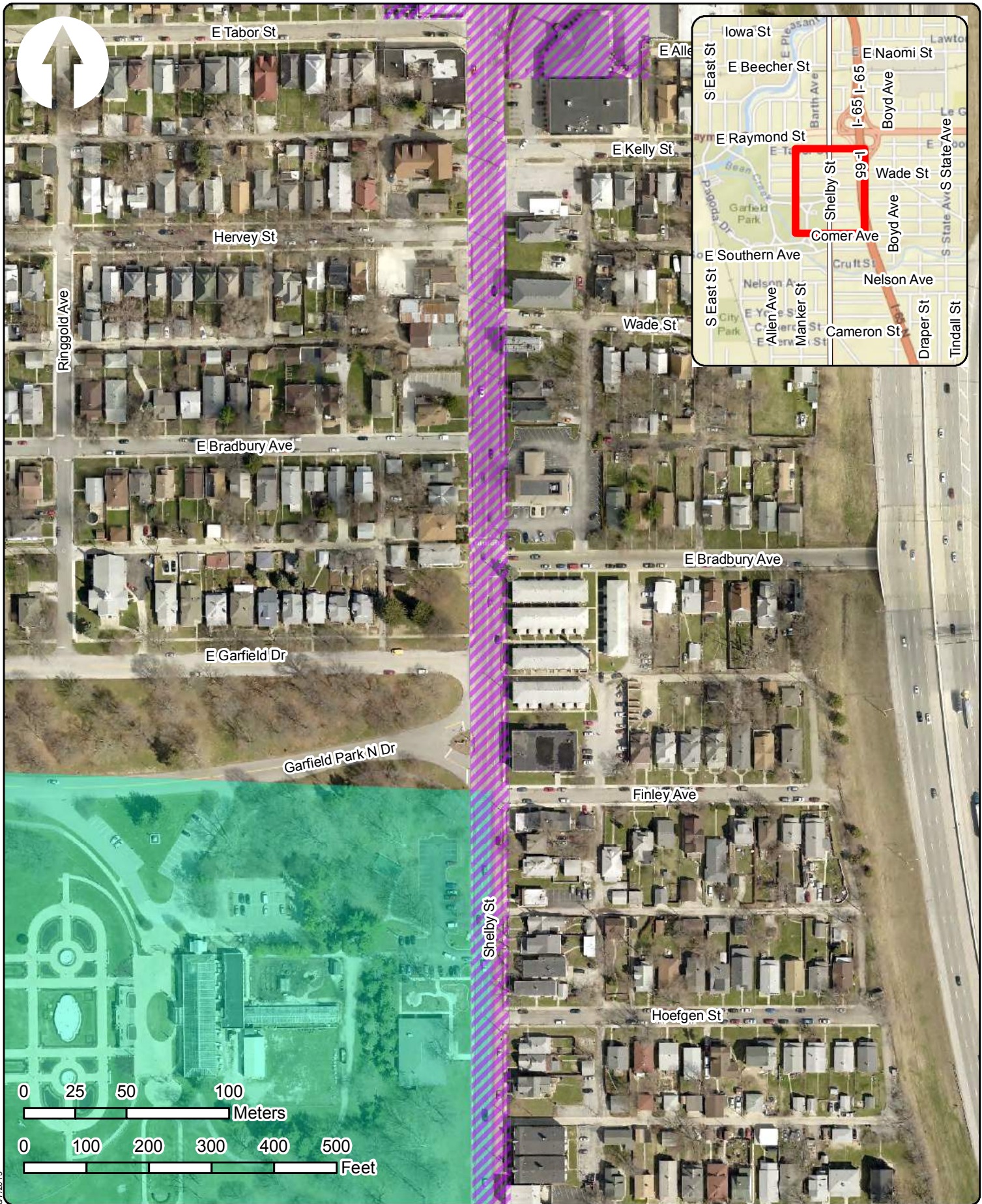


Demolished



Unknown

IndyGo Red Line BRT Project Historic Structures Inventory Area of Potential Effect Phase I



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Outstanding



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Contributing



Non-Contributing

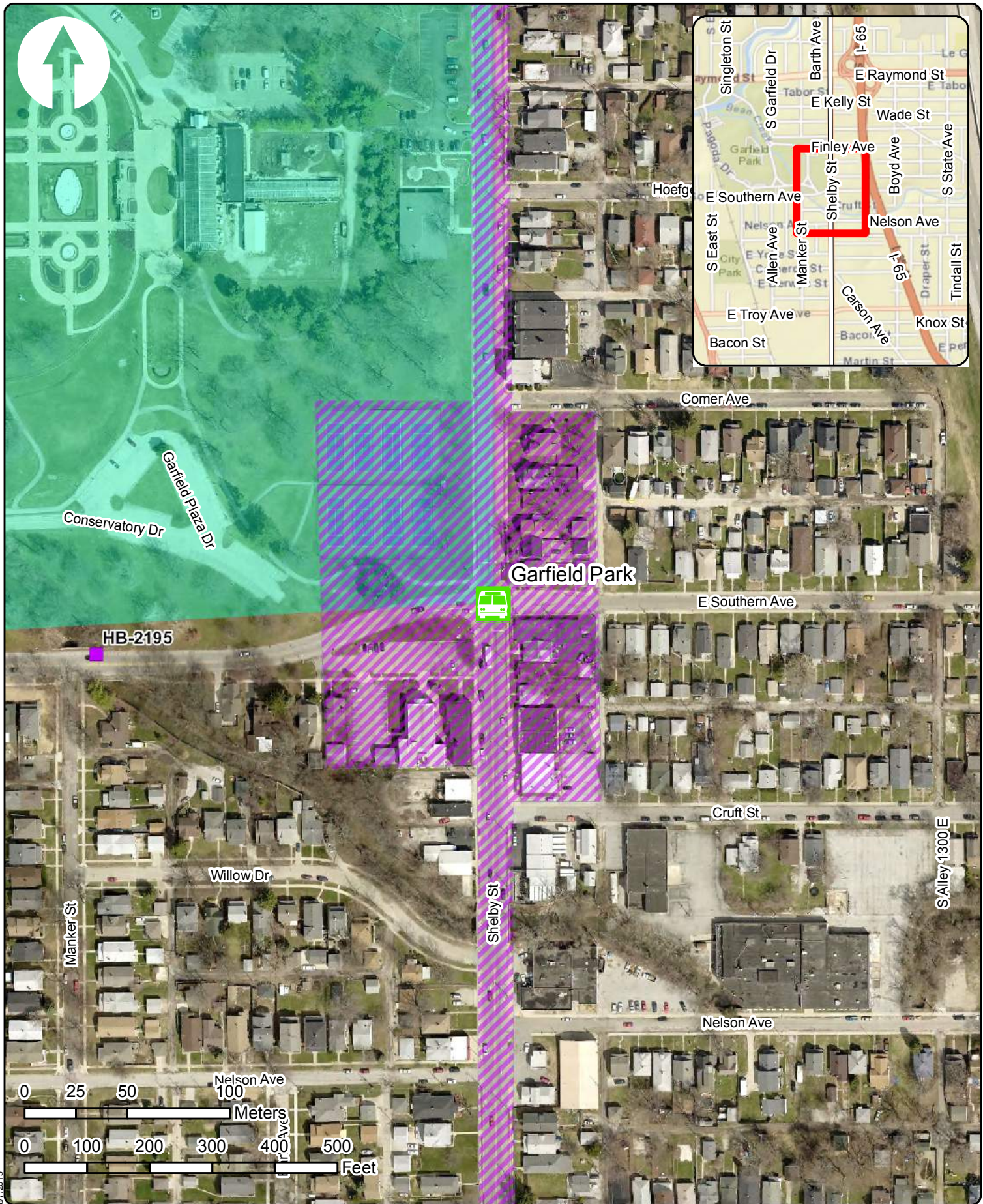


Demolished



Unknown

IndyGo Red Line BRT Project Historic Structures Inventory Area of Potential Effect Phase I



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Station Location



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Contributing



Non-Contributing

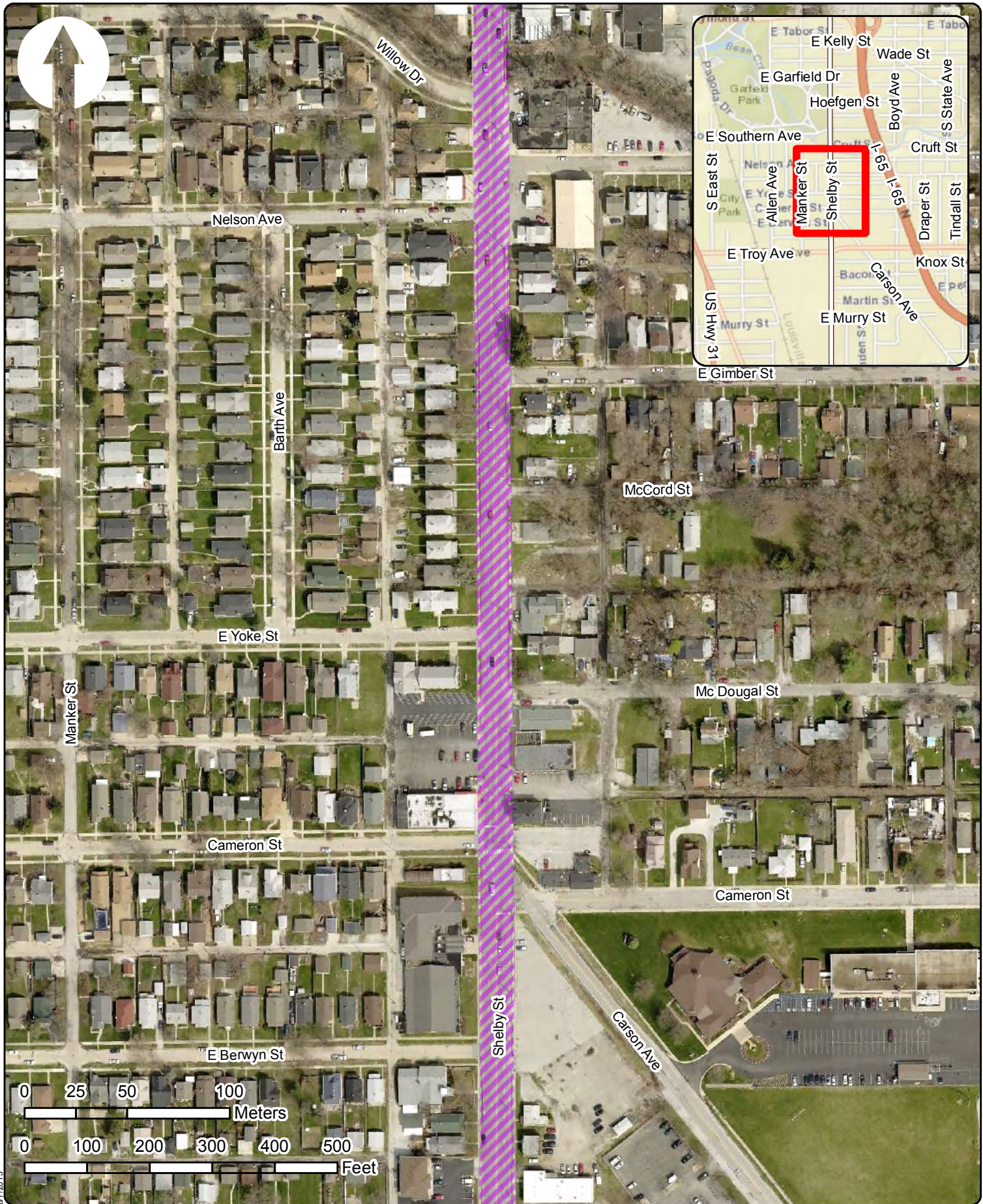


Demolished



Unknown

IndyGo Red Line BRT Project Historic Structures Inventory Area of Potential Effect Phase I



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Outstanding



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Contributing



Non-Contributing

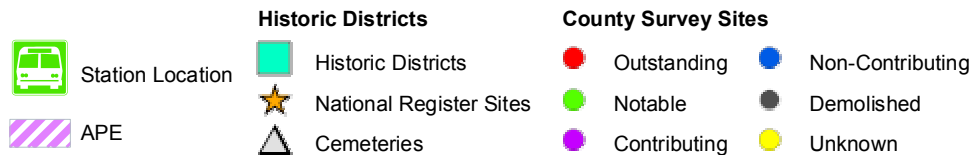
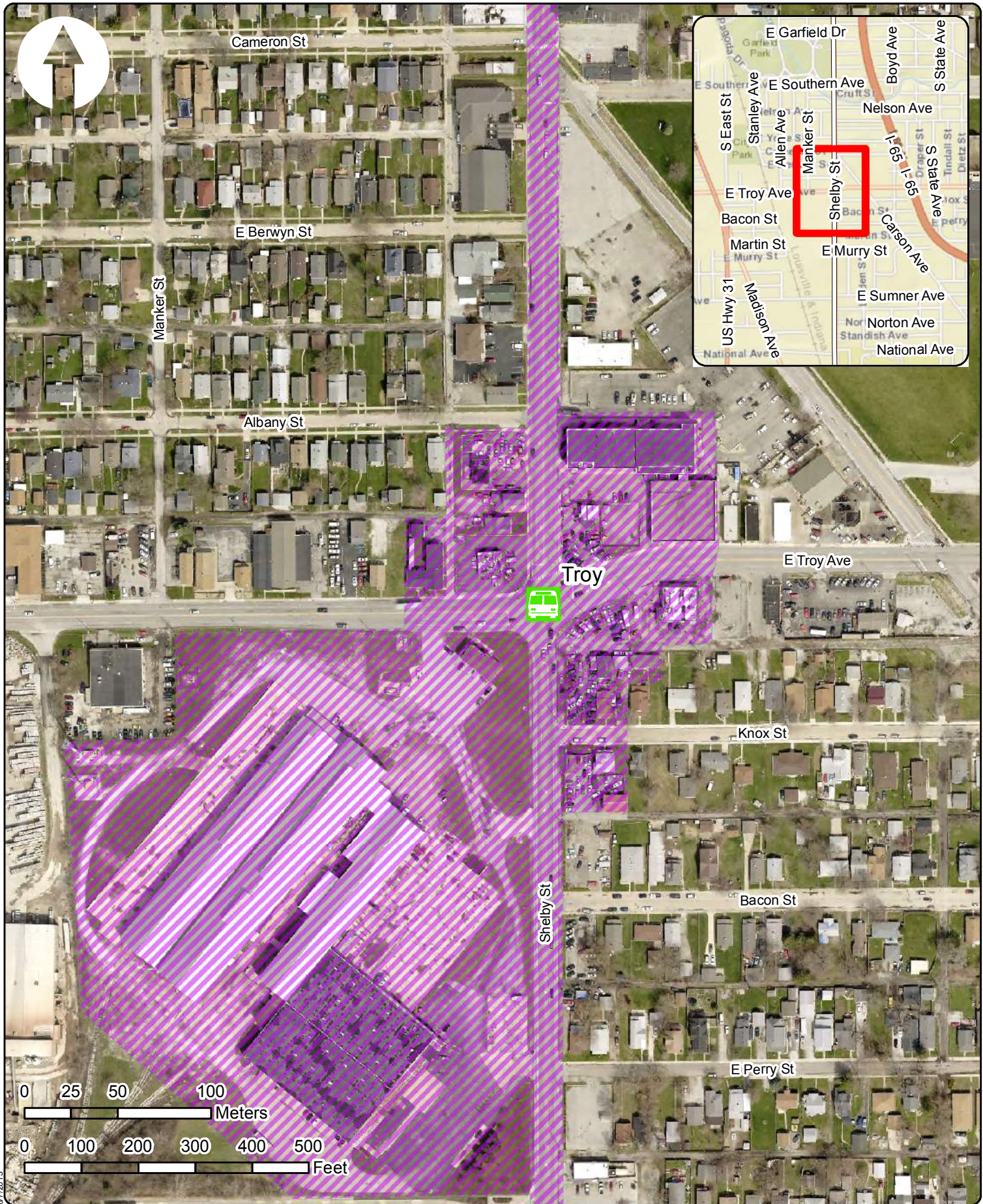


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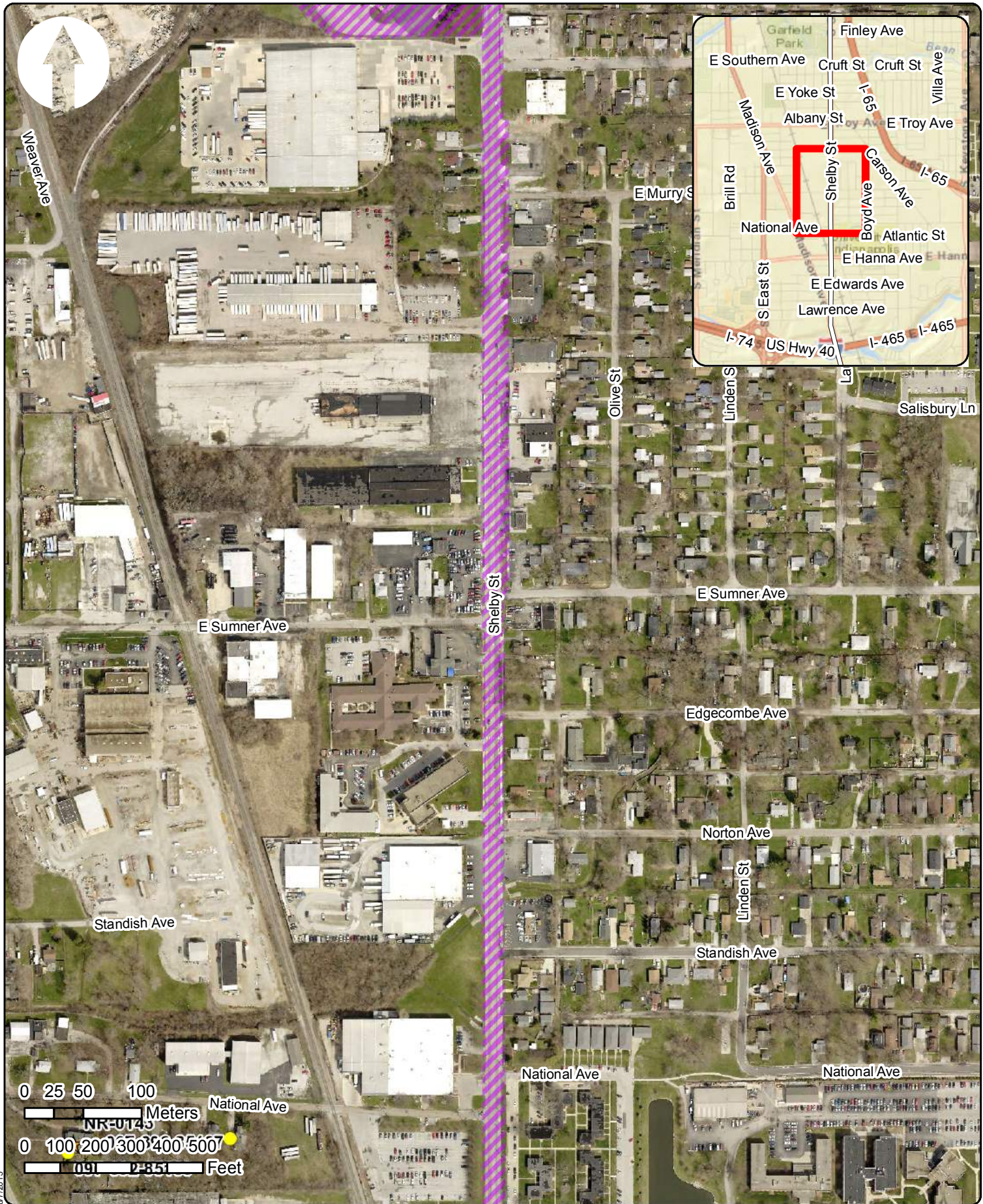


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IndyGo Red Line BRT Project Historic Structures Inventory Area of Potential Effect Phase I



IndyGo Red Line BRT Project Historic Structures Inventory Area of Potential Effect Phase I



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APE

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Outstanding



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Contributing



Non-Contributing

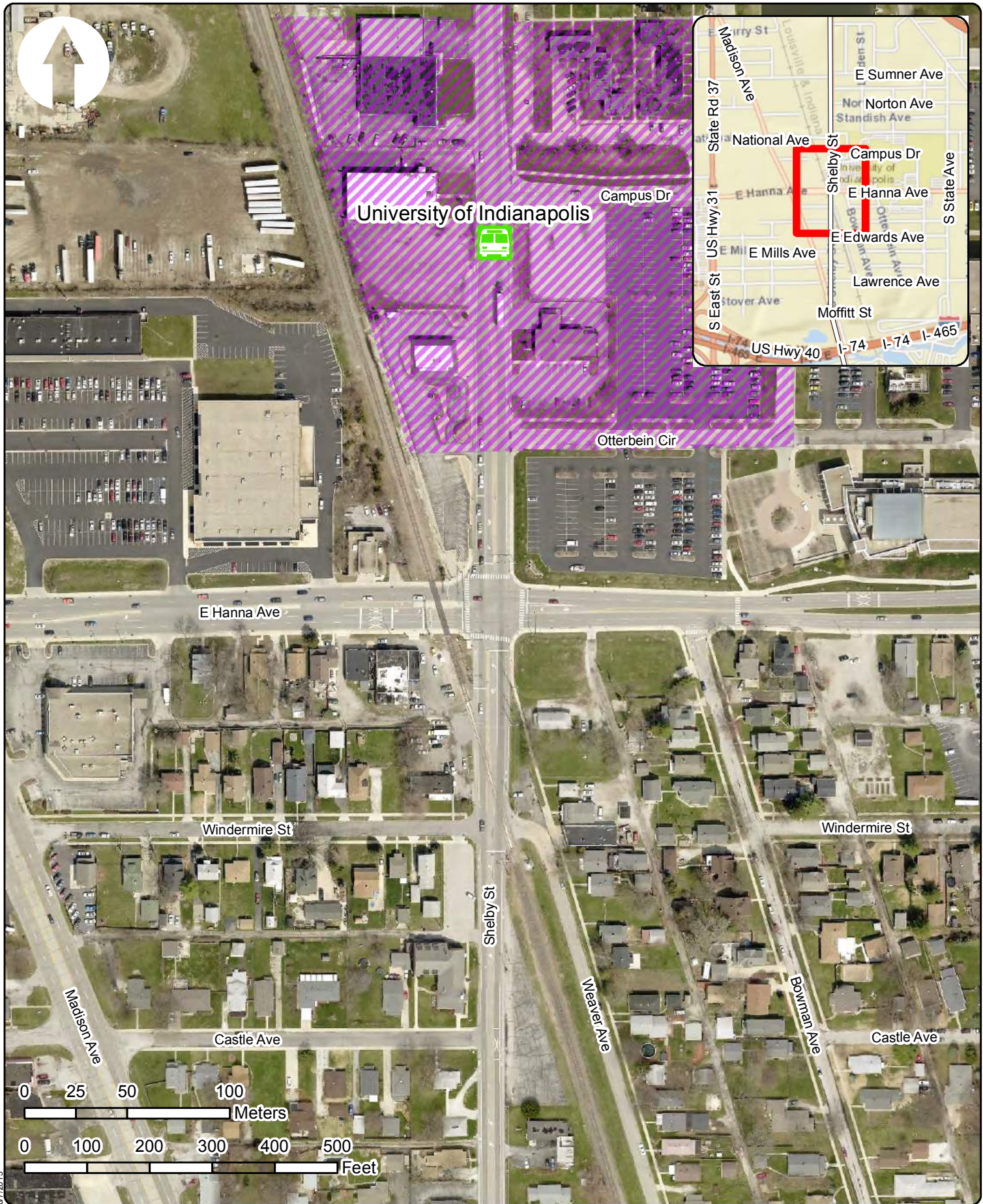


Demolished



Unknown

IndyGo Red Line BRT Project Historic Structures Inventory Area of Potential Effect Phase I



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Outstanding



Notable



Contributing



Non-Contributing



Demolished



Unknown

IndyGo Red Line BRT Project Historic Structures Inventory Area of Potential Effect Phase I

IndyGo Red Line Rapid Transit Project – Phase 1
NEPA DCE Appendix D4: Section 106
Correspondence



Indiana Department of Natural Resources

Michael R. Pence, Governor
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology-402 W. Washington Street, W274 Indianapolis, IN 46204-2739
Phone 317-232-1646-Fax 317-232-0693- dhpa@dnr.IN.gov



November 30, 2015

Marisol R. Simón
Regional Administrator
Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, Illinois 60606-5253

Federal Agency: Federal Transit Administration ("FTA")

Re: Initiation of Section 106 review process, and proposed area of potential effects, for the IndyGo Red Line Bus Rapid Transit Line through Westfield, Carmel, Indianapolis, and Greenwood (DHPA No. 18441)

Dear Ms. Simón:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your letter (with enclosures) dated October 27, 2015, and received on November 2, for the aforementioned project in Hamilton, Marion, and Johnson counties in Indiana.

Thank you for soliciting our comments on the proposed area of potential effects ("APE"), as the Advisory Council on Historic Preservation has directed (36 C.F.R. § 800.4[a][1]).

In most respects, the criteria proposed for determining the width of the APE appear to be reasonable. It is appropriate, as you have proposed, to widen the APE around the proposed station locations. The extent to which the APE should be widened around proposed stations should be based, at least in part, on how large those stations will be. The Section 106 methodology document that you provided does not describe the stations in detail but simply mentions that the project "includes 59 well-designed stations." The informational document titled "A Better Way to Go" includes a photograph of a four-sided, glass and steel bus shelter used by Cleveland's BRT HealthLine that appears to stand about one and one-half stories tall. A rendering of a bus shelter in the median of a street (possibly Meridian) near a "Children's Museum," by contrast, is no more than one story tall and has a roof and at most one side enclosure. Without knowing how large the anticipated 59 stations would be, we cannot say for certain that the proposed APE is large enough, but we think it might be large enough if the stations and any related signage would stand no taller than one story.

The maps delineating the proposed APE apparently include the full extent of the route from Westfield to Greenwood. The station proposed for the Greenwood terminus is approximately where the City of Greenwood is planning to construct a roundabout (Smith Valley Road and South Madison Avenue Intersection Improvement, INDOT Des. No. 1400882), so we would guess that the station would be located somewhere outside the current South Madison Avenue-Smith Valley Road intersection.

Regarding your proposal not to conduct archaeological investigations, we note that, although language both in your cover letter and in the *Methodology for Section 106* document appears to indicate that proposed project-related ground-disturbing activities are to be confined to existing roads' rights-of-way, one portion of the proposed project area does not appear to lie within existing pavement. The portion of the proposed project area that lies between E. 186th Street and Wheeler Road (as depicted on Page 2 of 90 of the *IndyGo Red Line BRT Project/Historic Structures Inventory/Area of Potential Effect*), in the City of Westfield, does not appear completely to lie within the path of the recently-constructed Grand Park Boulevard. (As a note, Grand Park Boulevard is neither depicted nor labelled on the maps provided with your submission; we verified the completion of its construction, and its location, via contact with the City of Westfield's Department of Public Works.) It would be helpful for us to complete our review of this submission if you would provide clarification, via a revised map, about the intended route in this portion of the proposed project area.

In terms of potential impact on archaeological resources in the remaining portions of the proposed project area, please note that the entirety of existing roads' rights-of-way cannot necessarily be assumed to have been disturbed to the extent of completely destroying the integrity of potential archaeological deposits. It would be helpful for us to complete our review of this submission if you would provide maps precisely indicating where project-related ground-disturbing activities (e.g., demolition and/or construction of roadway elements, or of structures, vehicle or equipment staging; materials stockpiling, temporary land use, etc.) are proposed to be conducted.

Once the indicated information is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

Additionally, we note that portions of the proposed project area appear to lie immediately adjacent to Carmel New Cemetery (CR-29-46 in the Division of Historic Preservation and Archaeology SHAARD database system) and to Carmel Old Cemetery (CR-29-47). Please note that, if any portion of the proposed project area is within 100 feet of a cemetery, then a cemetery development plan may be necessary under IC 14-21-1-26.5. The aforementioned cemeteries must be avoided by all project activities, and provisions of relevant state statutes regarding cemeteries (including IC 14-21-1 and IC 23-14) must be adhered to.

We did not see the Indianapolis Metropolitan Planning Organization mentioned as a party that would be invited to participate in the Section 106 consultation. Unless that organization is otherwise actively engaged in environmental reviews of this project, we think it would be appropriate to invite it to become a Section 106 consulting party.

This project is described as having three phases, only the first of which (Broad Ripple to the University of Indianapolis) has an anticipated ground-breaking date (2017). The construction dates of the other two phases (extending the line first northward to Westfield and then southward to Greenwood) apparently have not been projected. The methodology document proposes to survey "buildings over 45 years of age within the APE." That is appropriate for Phase I of the Red Line. However, if phases II and III will not be built for several years later, then the data about historic buildings and structures being gathered now may become somewhat outdated by then. As you probably realize, a consensus determination of eligibility of properties for inclusion in the National Register of Historic Places during a Section 106 review does not fix for all time and under all circumstances the eligibility or ineligibility of properties. Properties that are not eligible now because they are not 50 years of age (or close to it) might become eligible after they have turned 50. Also, a change in the integrity of a property between now and a later date can affect the property's eligibility, either positively or negatively. Consequently, we will comment on the National Register eligibility of all properties included in the survey results (which we typically call a historic property report) that the FTA submits to us, but please be aware that if a long period of time passes between our review of the historic property report and the construction of Phase II or Phase III, it might become necessary for the FTA to update its survey information and coordinate again with the Indiana SHPO and the other consulting parties before approving one or both of those later phases.

If you have questions about archaeological issues, please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 232-1949 or jcarr@dnr.IN.gov.

In all future correspondence regarding the IndyGo Red Line Bus Rapid Transit Project, please refer to DHPA No. 18441.

Very truly yours,


Mitchell K. Zoll
Deputy State Historic Preservation Officer

MKZ:JLC:WTT:wtt

emc: Anthony Greep, Federal Transit Administration, Region V
Mark Assam, Federal Transit Administration, Region V
Justin Stuehrenberg, IndyGo
Wade Tharp, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology
John Carr, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology



Indiana Department of Natural Resources

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February 22, 2016

Marisol R. Simón
Regional Administrator
Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, Illinois 60606-5253

Federal Agency: Federal Transit Administration ("FTA")

Re: Revised area of potential effects for Phase 1 of the IndyGo Red Line Bus Rapid Transit Project
and request for Indiana State Historic Preservation Officer concurrence (DHPA No. 18441)

Dear Ms. Simón:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your letter (with enclosures) dated January 15, 2016, and received on January 22, 2016, for the aforementioned project, which is proposed to be built from near the 66th Street and College Avenue intersection to the University of Indianapolis near the Hanna Avenue and Shelby Street intersection, in Marion County, Indiana.

Thank you for advising us that only Phase 1 of the IndyGo Red Line Bus Rapid Transit Project will be subjected to Section 106 review at this time and for the written and graphic information about station locations and designs and about changes to the area of potential effects ("APE"). We also appreciate knowing that the entire project, including apparently Phase 1, will be "designed with dedicated bus lanes, including Business Access and Transit (BAT) lanes" on parts of the route and that Phase 1 will include the construction of 28 of the eventual 49 stations.

The APE appears to be appropriate where it surrounds each of the 28 proposed station locations in Phase 1.

We note that between station locations, the APE extends outward only about as far as, or slightly farther than, the public sidewalks running parallel to the street on which the Red Line buses would be operating. That seems to imply that the impacts would differ little, if at all, from the current impacts of IndyGo buses and other vehicles that typically use those streets.

However, an IndyGo publication with the apparent title of "A Better Way to Go: Red Rapid Transit" mentions in a section labeled "Left Turns/Parking Impacts" that "Left Turns will only be allowed at certain signalized intersections, and cross traffic at smaller non-signalized intersection will be restricted with a concrete median." That section continues by explaining that "drivers will still be able to access their destinations by making U-turn at the next available intersection, which will be allowable for passenger cars in most locations." It seems to us that there could be indirect impacts as a result of these access restrictions. Of particular concern in the Section 106 process are restrictions that could affect individual historic properties or contributing properties within a historic district if, for example, a property owner or visitor or customer currently is able to make a left turn into a driveway or alley in order to access a historic property (see, for example, 36 C.F.R. § 800.5[a][2][iv]). We are uncertain whether the turning radii that all but the widest intersections afford would make the U-turn solution feasible. Furthermore, completely blocking the ability of drivers and pedestrians to continue across Meridian Street and College Avenue on many intersecting east-west streets would require potentially lengthy detours, which could affect historic properties lying beyond Meridian or College.

That section also indicates that there would be losses of some parking spaces along College Avenue and that lengthy stretches of Meridian Street and Capitol Avenue would see parking eliminated on one side of each of those streets. It

seems likely that there are some residences and commercial buildings in those areas that do not have their own off-street parking, which could mean that access to those properties would be noticeably limited.

Consequently, we recommend that consideration be given to broadening the APE for Phase 1 in those areas where left turns, cross-intersection through traffic, or on-street parking that currently is allowed would be eliminated or substantially reduced. We would not be surprised if local consulting parties raise similar concerns, once they have a chance to review the anticipated report on historic, above-ground properties within the APE.

In regard to archaeological resources, thank you for providing general information (in item 4. *Grand Park Blvd.*) regarding the proposed project alignment within the Grand Park Boulevard area in Westfield. It is our understanding that more specific information regarding this alignment will be supplied to our office for review and comment in future submissions regarding the Phase 3 proposed project area.

In terms of potential impacts on archaeological resources in the Phase 1 proposed project area, we note that, in the *Identification of Historic Resources* section (pp. 4—5), you propose not to conduct archaeological investigations for the Phase 1 proposed project area, “due to the limited nature of the project (e.g., limited to lane reconfigurations, removal on on-street parking, minor curb realignment) and the location within the existing right-of-way.” However, in item 3. *Ground Disturbing Activity*, you state, “Ground disturbing activity will take place at limited locations along the alignment, including the construction of station areas and minor roadway widening.” Please note that the entirety of existing roads’ rights-of-way cannot necessarily be assumed to have been disturbed to the extent of completely destroying the integrity of potential archaeological deposits. It would be helpful for us to complete our review of this submission if you would provide maps precisely indicating where project-related ground-disturbing activities (e.g., demolition and/or construction of roadway elements, or of structures, vehicle or equipment staging; materials stockpiling, temporary land use, etc.) are proposed to be conducted.

Once the indicated information is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

Additionally, please note that, if any portion of the proposed project area is within 100 feet of a cemetery, then a cemetery development plan may be necessary under IC 14-21-1-26.5. The aforementioned cemeteries must be avoided by all project activities, and provisions of relevant state statutes regarding cemeteries (including IC 14-21-1 and IC 23-14) must be adhered to.

If you have questions about archaeological issues, please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 232-1949 or jcarr@dnr.IN.gov.

In all future correspondence regarding the IndyGo Red Line Bus Rapid Transit Project, please continue to refer to DHPA No. 18441.

Very truly yours,



Mitchell K. Zoll
Deputy State Historic Preservation Officer

MKZ:WTT:JLC:jlc

enc: Susan Orona, Federal Transit Administration, Region V
Mark Assam, Federal Transit Administration, Region V
Justin Stuehrenberg, IndyGo
Wade Tharp, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology
John Carr, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology



U.S. Department
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**Federal Transit
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April 4, 2015

Mitchell K. Zoll
Division Director
Indiana Department of Natural Resources
Division of Historic Preservation & Archaeology
402 W. Washington Street, W274
Indianapolis, Indiana 46204

RE: FTA Section 106 Historic Review Initiation and Area of Potential Effects
IndyGo Red Line Bus Rapid Transit Project, Indianapolis, Indiana (DHPA No. 18441)

Dear Mr. Zoll,

In letters dated October 27, 2015 and January 15, 2016, the Federal Transit Administration (FTA) initiated the Section 106 consultation process and requested Division of Historic Preservation & Archaeology (DHPA) concurrence on the Area of Potential Effects (APE) for the Red Line Bus Rapid Transit Project (Project), as proposed by the Indianapolis Public Transportation Corporation (IndyGo), and located in the Indianapolis metropolitan area. This letter is in response to your questions and comments received on November 30, 2015 and February 22, 2016 regarding the initiation of Section 106 review process and APE determination, along with follow-up meetings and discussions.

As indicated in our most recent communication, there has been a change in the description of the undertaking for this Section 106 process. The previously submitted methodology and APE included the entire Project, a 35-mile bus rapid transit (BRT) corridor with 49 stations. IndyGo has now separated the Project geographically into three independent phases, with only Phase 1 advancing at this time. Phase 1 includes 28 stations in Marion County from 66th Street (just north of Broad Ripple) through Downtown Indianapolis to the University of Indianapolis at Hanna Avenue.

In previous communication, DHPA recommended consideration be given to broadening the APE for Phase 1 in those areas where left turns, cross-intersection through traffic, or on-street parking that is currently allowed would be eliminated or substantially reduced. Phase 1 is located on roadways under jurisdiction of the Indianapolis Department of Public Works (DPW). DPW has established traffic impact thresholds of Level of Service (LOS) D or better at most intersections. IndyGo has conducted a traffic microsimulation analysis for all segments of the Red Line corridor where the above changes would be introduced to determine impacts to traffic congestion. Based on this analysis, 44 of the 47 analyzed intersections would operate at LOS D or better during BRT operations, while three would operate at LOS E. One of the intersections that would operate at LOS

E has existing deficiencies related to the layout of the intersection which has it operating at LOS E currently. Another intersection is projected to operate very close to LOS D (within 1 second). It is anticipated that continued refinement of the roadway design characteristics, including signage to encourage travelers to bypass the intersection, will provide a means for the intersection to operate at LOS D. The final intersection would operate at LOS E due to capacity limitations on the cross street. The Project Team is working directly with DPW to ensure the best possible traffic operations at locations that do not achieve a LOS D or better in order to achieve service deemed acceptable by DPW.

The introduction of a concrete median along segments of the Project corridor and updated traffic signal timing plans would introduce “access management” principles to the corridor. “Access management” is a set of techniques that organizes roadway access points and includes several techniques designed to increase roadway capacity, manage congestion, and reduce crashes. The geometric and signal timing changes introduced would be required to provide the BRT service with dedicated travel lanes, which would result in decreased travel times, improved reliability, and increased ridership.

Federal Highway Administration¹ and Transportation Research Board² analysis has shown that “access management” techniques can provide net benefits to nearby businesses and do not decrease profitability or property values. Managing access can result in better traffic flow, fewer crashes, and a better shopping experience for customers. The implementation of a median would provide for safer approaches to many businesses, and stations locations would be landscaped to improve the image of the area.

IndyGo meets regularly with local stakeholders including businesses, residents, and neighborhood associations along the Project corridor. IndyGo has discussed impacts and shared the analysis results of the Red Line Project with these stakeholders, including traffic impacts. The Project Team developed concept designs to minimize the removal of parking and maintain access and circulation to surrounding land uses. In locations where existing left turns and cross-intersection through traffic would be restricted, U-turn opportunities would be provided at up- and downstream intersections. The locations of U-turns were evaluated at each intersection and the decision to include U-turns was based on roadway geometrics, resident and business consultation, and the need to maintain appropriate access levels along the corridor. While the localized access patterns will change as a result of the Project, travelers in the area will still have the opportunity to make similar trips as they do today. The traffic analysis indicates that none of the Project changes will negatively impact residential or business access.

The Project Team carefully considered expanding the APE, per DHPA’s comment. Such an expansion would increase the number of properties included in the APE by over 100 percent. Given the results of the traffic microsimulation analysis indicating a lack of traffic access impacts from the Project, and the feedback received from local residents and businesses, we have determined that it is appropriate for the APE to remain as shown in the January 15, 2016 submittal.

¹ “Access Management.” FHWA Office of Operations. US Department of Transportation, 20 Oct. 2015. Web. 04 Apr. 2016.

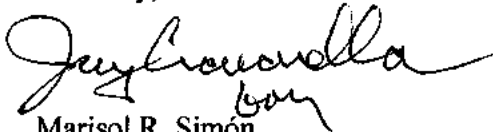
² Rose, David C., Jerry Gluck, Kristine Williams, and Jeff Kramer. A Guidebook for Including Access Management in Transportation Planning. Rep. no. 548. Washington: Transportation Research Board, 2005. Web. 4 Apr. 2016.

Regarding the potential for archeological impacts, DHPA would like detailed information indicating locations for demolition and/or construction of roadway elements, and staging areas for vehicles, equipment and materials. While specific locations for these construction activities are unknown at this time due to the preliminary level of Project design, the APE boundary has been set broadly enough to encompass areas of the Project corridor where these activities are likely to occur. As the design and engineering work progresses and is refined, we will share with DHPA engineering drawings indicating where Project-related ground disturbing activities are proposed to be conducted.

In regards to Phases 2 and 3 of the Project, if these phases move forward as Federal undertakings, the previous comments raised by DHPA on these phases will be considered as the engineering and design advances, along with input received from working with stakeholders on the determination of station locations.

The Project Team appreciates DHPA's feedback on the Section 106 Consulting Party list, and invitation letters are in the process of being distributed. FTA and IndyGo look forward to continuing to work with DHPA as the Project advances. Should you have any questions, please do not hesitate to contact Susan Orona at 312-353-3888 or susan.orona@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Jay Ciavarella" with a stylized flourish underneath.

Marisol R. Simón
Regional Administrator

ecc: John Carr, DHPA
Wade Tharp, DHPA
Susan Orona, FTA Region V
Mark Assam, FTA Region V
Jay Ciavarella, FTA Region V
Justin Stuehrenberg, IndyGo



Indiana Department of Natural Resources

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April 25, 2016

Marisol R. Simón
Regional Administrator
Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, Illinois 60606-5253

Federal Agency: Federal Transit Administration ("FTA")

Re: FTA Section 106 historic review initiation, and confirmation of FTA's January 15, 2016, determination of the area of potential effects, for Phase 1 of the IndyGo Red Line Bus Rapid Transit Project in Indianapolis (DHPA No. 18441)

Dear Ms. Simón:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your letter (with enclosures) dated April 4, 2016, and received on April 6, for the aforementioned project, which is proposed to be built from near the 66th Street and College Avenue intersection to the University of Indianapolis near the Hanna Avenue and Shelby Street intersection, in Marion County, Indiana.

We appreciate the Project Team's having considered our February 22, 2016, comments about the area of potential effects ("APE") that had been proposed in your January 15, 2016, letter and enclosures. We can see that thought has been given to the project's potential impacts on traffic congestion and on access to businesses and residences along the proposed Red Line route. We realize that there are ways of adapting to situations where left turns or travel across intersections would be eliminated by the project.

How easy that adaptation would be in some situations is unclear to us. We are not entirely persuaded that there could not be any properties outside the January 15 APE that would be affected by access limitations resulting from the Red Line Project, in those areas where the APE essentially follows the outer edges of the sidewalks. In order to move the Section 106 process forward, we will provisionally agree to work with the January 15 APE (which was confirmed in your April 4 letter). However, if it comes to light during the Section 106 consultation that a property that is listed in or potentially eligible for inclusion in the National Register of Historic Places might incur an adverse effect as a result of access limitations, we or any other consulting party likely would bring it to your attention at that time, and we think that would be an appropriate issue for FTA to consider during Section 106 consultation.

Our comments to date on the APE have focused on the potential for limiting access to historic properties and the ramifications of limiting access. It occurs to us that visual effects could occur to the setting of a property that lies adjacent to the route but just outside the APE, as a result of constructing a concrete median (especially if in the form of a vertical barrier) or other features in the center of a street that currently is not divided in that way. This kind of effect is most likely to occur, if at all, within a listed or eligible historic district through which the Red Line might pass. Because such a street would be within the historic district, the street would be a part of the district, so the visual effect would be on the district as a whole. In such a situation, it might not be necessary to consider expanding the APE in that specific area in order to assess the visual effect on the historic district.

In terms of potential impacts on archaeological resources in the Phase 1 proposed project area, it is our understanding that the DHPA will be provided with maps indicating where project-related ground-disturbing activities are proposed to be conducted. Once the indicated information is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

Additionally, please note that, if any portion of the proposed project area is within 100 feet of a cemetery, then a cemetery development plan may be necessary under IC 14-21-1-26.5. The aforementioned cemeteries must be avoided by all project activities, and provisions of relevant state statutes regarding cemeteries (including IC 14-21-1 and IC 23-14) must be adhered to.

If you have questions about archaeological issues, please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 232-1949 or jcarr@dnr.IN.gov.

In all future correspondence regarding Phase 1 of the IndyGo Red Line Bus Rapid Transit Project, please continue to refer to DHPA No. 18441.

Very truly yours,



Mitchell K. Zoll
Deputy State Historic Preservation Officer

MKZ:JLC:WTT:wt

enc: Marisol R. Simón, Regional Administrator, Federal Transit Administration, Region V
Susan Orona, Federal Transit Administration, Region V
Mark Assam, Federal Transit Administration, Region V
Justin Stuehrenberg, IndyGo
Mitchell Zoll, Deputy State Historic Preservation Officer, Indiana Department of Natural Resources
Wade Tharp, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology
John Carr, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology

DNR

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April 26, 2016

Marisol R. Simón
Regional Administrator
Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, Illinois 60606-5253

Federal Agency: Federal Transit Administration

Re: Section 106 Consulting Party Invitation, Indianapolis Public Transportation Corporation
(IndyGo); Red Line Rapid Transit Project; Marion, Johnson, and Hamilton counties (DHPA No.
18441)

Dear Ms. Simón:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer has reviewed your letter (with enclosures) dated April 14, 2016, and received on April 18 for the aforementioned project, Phase 1 of which is proposed to be built from near the 66th Street and College Avenue intersection to the University of Indianapolis near the Hanna Avenue and Shelby Street intersection, in Marion County, Indiana.

Thank you for providing a copy of the materials to be sent to the invited consulting parties and a list of those parties. After you have allowed those parties a reasonable period of time in which to respond to the invitation, please provide us with a list of those consulting parties that have accepted and, if possible, their e-mail addresses.

If you have questions about archaeological issues, please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 232-1949 or jcarr@dnr.IN.gov.

In all future correspondence regarding IndyGo Red Line Rapid Transit Project, please refer to DHPA No. 18441.

Very truly yours,

Mitchell K. Zoll
Deputy State Historic Preservation Officer

MKZ:JLC:jlc

cc: Marisol R. Simón, Regional Administrator, Federal Transit Administration, Region V
Susan Orona, Federal Transit Administration, Region V
Mark Assam, Federal Transit Administration, Region V
Justin Stuehrenberg, IndyGo
Mitchell Zoll, Deputy State Historic Preservation Officer, Indiana Department of Natural Resources
Wade Tharp, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology
John Carr, Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology



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July 22, 2016

Mr. Mitch Zoll
Division Director
Indiana Department of Natural Resources
Historic Preservation & Archaeology
402 W. Washington Street, W274
Indianapolis, Indiana 46204

Via Email: John Carr JCarr@dnr.IN.gov
Wade T. Tharp WTharp1@dnr.in.gov

RE: FTA Section 106 Adverse Effects Determination & Documented Categorical Exclusion –
IndyGo Red Line Bus Rapid Transit Project – Phase 1, Indianapolis, Indiana
(DHPA No. 18441)

Dear Mr. Zoll,

As part of its responsibilities under 36 CFR Part 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) initiated Section 106 consultation with your office for the IndyGo Red Line Project on October 27, 2015. The Red Line project is a Federal undertaking as defined in §800.16(y) and it is the type of activity that has the potential to cause effects on historic properties. On April 25, 2016, the SHPO provided provisional concurrence on the Phase 1 APE, under the conditions that FTA (1) continue the Section 106 consultation process, (2) continue to monitor properties that are potentially eligible for inclusion on the National Register of Historic Places, and (3) keep the SHPO informed of the location of ground disturbing activities as they become known. Stations would be designed to fit the historic context of historic areas, with modern, glass enclosures. FTA is now requesting concurrence from your office on the Determination of Effect of resources within the Project's APE. Due to file size the documents are contained in an eRoom to which your staff has access. This includes the Project's Documented Categorical Exclusion (DCE) and all Appendices.

The purpose of the Project is to reintroduce transit in a historic transit corridor to improve regional connectivity and mobility by providing high quality, high capacity, and cost effective premium transit service which provides faster, more reliable, and comfortable passenger experience in comparison to the current local bus service. The Project will be completed in three phases. Phase 1, for which the Historic Properties Report and DCE is enclosed, is a 13.1-mile long initial operating segment which

includes 28 stations in Marion County from 66th Street (just north of Broad Ripple) through Downtown Indianapolis to the University of Indianapolis at Hanna Avenue.

Eleven properties were previously listed in the National Register of Historic Places (NRHP) within the APE of this undertaking. Ten previously recorded historic districts were also located within the APE. Two hundred and sixty-seven (267) properties within the APE that are at least 45 years old were surveyed during this survey. Of these 267, twenty-five (25) were recommended as individually eligible for listing in the NRHP, including CDMS 304 and CDMS 319 which were recommended as individually eligible and contributing to the Indianapolis Parks and Boulevard System historic district. Of the non-eligible properties, a representative sample is described within the text of the report, and the remaining resources are described in Appendix D2. The location of all the properties and historic districts are illustrated in Appendix D3.

The archaeological APE is limited to the construction limits due to the limited scope of the project. The major portion of the project will be constructed on existing roadway within the public right-of-way. Ground disturbing activity will take place at limited locations along the alignment, including the construction of station areas and minor roadway widening. Construction of the proposed project would include subsurface ground disturbance activities. The majority of excavation would be associated with construction of the BRT stations, such as for the slab-on-grade platforms and shelters. Generally, excavations are anticipated to be two to three feet below ground surface and possibly up to 6 feet at utility relocations as is typical of conventional roadway construction projects.

DHPA staff along with other consulting parties went on the corridor tour hosted by IndyGo on June 1, 2016 and have been directed to IndyGo's website for detailed plans (<http://www.indygo.net/redline/detailed-plans/>).

For each NRHP listed or eligible historic resource within the APE, potential project impacts were examined. Direct effects (e.g., building displacements or partial property takes) and indirect effects (e.g., noise, vibration, construction, and changes in the visual environment) were considered in this analysis.

Based on the above information and the additional information included in the attached report, FTA makes the following Determination of Effect for resources within the history/architecture and archaeological APEs:

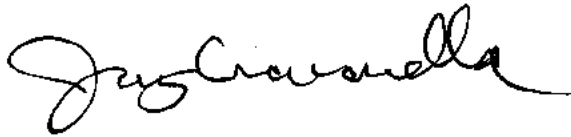
Effect Determinations Summary Table

#	PROPERTY NUMBER	PROPERTY NAME	EFFECTS
Previously Recorded			
1	CDMS 133	Shortridge High School	No Adverse Effect
2	CDMS 138	Reuben Wells Locomotive	No Effect
3	CDMS 139	Broad Ripple Carousel	No Effect
4	CDMS 145	Louis Levy Mansion	No Adverse Effect
5	CDMS 146	Charles W. Fairbanks House	No Adverse Effect
6	CDMS 148	Marott Hotel	No Adverse Effect
7	CDMS 153	Coulter Flats	No Adverse Effect

8	CDMS 172	HCS Motor Car Company	No Adverse Effect
9	CDMS 189	Gibson Company Building	No Adverse Effect
10	CDMS 191	Indiana State Capitol	No Adverse Effect
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13	CDMS 196	Commercial	No Adverse Effect
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20	CDMS 215	Commercial	No Adverse Effect
21	CDMS 219	Commercial	No Adverse Effect
22	CDMS 304	Bridge	No Adverse Effect
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24	CDMS 319	Bridge	No Adverse Effect
25	CDMS 320	Apartment	No Adverse Effect

Thank you in advance for your assistance on this project and the Section 106 review. We look forward to receiving your concurrence with FTA's Section 106 determinations within 30 days of receipt of this letter. Please contact Susan Orona of the FTA Regional Office at (312) 353-3888 or Susan.Orona@dot.gov with any questions.

Sincerely,



Jay Ciavarella
Director, Office of Planning & Program Development

ecc: Susan Orona, FTA Grant Manager
Athena Medero, FTA Program Manager
Justin Stuehrenberg, IndyGo
John Carr, DHPA
Wade Tharp, DHPA

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U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

July 25, 2016

Ms. Erika Hinshaw
Planning and Data Manager
Downtown Indy

Via Email: Erika@downtownindy.org

RE: FTA Section 106 Cultural Historic Survey & Documented Categorical Exclusion –
IndyGo Red Line Bus Rapid Transit Project – Phase 1, Indianapolis, Indiana

Dear Ms. Hinshaw,

As part of its responsibilities under 36 CFR Part 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) invited the your office to serve as a Consulting Party for the Section 106 consultation process for the IndyGo Red Line Project on April 14, 2016. The Red Line project is a Federal undertaking as defined in §800.16(y) and it is the type of activity that has the potential to cause effects on historic properties. FTA is now offering your office the opportunity to consult on the Determination of Effect of resources within the Project's Area of Potential Effect (APE). Due to file size the documents are contained in an eRoom to which you have access. This includes the Project's Documented Categorical Exclusion (DCE) and all Appendices.

The purpose of the Project is to reintroduce transit in a historic transit corridor to improve regional connectivity and mobility by providing high quality, high capacity, and cost effective premium transit service which provides faster, more reliable, and comfortable passenger experience in comparison to the current local bus service. The Project will be completed in three phases. Phase 1, for which the Historic Properties Report and DCE is enclosed, is a 13.1-mile long initial operating segment which includes 28 stations in Marion County from 66th Street (just north of Broad Ripple) through Downtown Indianapolis to the University of Indianapolis at Hanna Avenue.

Eleven properties were previously listed in the National Register of Historic Places (NRHP) within the APE of this undertaking. Ten previously recorded historic districts were also located within the APE. Two hundred and sixty-seven (267) properties within the APE that are at least 45 years old were surveyed during this survey. Of these 267, twenty-five (25) were recommended as individually eligible for listing in the NRHP, including CDMS 304 and CDMS 319 which were recommended as individually eligible and contributing to the Indianapolis Parks and Boulevard

System historic district. Of the non-eligible properties, a representative sample is described within the text of the report, and the remaining resources are described in Appendix D2. The location of all the properties and historic districts are illustrated in Appendix D3.

The archaeological APE is limited to the construction limits due to the limited scope of the project. The major portion of the project will be constructed on existing roadway within the public right-of-way. Ground disturbing activity will take place at limited locations along the alignment, including the construction of station areas and minor roadway widening. Construction of the proposed project would include subsurface ground disturbance activities. The majority of excavation would be associated with construction of the BRT stations, such as for the slab-on-grade platforms and shelters. Generally, excavations are anticipated to be two to three feet below ground surface and possibly up to 6 feet at utility relocations as is typical of conventional roadway construction projects.

Thank you for attending the corridor tour hosted by IndyGo on June 1, 2016. As mentioned, detailed plans can be found on IndyGo's website: <http://www.indygo.net/redline/detailed-plans/>.

For each NRHP listed or eligible historic resource within the APE, potential project impacts were examined. Direct effects (e.g., building displacements or partial property takes) and indirect effects (e.g., noise, vibration, construction, and changes in the visual environment) were considered in this analysis.

Based on the above information and the additional information included in the attached report, FTA makes the following Determination of Effect for resources within the history/architecture and archaeological APEs:

Effect Determinations Summary Table

#	PROPERTY NUMBER	PROPERTY NAME	EFFECTS
	Previously Recorded		
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2	CDMS 138	Reuben Wells Locomotive	No Effect
3	CDMS 139	Broad Ripple Carousel	No Effect
4	CDMS 145	Louis Levy Mansion	No Adverse Effect
5	CDMS 146	Charles W. Fairbanks House	No Adverse Effect
6	CDMS 148	Marott Hotel	No Adverse Effect
7	CDMS 153	Coulter Flats	No Adverse Effect
8	CDMS 172	HCS Motor Car Company	No Adverse Effect
9	CDMS 189	Gibson Company Building	No Adverse Effect
10	CDMS 191	Indiana State Capitol	No Adverse Effect
11	CDMS 199	Indiana Repertory Theatre	No Adverse Effect

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24	CDMS 319	Bridge	No Adverse Effect
25	CDMS 320	Apartment	No Adverse Effect

Thank you in advance for your assistance on this project and the Section 106 review. Please contact Susan Orona of the FTA Regional Office at (312) 353-3888 or Susan.Orona@dot.gov with any questions.

Sincerely,



Jay Ciavarella
Director, Office of Planning & Program Development

cc: Susan Orona, FTA Grant Manager
Athena Medero, FTA Program Manager
Justin Stuehrenberg, IndyGo

Enclosures: via eRoom can be accessed at:

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Appendix G Hazardous Materials Analysis
Appendix H Review of Parks and Trails within ¼ Mile of Proposed Alignment
Appendix I USFWS & IDNR Coordination Correspondence

Section 106 Consulting Parties Form
IndyGo Red Line Rapid Transit Project
Marion, Johnson, and Hamilton Counties, Indiana

Yes, I Erika Hinshaw, wish to be a consulting party under Section 106 of the National Historic Preservation Act for the IndyGo Red Line Rapid Transit Project. My demonstrated interest in historic properties as associated with this Project is described as follows:

Staff member of downtown organization
representing businesses and residents of
downtown Indianapolis

Or;

No, I _____, do not wish to be a consulting party under Section 106 of the National Historic Preservation Act for the IndyGo Red Line Rapid Transit Project.

Date: 4/20/2016

Name of Organization: Downtown Indy, Inc.
Address: 111 Monument Circle, Suite 1900
Email Address: erika@downtownindy.org
Phone Number: (317) 237-2204

Please respond within 30 days of the date of the letter.
Please return via mail to:

Susan Orona, AICP
Community Planner
200 West Adams Street
Suite 320
Chicago, IL 60606-5253

Or, Scan/Email to: susan.orona@dot.gov; Fax to: 312-886-0351 Attention: Susan Orona

From: [Lighty, Chandler \(IHB\)](#)
To: [Orona, Susan \(FTA\)](#)
Subject: IndyGo Red Line Rapid Transit Project
Date: Monday, May 02, 2016 11:10:32 AM
Attachments: [20160502120601916.pdf](#)

Dear Ms. Orona,

Thank you for the invitation to consult on the Indy Go Red Line. However, my agency is not involved with historic preservation, and I do not feel that I can offer anything substantial to the committee. I have attached the form declining the invitation.

Sincerely,
S. Chandler Lighty
Director
Indiana Historical Bureau

From: Orona, Susan (FTA)
To: ["Lighty, Chandler \(IHB\)"](#)
Subject: RE: IndyGo Red Line Rapid Transit Project
Date: Monday, May 02, 2016 11:54:00 AM

Thank you for your reply.

Best,
Susan

-----Original Message-----

From: Lighty, Chandler (IHB) [<mailto:ChLighty@history.IN.gov>]
Sent: Monday, May 02, 2016 11:10 AM
To: Orona, Susan (FTA)
Subject: IndyGo Red Line Rapid Transit Project

Dear Ms. Orona,

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Director
Indiana Historical Bureau



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

July 25, 2016

Mr. Christopher Myers
Preservation Planner
Indianapolis Historic Preservation Commission
Department of Metropolitan Development
Office of Mayor Joe Hogsett | City of Indianapolis-Marion County

Via Email: Christopher.Myers@indy.gov

RE: FTA Section 106 Cultural Historic Survey & Documented Categorical Exclusion –
IndyGo Red Line Bus Rapid Transit Project – Phase 1, Indianapolis, Indiana

Dear Mr. Myers,

As part of its responsibilities under 36 CFR Part 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) invited the your office to serve as a Consulting Party for the Section 106 consultation process for the IndyGo Red Line Project on April 14, 2016. The Red Line project is a Federal undertaking as defined in §800.16(y) and it is the type of activity that has the potential to cause effects on historic properties. FTA is now offering your office the opportunity to consult on the Determination of Effect of resources within the Project's Area of Potential Effect (APE). Due to file size the documents are contained in an eRoom to which you have access. This includes the Project's Documented Categorical Exclusion (DCE) and all Appendices.

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individually eligible for listing in the NRHP, including CDMS 304 and CDMS 319 which were recommended as individually eligible and contributing to the Indianapolis Parks and Boulevard System historic district. Of the non-eligible properties, a representative sample is described within the text of the report, and the remaining resources are described in Appendix D2. The location of all the properties and historic districts are illustrated in Appendix D3.

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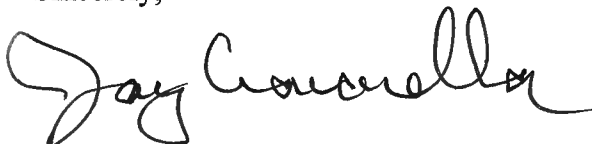
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Thank you in advance for your assistance on this project and the Section 106 review. Please contact Susan Orona of the FTA Regional Office at (312) 353-3888 or Susan.Orona@dot.gov with any questions.

Sincerely,



Jay Ciavarella
Director, Office of Planning & Program Development

ecc: Susan Orona, FTA Grant Manager
Athena Medero, FTA Program Manager
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**Section 106 Consulting Parties Form
IndyGo Red Line Rapid Transit Project
Marion, Johnson, and Hamilton Counties, Indiana**

Yes, I Christopher Myers for David Baker, wish to be a consulting party under Section 106 of the National Historic Preservation Act for the IndyGo Red Line Rapid Transit Project. My demonstrated interest in historic properties as associated with this Project is described as follows:

I am staff for the Indianapolis Historic Preservation Commission which is charged by state statute to assist other governmental agencies regarding historic preservation, among other duties. We are interested in the positive development of Marion County — especially within and around our locally-designated historic areas.

Or;

No, I _____, do not wish to be a consulting party under Section 106 of the National Historic Preservation Act for the IndyGo Red Line Rapid Transit Project.

Date: 6/14/2016

Name of Organization: Indianapolis Historic Preservation Commission

Address: 200 E. Washington St., Ste. 1842, Indianapolis, IN 46204

Email Address: Chris.Myers@indy.gov

Phone Number: 317-327-4432

Please respond within 30 days of the date of the letter.

Please return via mail to:

Susan Orona, AICP
Community Planner
200 West Adams Street
Suite 320
Chicago, IL 60606-5253

Or, Scan/Email to: susan.orona@dot.gov; Fax to: 312-886-0351 Attention: Susan Orona



U.S. Department
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Michigan, Minnesota,
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200 West Adams Street
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312-353-2789
312-886-0351 (fax)

July 25, 2016

Mr. Mark Dollase
Vice President of Preservation Services
Indiana Landmarks

Via Email: MDollase@indianalandmarks.org

RE: FTA Section 106 Cultural Historic Survey & Documented Categorical Exclusion –
IndyGo Red Line Bus Rapid Transit Project – Phase 1, Indianapolis, Indiana

Dear Mr. Dollase,

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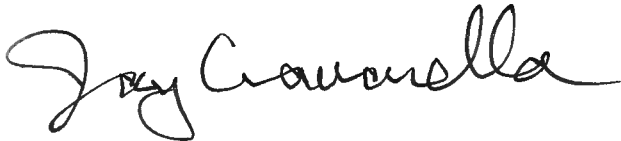
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Thank you in advance for your assistance on this project and the Section 106 review. Please contact Susan Orona of the FTA Regional Office at (312) 353-3888 or Susan.Orona@dot.gov with any questions.

Sincerely,



Jay Ciavarella
Director, Office of Planning & Program Development

cc: Susan Orona, FTA Grant Manager
Athena Medero, FTA Program Manager
Justin Stuehrenberg, IndyGo

Enclosures: via eRoom can be accessed at:

https://team.cdm.com/eRoom/in/RedLineBRTNEPAandDesign/0_980b

Appendix D1 Cultural Historic Survey of the Proposed Red Line BRT, Phase 1
Appendix D2 Documented Resources
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Documented Categorical Exclusion & Appendices

DCE Appendices:

Appendix A Air Quality Conformity Documentation
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Section 106 Consulting Parties Form
IndyGo Red Line Rapid Transit Project
Marion, Johnson, and Hamilton Counties, Indiana

Yes, I Mark Dollase, wish to be a consulting party under Section 106 of the National Historic Preservation Act for the IndyGo Red Line Rapid Transit Project. My demonstrated interest in historic properties as associated with this Project is described as follows:

impacts on historic structures or
historic districts, or eligible properties

Or;

No, I _____, do not wish to be a consulting party under Section 106 of the National Historic Preservation Act for the IndyGo Red Line Rapid Transit Project.

Date: 6/20/16

Name of Organization: Indiana Landmarks

Address: 1201 Central Ave, Indianapolis, IN

Email Address: mdollase@indianalandmarks.org 46202

Phone Number: 317/639.4534

Please respond within 30 days of the date of the letter.
Please return via mail to:

Susan Orona, AICP
Community Planner
200 West Adams Street
Suite 320
Chicago, IL 60606-5253

Or, Scan/Email to: susan.orona@dot.gov; Fax to: 312-886-0351 Attention: Susan Orona



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

July 25, 2016

Ms. Diane Hunter
Tribal Historic Preservation Officer
Miami Tribe of Oklahoma

Via Email: dhunter@miamination.com

RE: FTA Section 106 Cultural Historic Survey & Documented Categorical Exclusion –
IndyGo Red Line Bus Rapid Transit Project – Phase 1, Indianapolis, Indiana

Dear Ms. Hunter,

As part of its responsibilities under 36 CFR Part 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) invited the your office to serve as a Consulting Party for the Section 106 consultation process for the IndyGo Red Line Project on April 14, 2016. The Red Line project is a Federal undertaking as defined in §800.16(y) and it is the type of activity that has the potential to cause effects on historic properties. FTA is now offering your office the opportunity to consult on the Determination of Effect of resources within the Project's Area of Potential Effect (APE). Due to file size the documents are contained in an eRoom to which you have access. This includes the Project's Documented Categorical Exclusion (DCE) and all Appendices.

The purpose of the Project is to reintroduce transit in a historic transit corridor to improve regional connectivity and mobility by providing high quality, high capacity, and cost effective premium transit service which provides faster, more reliable, and comfortable passenger experience in comparison to the current local bus service. The Project will be completed in three phases. Phase 1, for which the Historic Properties Report and DCE is enclosed, is a 13.1-mile long initial operating segment which includes 28 stations in Marion County from 66th Street (just north of Broad Ripple) through Downtown Indianapolis to the University of Indianapolis at Hanna Avenue.

Eleven properties were previously listed in the National Register of Historic Places (NRHP) within the APE of this undertaking. Ten previously recorded historic districts were also located within the APE. Two hundred and sixty-seven (267) properties within the APE that are at least 45 years old were surveyed during this survey. Of these 267, twenty-five (25) were recommended as individually eligible for listing in the NRHP, including CDMS 304 and CDMS 319 which were recommended as individually eligible and contributing to the Indianapolis Parks and Boulevard

System historic district. Of the non-eligible properties, a representative sample is described within the text of the report, and the remaining resources are described in Appendix D2. The location of all the properties and historic districts are illustrated in Appendix D3.

The archaeological APE is limited to the construction limits due to the limited scope of the project. The major portion of the project will be constructed on existing roadway within the public right-of-way. Ground disturbing activity will take place at limited locations along the alignment, including the construction of station areas and minor roadway widening. Construction of the proposed project would include subsurface ground disturbance activities. The majority of excavation would be associated with construction of the BRT stations, such as for the slab-on-grade platforms and shelters. Generally, excavations are anticipated to be two to three feet below ground surface and possibly up to 6 feet at utility relocations as is typical of conventional roadway construction projects.

As mentioned, detailed plans can be found on IndyGo's website:

<http://www.indygo.net/redline/detailed-plans/>.

For each NRHP listed or eligible historic resource within the APE, potential project impacts were examined. Direct effects (e.g., building displacements or partial property takes) and indirect effects (e.g., noise, vibration, construction, and changes in the visual environment) were considered in this analysis.

Based on the above information and the additional information included in the attached report, FTA makes the following Determination of Effect for resources within the history/architecture and archaeological APEs:

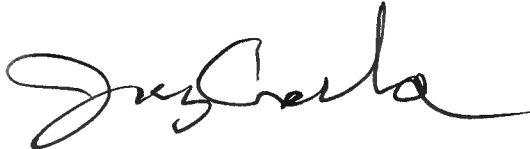
Effect Determinations Summary Table

#	PROPERTY NUMBER	PROPERTY NAME	EFFECTS
	Previously Recorded		
1	CDMS 133	Shortridge High School	No Adverse Effect
2	CDMS 138	Reuben Wells Locomotive	No Effect
3	CDMS 139	Broad Ripple Carousel	No Effect
4	CDMS 145	Louis Levy Mansion	No Adverse Effect
5	CDMS 146	Charles W. Fairbanks House	No Adverse Effect
6	CDMS 148	Marott Hotel	No Adverse Effect
7	CDMS 153	Coulter Flats	No Adverse Effect
8	CDMS 172	HCS Motor Car Company	No Adverse Effect
9	CDMS 189	Gibson Company Building	No Adverse Effect
10	CDMS 191	Indiana State Capitol	No Adverse Effect
11	CDMS 199	Indiana Repertory Theatre	No Adverse Effect

	Historic Districts		
1	Historic District	Indianapolis Parks and Boulevard System	No Adverse Effect
2	Historic District	Shortridge-Meridian Street Apartments	No Adverse Effect
3	Historic District	Fountain Square Historic District	No Adverse Effect
4	Historic District	Fletcher Place Historic District	No Adverse Effect
5	Historic District	St. Joan of Arc Historic District	No Adverse Effect
6	Historic District	Watson Park Historic District	No Adverse Effect
7	Historic District	Oliver Johnson's Woods Historic District	No Adverse Effect
8	Historic District	Forrest Hills Historic District	No Adverse Effect
9	Historic District	North Broadway Historic District	No Adverse Effect
10	Historic District	Washington Street-Monument Circle Historic District	No Adverse Effect
	Newly Recommended Eligible		
1	CDMS 23	Vogue Theatre	No Adverse Effect
2	CDMS 106	Prather Masonic Temple	No Adverse Effect
3	CDMS 125	Church	No Adverse Effect
4	CDMS 129	Apartment	No Adverse Effect
5	CDMS 131	Apartment	No Adverse Effect
6	CDMS 136	Apartment	No Adverse Effect
7	CDMS 137	Apartment	No Adverse Effect
8	CDMS 140	Apartment	No Adverse Effect
9	CDMS 141	Apartment	No Adverse Effect
10	CDMS 166	Apartment	No Adverse Effect
11	CDMS 183	Apartment	No Adverse Effect
12	CDMS 195	Commercial	No Adverse Effect
13	CDMS 196	Commercial	No Adverse Effect
14	CDMS 197	Commercial	No Adverse Effect
15	CDMS 200	Commercial	No Adverse Effect
16	CDMS 201	Commercial	No Adverse Effect
17	CDMS 206	Fire Station	No Adverse Effect
18	CDMS 210	Commercial	No Adverse Effect
19	CDMS 211	Commercial	No Adverse Effect
20	CDMS 215	Commercial	No Adverse Effect
21	CDMS 219	Commercial	No Adverse Effect
22	CDMS 304	Bridge	No Adverse Effect
23	CDMS 316	Commercial	No Adverse Effect
24	CDMS 319	Bridge	No Adverse Effect
25	CDMS 320	Apartment	No Adverse Effect

Thank you in advance for your assistance on this project and the Section 106 review. Please contact Susan Orona of the FTA Regional Office at (312) 353-3888 or Susan.Orona@dot.gov with any questions.

Sincerely,



Jay Ciavarella
Director, Office of Planning & Program Development

cc: Susan Orona, FTA Grant Manager
Athena Medero, FTA Program Manager
Justin Stuehrenberg, IndyGo

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Project Consultation Options Form

Miami Tribe of Oklahoma

Project Name: Red Line Rapid Transit Project – Marion, Johnson, and Hamilton Counties, Indiana

For each project, please check the appropriate response. Use the back of this form or additional sheets if you wish to make comments:

Project	There are no known places of traditional religious or cultural importance present or within the vicinity of the proposed project and further consultation is not requested.	There are or may be places of traditional religious or cultural importance present or within the vicinity of the proposed project and further consultation is requested.	Our organization has no interest associated with this proposed project and further consultation is not required
Red Line Rapid Transit Project – Marion, Johnson, and Hamilton Counties, Indiana	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If you have chosen to continue consultation, please indicate the manner in which you wish to do so:

Mail (Address): P.O. Box 1326, Miami, OK 74355

Phone: 918-541-8966

Fax:

e-mail: dhunter@miamination.com

Other: (please describe)

Miami Tribe of Oklahoma's designated contact for this proposed project:

Diane Hunter
NAME, TITLE (Please print)

Phone: 918-541-8966

Signed: Diane Hunter Date: 5-3-2016

Please respond within 30 days of the date of the letter.

Please return via mail to:

Susan Orona, AICP
Community Planner
200 West Adams Street
Suite 320
Chicago, IL 60606-5253

Or, Scan/Email to: susan.orona@dot.gov; Fax to: 312-886-0351; Attention: Susan Orona



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August 5, 2016

Ms. Erika Hinshaw
Planning and Data Manager
Downtown Indy

Via Email: Erika@downtownindy.org

Re: IndyGo Red Line Rapid Transit Project, Indianapolis, Marion County, Indiana
Station Design Process and Selection & September 7, 2016 Consulting Party Meeting

Dear Ms. Hinshaw:

As part of its responsibilities under 36 CFR Part 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) initiated Section 106 consultation with your office for the IndyGo Red Line Rapid Transit Project on October 27, 2015. The Red Line Project is a Federal undertaking as defined in §800.16(y) and it is the type of activity that has the potential to cause effects on historic properties. FTA provided the draft environmental documentation including the Phase 1 Documented Categorical Exclusion (DCE) and Cultural Historical Survey Reports to DHPA on July 22, 2016 and July 25, 2016 to the other consulting parties. These reports showed a preliminary finding that the Red Line project would have no effect on cultural or historic properties along the project corridor. On August 1, 2016, the Indiana State Historic Preservation Office expressed concern with this preliminary finding because the report included a description and rendering of a potential station rather than details regarding the actual station concept. The purpose of this letter is to share additional information about the station design and selection process, including the recent selection of a preferred station concept.

To best fit the stations into the context of the environment, multiple options were considered and designed with input from the public in the form of a contest. The entrants were all assigned a random 5-digit number in order to maintain anonymity, and given station and budgetary specifications, as well as design guidelines, in order to guide their design process. Thirty-one submissions were received and went through a pre-review process. The Indianapolis Historic Preservation Commission (IHPC) considered compatibility with historical districts, contracted architects and engineers considered structural and financial feasibility, and IndyGo's Director of Special Transit Projects considered operational feasibility. Seven submissions were disqualified prior to consideration by the jury due to structural, budgetary, or operational infeasibility. The 24 remaining submissions were rated by a public vote which took place both in person and online in order to help to ensure that the preferred design fit into the context of the community.

A diverse eight-person jury was convened on August 2, 2016, including:

- David Hampton, City of Indianapolis, Deputy Mayor of Neighborhoods
- Emily Mack, City of Indianapolis, Director of Department of Metropolitan Development
- Brad Beaubien, City of Indianapolis, Director of Long Range Planning
- Leigh Evans, CEO, Mapleton-Fall Creek Development Corporation
- Addison Pollack, Chair of IndyGo Mobility Advisory Committee
- Donna Sink, American Institute of Architects (Indiana) and People for Urban Progress
- Julia Moore, Arts Council of Indianapolis
- Rebecca King, Leadership Indianapolis and the Central Indiana Community Foundation

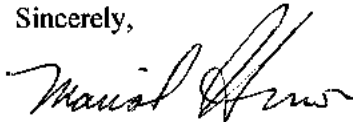
The jury considered nine designs, which comprised of the six highest average scores from the jury and the top five selections from the public vote, and led to design #54679 being selected as the overall winner of the competition. Renderings of the design as well as a description of the design and construction elements of design #54679 are included in the attached enclosures.

The above information will also be included in the final version of the DCE. FTA and IndyGo have received preliminary comments from IHPC that the station may have issues with transparency, but otherwise appeared amenable. As this concept is advanced into a detailed design, FTA and IndyGo will continue to engage IHPC, the State Historic Preservation Office, and other Section 106 consulting parties to finalize a station design that adheres to a finding of “no effects” on local cultural or historic resources.

A Consulting Party meeting is scheduled for the afternoon of Wednesday, September 7th at the IndyGo Downtown Transit Center. Consulting parties are encouraged to review the documentation provided so that a robust conversation can be had to advance the Section 106 process.

Thank you for your assistance on this project. Please do not hesitate to contact Susan M. Orona of the FTA Regional Office, at (317) 353-3888 or by email at Susan.Orona@dot.gov with any questions.

Sincerely,



Marisol Simón
Regional Administrator
FTA Region 5

ecc: Susan Orona, FTA Grant Manager
Athena Medero, FTA Program Manager
Justin Stuehrenberg, IndyGo

Enclosure:

Design #54679 Description of Design and Construction Elements & Renderings

Distribution to Consulting Parties:

John Carr, DHPA
Wade Tharp, DHPA
Christopher Myers, Indianapolis Historic Preservation Commission
Mark Dollase, Indiana Landmarks
Diane Hunter, Miami Tribe of Oklahoma



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312-886-0351 (fax)

August 5, 2016

Mitchell K. Zoll
Deputy State Historic Preservation Officer
Indiana Department of Natural Resources
Division of Historic Preservation and Archaeology
402 W. Washington St., W274
Indianapolis, IN 46204

Re: IndyGo Red Line Rapid Transit Project, Indianapolis, Marion County, Indiana (DHPA 18441)
Station Design Process and Selection & September 7, 2016 Consulting Party Meeting

Dear Mr. Zoll:

As part of its responsibilities under 36 CFR Part 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) initiated Section 106 consultation with your office for the IndyGo Red Line Rapid Transit Project on October 27, 2015. The Red Line Project is a Federal undertaking as defined in §800.16(y) and it is the type of activity that has the potential to cause effects on historic properties. FTA provided the draft environmental documentation including the Phase 1 Documented Categorical Exclusion (DCE) and Cultural Historical Survey Reports to DHPA on July 22, 2016 and July 25, 2016 to the other consulting parties. These reports showed a preliminary finding that the Red Line project would have no effect on cultural or historic properties along the project corridor. On August 1, 2016, the Indiana State Historic Preservation Office expressed concern with this preliminary finding because the report included a description and rendering of a potential station rather than details regarding the actual station concept. The purpose of this letter is to share additional information about the station design and selection process, including the recent selection of a preferred station concept.

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Marisol Simón
Regional Administrator
FTA Region 5

cc: Susan Orona, FTA Grant Manager
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Justin Stuehrenberg, IndyGo
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312-886-0351 (fax)

August 5, 2016

Mr. Christopher Myers
Preservation Planner
Indianapolis Historic Preservation Commission
Department of Metropolitan Development
Office of Mayor Joe Hogsett, City of Indianapolis-Marion County

Via Email: Christopher.Myers@indy.gov

Re: IndyGo Red Line Rapid Transit Project, Indianapolis, Marion County, Indiana
Station Design Process and Selection & September 7, 2016 Consulting Party Meeting

Dear Mr. Myers:

As part of its responsibilities under 36 CFR Part 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) initiated Section 106 consultation with your office for the IndyGo Red Line Rapid Transit Project on October 27, 2015. The Red Line Project is a Federal undertaking as defined in §800.16(y) and it is the type of activity that has the potential to cause effects on historic properties. FTA provided the draft environmental documentation including the Phase 1 Documented Categorical Exclusion (DCE) and Cultural Historical Survey Reports to DHPA on July 22, 2016 and July 25, 2016 to the other consulting parties. These reports showed a preliminary finding that the Red Line project would have no effect on cultural or historic properties along the project corridor. On August 1, 2016, the your office expressed concern with this preliminary finding because the report included a description and rendering of a potential station rather than details regarding the actual station concept. The purpose of this letter is to share additional information about the station design and selection process, including the recent selection of a preferred station concept.

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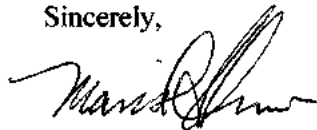
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cc: Susan Orona, FTA Grant Manager
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312-886-0351 (fax)

August 5, 2016

Mr. Mark Dollase
Vice President of Preservation Services
Indiana Landmarks

Via Email: MDollase@indianalandmarks.org

Re: IndyGo Red Line Rapid Transit Project, Indianapolis, Marion County, Indiana
Station Design Process and Selection & September 7, 2016 Consulting Party Meeting

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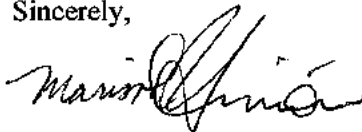
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Thank you for your assistance on this project. Please do not hesitate to contact Susan M. Orona of the FTA Regional Office, at (317) 353-3888 or by email at Susan.Orona@dot.gov with any questions.

Sincerely,



Marisol Simón
Regional Administrator
FTA Region 5

cc: Susan Orona, FTA Grant Manager
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Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)**

August 5, 2016

Ms. Diane Hunter
Tribal Historic Preservation Officer
Miami Tribe of Oklahoma

Via Email: dhunter@miamination.com

**Re: IndyGo Red Line Rapid Transit Project, Indianapolis, Marion County, Indiana
Station Design Process and Selection & September 7, 2016 Consulting Party Meeting**

Dear Ms. Hunter:

As part of its responsibilities under 36 CFR Part 800 – Protection of Historic Properties and the National Historic Preservation Act (NHPA), the Federal Transit Administration (FTA) initiated Section 106 consultation with your office for the IndyGo Red Line Rapid Transit Project on October 27, 2015. The Red Line Project is a Federal undertaking as defined in §800.16(y) and it is the type of activity that has the potential to cause effects on historic properties. FTA provided the draft environmental documentation including the Phase 1 Documented Categorical Exclusion (DCE) and Cultural Historical Survey Reports to DHPA on July 22, 2016 and July 25, 2016 to the other consulting parties. These reports showed a preliminary finding that the Red Line project would have no effect on cultural or historic properties along the project corridor. On August 1, 2016, the Indiana State Historic Preservation Office expressed concern with this preliminary finding because the report included a description and rendering of a potential station rather than details regarding the actual station concept. The purpose of this letter is to share additional information about the station design and selection process, including the recent selection of a preferred station concept.

To best fit the stations into the context of the environment, multiple options were considered and designed with input from the public in the form of a contest. The entrants were all assigned a random 5-digit number in order to maintain anonymity, and given station and budgetary specifications, as well as design guidelines, in order to guide their design process. Thirty-one submissions were received and went through a pre-review process. The Indianapolis Historic Preservation Commission (IHPC) considered compatibility with historical districts, contracted architects and engineers considered structural and financial feasibility, and IndyGo's Director of Special Transit Projects considered operational feasibility. Seven submissions were disqualified prior to consideration by the jury due to structural, budgetary, or operational infeasibility. The 24 remaining submissions were rated by a public vote which took place both in person and online in order to help to ensure that the preferred design fit into the context of the community.

A diverse eight-person jury was convened on August 2, 2016, including:

- David Hampton, City of Indianapolis, Deputy Mayor of Neighborhoods
- Emily Mack, City of Indianapolis, Director of Department of Metropolitan Development
- Brad Beaubien, City of Indianapolis, Director of Long Range Planning
- Leigh Evans, CEO, Mapleton-Fall Creek Development Corporation
- Addison Pollack, Chair of IndyGo Mobility Advisory Committee
- Donna Sink, American Institute of Architects (Indiana) and People for Urban Progress
- Julia Moore, Arts Council of Indianapolis
- Rebecca King, Leadership Indianapolis and the Central Indiana Community Foundation

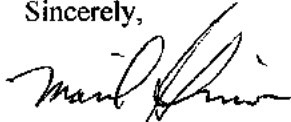
The jury considered nine designs, which comprised of the six highest average scores from the jury and the top five selections from the public vote, and led to design #54679 being selected as the overall winner of the competition. Renderings of the design as well as a description of the design and construction elements of design #54679 are included in the attached enclosures.

The above information will also be included in the final version of the DCE. FTA and IndyGo have received preliminary comments from IHPC that the station may have issues with transparency, but otherwise appeared amenable. As this concept is advanced into a detailed design, FTA and IndyGo will continue to engage IHPC, the State Historic Preservation Office, and other Section 106 consulting parties to finalize a station design that adheres to a finding of "no effects" on local cultural or historic resources.

A Consulting Party meeting is scheduled for the afternoon of Wednesday, September 7th at the IndyGo Downtown Transit Center. Consulting parties are encouraged to review the documentation provided so that a robust conversation can be had to advance the Section 106 process.

Thank you for your assistance on this project. Please do not hesitate to contact Susan M. Orona of the FTA Regional Office, at (317) 353-3888 or by email at Susan.Orona@dot.gov with any questions.

Sincerely,



Marisol Simón
Regional Administrator
FTA Region 5

cc: Susan Orona, FTA Grant Manager
Athena Medero, FTA Program Manager
Justin Stuehrenberg, IndyGo

Enclosure:

Design #54679 Description of Design and Construction Elements & Renderings

Distribution to Consulting Parties:

John Carr, DHPA
Wade Tharp, DHPA
Christopher Myers, Indianapolis Historic Preservation Commission
Ericka Hinshaw, Downtown Indy
Mark Dollase, Indiana Landmarks



INTRODUCTION

The LINK bus stations for the new IndyGo Red Line Rapid Transit create not only a more enjoyable experience for riders, but are designed to create a LINK between where Indiana and Indianapolis have been and where they are going. This idea is executed by using architectural forms, materials, and systems that respect the past, as well as point towards the future. With this, the LINK bus station creates a dynamic bus station for Indianapolis by not simply what it is, but what it does for the riders, community, and its physical surroundings and context. The bus stations in turn become small civic spaces that create social activity and vibrancy to the areas they occupy. This focus allows the LINK bus stations to be more than simple background structures in the urban and suburban fabric of Indianapolis. They will be structures that are both aesthetically pleasing and instill "Hoosier" pride in its users and even the people that may simply pass by.

CONTEXTUAL & HISTORIC CONNECTIONS

The overall aesthetics of the LINK bus stations are inspired by the vernacular architecture found throughout the state. From the long and slender wooden covered bridges of Southern Indiana to the countless barns found around the state, the LINK bus stations use both materials and forms to create timeless designs that respect the past and provide a design for the contemporary today and tomorrow. A humble material palette of steel, wood, and cast-in-place concrete are used together to create structures that are both utilitarian yet attractive. This material palette respects not only the historic architecture previously mentioned, but also respects the residential and urban areas around Indianapolis. Simple shed roofs that are found throughout residential and agricultural areas are used to create the canopy for both the center and curb stations. The roofs are designed to provide the riders waiting at the platform the best view to incoming busses and traffic. This is especially emphasized in the center station where the shed roofs are pitched in opposite directions on the ends to provide better views inside the station to incoming traffic. This creates a dynamic roof that changes from shed roof on one end to a gable roof in the center to shed roof on the opposite end.

CONSTRUCTION METHODS & DETAILS

As mentioned previously, the material palette consists primarily of steel, wood, and cast-in-place concrete. Cast-in-place concrete is used for the ground surface and to create a durable structure around seating and the ticketing/information kiosk. Steel is primarily used to create the vertical structure and the structure for the canopy. The steel in most areas is left exposed to reveal the detail and craftsmanship in the architecture and construction. Cedar wood planking is used on benches, walls, and soffits to help bring warmth and softness into the bus stations. Translucent polycarbonate sheathing is used behind the wood planking walls to allow the wood planking to be lit internally and glow at night (light escapes through gaps in planking), creating a lantern for the bus station and its surroundings. Silk-screened metal panels are used for the internal soffit/ceilings to allow for each bus station to be customized with a public art installation. The metal panels will be surface fastened so the art can be removed, rotated, or replaced easily.

SYSTEMS & SUSTAINABILITY

With the Red Line being the first bus rapid transit system in Indiana and the first all-electric BRT in the country, it is essential that the stations of the line are as innovative as the line itself. The LINK bus stations are designed to be net-zero energy facilities with the goal of creating a more sustainable and beautiful

Indianapolis for tomorrow. Photovoltaic panels located on the standing seam metal roofs are used to power the integrated LED lighting, electronic signage, heating elements, and information/ticketing kiosks. Forest Stewardship Council Certified cedar wood planks and fly ash cast-in-place concrete will be used throughout the station to help reduce the carbon footprint of the stations. All of the stormwater captured on site will be directed to bioretention planters to remove pollutants and slow the movement of stormwater through the landscape and soil. Native plantings will be used throughout to help reduce the heat island effect and create a hardy landscape that requires minimal watering and maintenance. With these systems and materials, the IndyGo Red Line will not only be a model bus line for the buses it uses, but its stations as well.



Center Station - View from Intersection 02



Center Station - View from Intersection 01



Center Station - Interior View



Curb Station - View from Intersection



Curb Station - View from Sidewalk



Curb Station - View from Platform

DNR

Indiana Department of Natural Resources

Michael R. Pence, Governor
Cameron P. Clark, Director

Division of Historic Preservation & Archaeology 402 W. Washington Street, W274-Indianapolis, IN 46204-2739
Phone 317-232-1646 Fax 317-232-0693 dhp@dnr.IN.gov



December 2, 2016

Susan Weber, AICP
Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, Illinois 60606

Federal Agency: Federal Transit Administration, Region V

Re: Request for signature on the November 10, 2016, version of the "Memorandum of Agreement Between the Federal Transit Administration and the Indiana State Historic Preservation Officer Submitted to the Advisory Council on Historic Preservation Pursuant to 36 C.F.R. Section 800.6(b)(iv) Regarding the Red Line Rapid Transit Phase 1 in Indianapolis; Washington, Center and Perry Townships; Marion County; Indiana DES No. 1401386; DHPA No. 18441"

Dear Ms. Weber:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer has reviewed the aforementioned memorandum of agreement ("MOA") received from you by e-mail on November 10, 2016, and by paper copy delivered by Justin Stuehrenberg of IndyGo on November 15.

I have signed the enclosed, final, November 10, 2016, version of the MOA, indicating our acceptance of this MOA's terms.

Please provide our office with a copy of the executed MOA, once all parties have signed.

If you have questions about above-ground properties, please contact John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. Questions about archaeological issues should be directed to Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.in.gov.

In all future correspondence regarding the IndyGo Red Line Rapid Transit Phase 1, please continue to refer to DHPA No. 18441.

Very truly yours,

Mitchell K. Zoll
Deputy State Historic Preservation Officer

MKZ:JLC:jlc

Enclosure

enc: Marisol Simón, Regional Administrator, Federal Transit Administration, Region V (with copy of enclosure)
Susan Weber, AICP, Federal Transit Administration, Region V (with copy of enclosure)
Jay Ciavarella, Federal Transit Administration, Region V (with copy of enclosure)
Mark Assam, Federal Transit Administration, Region V (with copy of enclosure)
Athena Medero, Federal Transit Administration, Region V (with copy of enclosure)
Justin Stuehrenberg, IndyGo (with copy of enclosure)
Jeffrey Sangillo, CDM Smith (with copy of enclosure)

Susan Weber, AICP
December 2, 2016
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Robert Ball, CDM Smith (with copy of enclosure)
Stephen Goodreau, CDM Smith (with copy of enclosure)
David McBride, CDM Smith (with copy of enclosure)
Christopher Myers, Indianapolis Historic Preservation Commission (with copy of enclosure)
Mark Dollase, Indiana Landmarks (with copy of enclosure)
Diane Hunter, Miami Tribe of Oklahoma (with copy of enclosure)
Mitchell Zoll, Indiana Department of Natural Resources (with copy of enclosure)
Wade T. Tharp, Indiana Department of Natural Resources (with copy of enclosure)
John Carr, Indiana Department of Natural Resources (with copy of enclosure)

**MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL TRANSIT ADMINISTRATION AND
THE INDIANA STATE HISTORIC PRESERVATION OFFICER
SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
PURSUANT TO 36 C.F.R. Section 800.6(b)(iv)
REGARDING THE RED LINE RAPID TRANSIT PHASE 1
IN INDIANAPOLIS; WASHINGTON, CENTER, AND PERRY TOWNSHIPS;
MARION COUNTY; INDIANA
DES No. 1401386; DHPA No. 18441**

WHEREAS the Federal Transit Administration ("FTA"), in cooperation with the Indianapolis Public Transportation Corporation (dba IndyGo) proposes to construct bus rapid transit stations and guideway facilities for the Red Line Rapid Transit Project Phase 1 in Indianapolis; Washington, Center, and Perry townships; Marion County; Indiana; and

WHEREAS the FTA, in consultation with the Indiana State Historic Preservation Officer ("Indiana SHPO"), has defined the Red Line Rapid Transit Project Phase 1's area of potential effects ("APE"), as the term is defined in 36 C.F.R. Section 800.16(d), to be confined to the limits of the existing road right-of-way in the areas between the stations and expanded to include adjoining parcels that would have a clear and direct view of the 28 new Red Line Rapid Transit Project Phase 1 stations; and

WHEREAS the FTA, in consultation with the Indiana SHPO, has found that eleven sites were previously listed on the National Register of Historic Places ("National Register"), and ten National Register Historic Districts fell within the project's APE. Field research conducted in February of 2016 examined and documented the current conditions of the previously recorded sites and 256 newly recorded sites. In addition to the eleven previously listed properties and the ten National Register Historic Districts, it is the opinion of the consultant that an additional twenty-five (25) properties are recommended as individually eligible within the APE; and

WHEREAS the FTA, in consultation with the Indiana SHPO, has determined, pursuant to 36 C.F.R. Section 800.4(c), that Prather Masonic Lodge, Vogue Theatre, the Former "Fire Station 12", North United Methodist Church, Joseph W. Summers Memorial Bridge, Bridge No. 3203F, Scarborough Place, eight unnamed apartment buildings, and ten unnamed commercial buildings are eligible for inclusion on the National Register of Historic Places ("National Register"); and

WHEREAS the FTA and the Indiana SHPO both recognize that Shortridge High School, Reuben Wells Locomotive, Broad Ripple Carousel, Louis Levy Mansion, Charles W. Fairbanks House, Marott Hotel, Coulter Flats, HCS Motor Car Company, Gibson Company Building, Indiana State Capitol, and The Indiana Theatre are listed on the National Register; and

WHEREAS the FTA, in consultation with the Indiana SHPO, has determined pursuant to 36 C.F.R. Section 800.5(a) that further coordination is needed regarding the final design of Red Line Rapid Transit Phase 1 stations to minimize the potential adverse effects on Prather Masonic Lodge, Vogue Theatre, Shortridge High School, Reuben Wells Locomotive, Broad Ripple Carousel, Louis Levy Mansion, Charles W. Fairbanks House, Marott Hotel, Coulter Flats, HCS

Red Line Rapid Transit Project Phase 1 Section 106 MOA
November 10, 2016

Motor Car Company, Gibson Company Building, Indiana State Capitol, The Indiana Theatre, Former "Fire Station 12", North United Methodist Church, Joseph W. Summers Memorial Bridge, Bridge No. 3203F, Scarborough Place, eight unnamed apartment buildings, and ten unnamed commercial buildings; and

WHEREAS the FTA and IndyGo, in consultation with the Indiana SHPO, anticipates the discovery of streetcar & interurban rail tracks and ties at fourteen station locations based on the results of a preliminary survey using ground penetrating radar (GPR), on College Avenue, Virginia Avenue, and Shelby Street; and

WHEREAS the public was given an opportunity to comment on the undertaking's effects in meetings held on July 20, 21, and 25 of 2016, and all property owners along the corridor were notified via certified mail prior to these meetings, and the meetings were publicized on the IndyGo website and through various media outlets.

WHEREAS the FTA has notified the Advisory Council on Historic Preservation ("Council") of the potential effects to historic properties and invited the Council's participation in the project, pursuant to 36 CFR Section 800.6(a)(1), in a letter dated September 16, 2016; and

WHEREAS the FTA, in consultation with the Indiana SHPO, has invited the Indianapolis Public Transportation Corporation (dba IndyGo) to participate in the consultation and to become a signatory to this memorandum of agreement; and

WHEREAS the FTA, in consultation with the Indiana SHPO, has invited the City of Indianapolis, the Miami Tribe of Oklahoma and Indiana Landmarks to participate in the consultation and to become a concurring party to this memorandum of agreement; and

WHEREAS the FTA has consulted with the Indiana SHPO in accordance with Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) and its implementing regulations (36 C.F.R. Part 800) concerning the scope of work as presented in the materials and plans presented at the September 7, 2016 Consulting Party Meeting; and

NOW, THEREFORE, the FTA and the Indiana SHPO agree that, upon the submission of a copy of this executed memorandum of agreement, as well as the documentation specified in 36 C.F.R. Section 800.11(e) and (f) to the Council pursuant to 36 C.F.R. Section 800.6(b)(1)(iv) and upon the FTA's approval of the Red Line Rapid Transit Project Phase 1, the FTA shall ensure that the following stipulations are implemented in order to take into account the potential effect of the Red Line Rapid Transit Project Phase 1 on historic properties.

I. STIPULATIONS

- A. INTERURBAN RAIL TRACKS – See Attachment A
- B. STATION DESIGNS. FTA and IndyGo will invite Indiana SHPO and other consulting parties (including the City of Indianapolis, the Miami Tribe of Oklahoma, Indiana Landmarks, and Downtown Indy, Inc.) to continue to provide

comments, within 30-day comment periods, on the design of Red Line Rapid Transit Project Phase 1 stations, including comments on structural, environmental, and aesthetic aspects as design progresses, including concept renderings, preliminary station plans (60% plans), and pre-final station plans (90% plans). FTA and IndyGo will reasonably accommodate requests for modification received from participating consulting parties to avoid, minimize, or mitigate potential adverse effects on surrounding properties identified as eligible for or included on the National Register.

- C. **POTENTIAL PEDESTRIAN BRIDGE.** As of the date of signature of this agreement, FTA and IndyGo are considering the addition of a pedestrian bridge that would connect the 30th Street/Children's Museum Station of the Red Line Rapid Transit Project Phase 1 to the Children's Museum of Indianapolis and the Indianapolis Public Library's InfoZone Branch. If FTA and IndyGo decide to include the 30th Street/Children's Museum Station pedestrian bridge as part of the Project, FTA and IndyGo will proceed with the following:

- i. **Notification** – FTA shall contact Indiana SHPO and other participating consulting parties within 14 days of that decision, and will allow 30 days to review and concur with or comment on the APE, eligibility determinations, and finding of effects. The Indiana SHPO and the other participating consulting parties will also be invited to participate in the design process in order to avoid, minimize, or mitigate any potential adverse effects.
- ii. **Implementation** – FTA and IndyGo will expand the existing APE to include all properties within the viewshed of the proposed pedestrian bridge, which is estimated to be up to 25 feet in height. The expanded APE would be confirmed with the consulting parties, who would have 30 days in which to comment. FTA and IndyGo would survey all properties in the expanded APE and document properties within the expanded APE that are on the National Register or eligible for inclusion on the National Register. FTA and IndyGo would then assess the effects to any properties listed on or eligible for the National Register.
- iii. **Minimize Visual Impacts** – FTA and IndyGo shall consider a design that minimizes the visual effects to properties within the viewshed of the bridge, based on preliminary discussions at the September 7, 2016 Consulting Parties Meeting and additional consultation.
- iv. **Archaeology** – If the construction of the pedestrian bridge will involve subsurface construction, demolition or earthmoving activities, an archaeological survey will be required to determine if archaeological resources are present and to assess them if they will be adversely affected. Consultation between FTA, Indiana SHPO, and a qualified professional archaeologist will be required.

II. OBJECTION RESOLUTION PROVISION

Disagreement and misunderstanding about how this memorandum of agreement is or is not being implemented shall be resolved in the following manner:

- A. If the Indiana SHPO or any invited signatory to this memorandum of agreement should object in writing to the FTA regarding any action carried out or proposed with respect to the implementation of this memorandum of agreement, then the FTA shall consult with the objecting party to resolve this objection. If after such consultation the FTA determines that the objection cannot be resolved through consultation, then the FTA shall forward all documentation relevant to the objection to the Council, including the FTA's proposed response to the objection. Within 45 days after receipt of all pertinent documentation, the Council shall exercise one of the following options:
 - i. Provide the FTA with a staff-level recommendation, which the FTA shall take into account in reaching a final decision regarding its response to the objection; or
 - ii. Notify the FTA that the objection will be referred for formal comment pursuant to 36 C.F.R. Section 800.7(c), and proceed to refer the objection and comment. The FTA shall take into account the Council's comments in reaching a final decision regarding its response to the objection.
- B. If comments or recommendations from the Council are provided in accordance with this stipulation, then the FTA shall take into account any Council comment or recommendations provided in accordance with this stipulation with reference only to the subject of the objection. The FTA's responsibility to carry out all actions under the memorandum of agreement that are not the subjects of the objection shall remain unchanged.

III. POST-REVIEW DISCOVERY

In the event that historic properties – other than Prather Masonic Lodge, Vogue Theatre, Shortridge High School, Reuben Wells Locomotive, Broad Ripple Carousel, Louis Levy Mansion, Charles W. Fairbanks House, Marott Hotel, Coulter Flats, HCS Motor Car Company, Gibson Company Building, Indiana State Capitol, The Indiana Theatre, Former "Fire Station 12", North United Methodist Church, Joseph W. Summers Memorial Bridge, Bridge No. 3203F, Scarborough Place, eight unnamed apartment buildings, and ten unnamed commercial buildings – are discovered or that unanticipated effects on historic properties occur during the implementation of this memorandum of agreement, the FTA shall follow the procedure specified in 36 C.F.R. Section 800.13, as well as IC 14-21-1-27 and IC 14-21-1-29, by stopping work in the immediate area and informing the Indiana SHPO, any interested Indian tribe or the tribe's designated tribal historic preservation officer (THPO) when the historic site is situated on lands formerly occupied by the Indian tribe or when tribe may otherwise attach historic and/or cultural

significance to the historic site, and the INDOT Cultural Resources Office of such unanticipated discoveries or effects within two (2) business days. Any necessary archaeological investigations will be conducted according to the provisions of IC 12-21-1 and 312 IAC 21 and -22, and the most current *Guidebook for Indiana Historic Sites and Structures Inventory – Archaeological Sites*, and in consultation with any affected Indian tribes and/or their designated THPOs.

- A. Measures to Avoid Harm – IndyGo shall require the contractor to immediately stop work in the vicinity of a previously unidentified property and to take all reasonable measures to avoid harm to the previously unidentified property until the FTA concludes consultation with the Indiana SHPO, ACHP, NPS, federally recognized Indian Tribes and other parties deemed appropriate by FTA.
- B. Notification – If any discoveries of archaeological resources occur whatsoever, then work must stop, the DHPA must be notified within two days at (317) 232-1646, and consultation between the Indiana SHPO, the qualified professional archaeologist, and the FTA will occur (Indiana Code 14-21-1-27 and 29)(36 C.F.R. 800). Any previously-unknown archaeological resource that is identified as a result of project related ground-disturbing activities must be documented/recorded, and assessed for NRHP eligibility.
- C. Study Plans – If, based on the consultation between the Indiana SHPO, the qualified professional archaeologist, and the FTA, a historic property or archaeological resource will be adversely affected; the consulting parties shall consult with FTA to determine an appropriate Study Plan(s). The Study Plan(s) will be submitted to the consulting parties for review who will have thirty (30) days from receipt to provide comments on the plan. FTA, in consultation with Indiana SHPO, will take comments received into account in developing and implementing the final plan.
- D. Agreement to Proceed – If FTA and Indiana SHPO agree the site is not eligible for the NRHP, then ground-disturbing work may proceed.
- E. No Agreement to Proceed – If the consulting parties cannot reach agreement regarding eligibility, effects, or treatment, they may invoke the provisions for dispute resolution at Stipulation II.
- F. Discovery of Human Remains – Should human remains be discovered during any stage of this Project, work shall immediately stop in the area and appropriate laws will be followed:
 - i. The County Coroner shall be contacted immediately. The Indiana Division of Historic Preservation and Archaeology shall be notified within two (2) business days.
 - ii. If the remains are determined to be Native American, FTA will notify the appropriate federally recognized Indian Tribes and the DHPA.

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- iii. If the remains are determined to be Native American, work at the site shall not resume until a plan for the treatment of the human remains is developed and approved in consultation with the Indiana SHPO, FTA, appropriate Indian tribe and/or THPO and any other appropriate consulting parties.
- G. Discovery of Native American Cultural Items – Should Native American cultural items defined by 25 USC § 3001(3) including, but not limited to: associated funerary objects, unassociated funerary objects, sacred objects, or objects of cultural patrimony be discovered during any stage of this Project, work shall immediately stop and appropriate laws will be followed, including all requirements of the NAGPRA, 25 U.S.C § 3001, et seq. The following steps shall then be taken:
- i. FTA will notify the appropriate federally recognized Indian Tribes and the DHPA.
 - ii. Work at the site shall not resume until a plan for the treatment of the cultural items is developed and approved in consultation with the Indiana SHPO, IndyGo, appropriate Indian tribe and/or THPO, and any other appropriate consulting parties.
- H. Discovery of Native American Cultural Items – Should Native American cultural items—including, but not limited to, associated funerary objects, unassociated funerary objects, sacred objects, or objects of cultural patrimony—as defined by 25 U.S.C. § 3001(3) be discovered during any stage of this Project, work shall immediately stop and appropriate laws will be followed, including all requirements of the Native American Graves Protection and Repatriation Act (NAGPRA), 25 U.S.C § 3001 et seq. The following steps shall then be taken:
- i. FTA will notify the appropriate federally recognized Indian Tribes and the IDNR.
 - ii. Work at the site shall not resume until a plan for the treatment of the cultural items is developed and approved in consultation with the Indiana SHPO, IndyGo, appropriate Indian tribe and/or THPO, and any other appropriate consulting parties.
 - iii. **AMENDMENT**

Any signatory to this memorandum of agreement may request that it be amended, whereupon the parties shall consult to consider the proposed amendment. 36 C.F.R. 800.6(c)(7) shall govern the execution of any such amendment.

iv. TERMINATION

- A. If the terms of this memorandum of agreement have not been implemented by December 31, 2025, then this memorandum of agreement shall be considered null and void. In such an event, the FTA shall so notify the parties to this memorandum of agreement and, if it chooses to continue with the Red Line Rapid Transit Project Phase 1, then it shall reinstate review of the Red Line Rapid Transit Project Phase 1 in accordance with 36 C.F.R. Sections 800.3 through 800.7.
- B. Any signatory to this memorandum of agreement may terminate it by providing thirty (30) days notice to the other parties, provided that the parties shall consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination. In the event of termination, the FTA shall comply with 36 C.F.R. Sections 800.3 through 800.7 with regard to the review of the Red Line Rapid Transit Project Phase 1.
- C. In the event that the FTA does not carry out the terms of this memorandum of agreement, the FTA shall comply with 36 C.F.R. Sections 800.3 through 800.7 with regard to the review of the Red Line Rapid Transit Project Phase 1.

The execution of this memorandum of agreement by the FTA, the Indiana SHPO, and IndyGo, the submission of it to the Council with the appropriate documentation specified in 36 C.F.R. Section 800.11(e) and (f), and the implementation of its terms evidence that the FTA has afforded the Council an opportunity to comment on the Red Line Rapid Transit Project Phase 1 and its effect on historic properties and that the FTA has taken into account the effects of the Red Line Rapid Transit Project Phase 1 on historic properties.

SIGNATORIES (required):

FEDERAL TRANSIT ADMINISTRATION

INDIANA STATE HISTORIC PRESERVATION OFFICER

INVITED SIGNATORIES:

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION

CONCURRING PARTIES:

CITY OF INDIANAPOLIS

MIAMI TRIBE OF OKLAHOMA

INDIANA LANDMARKS

***Signature pages for each signatory are separate so that concurrent signatures may be obtained. ***

Red Line Rapid Transit Project Phase 1 Section 106 MOA
November 10, 2016

REQUIRED SIGNATORY

FEDERAL TRANSIT ADMINISTRATION

By: _____

Date: _____

Marisol R. Simón, Regional Administrator, Region V

Red Line Rapid Transit Project Phase 1 Section 106 MOA
November 10, 2016

REQUIRED SIGNATORY

INDIANA STATE HISTORIC PRESERVATION OFFICER

By: 
Mitchell K. Zoll, Deputy State Historic Preservation Officer

Date: 12-2-2016

Red Line Rapid Transit Project Phase 1 Section 106 MOA
November 10, 2016

INVITED SIGNATORY

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION

By: _____
Michael Terry, Chief Executive Officer

Date: _____

Red Line Rapid Transit Project Phase 1 Section 106 MOA
November 10, 2016

CONCURRING PARTY

CITY OF INDIANAPOLIS

By: _____ Date: _____
Christopher Myers, Indianapolis Historic Preservation Commission

Red Line Rapid Transit Project Phase 1 Section 106 MOA
November 10, 2016

CONCURRING PARTY

MIAMI TRIBE OF OKLAHOMA

By: _____
Diane Hunter, Tribal Historic Preservation Officer

Date: _____

Red Line Rapid Transit Project Phase 1 Section 106 MOA
November 10, 2016

CONCURRING PARTY

INDIANA LANDMARKS

By: _____
Mark Dollase, Indiana Landmarks

Date: _____

**MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL TRANSIT ADMINISTRATION AND
THE INDIANA STATE HISTORIC PRESERVATION OFFICER
SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
PURSUANT TO 36 C.F.R. Section 800.6(b)(iv)
REGARDING THE RED LINE RAPID TRANSIT PHASE 1
IN INDIANAPOLIS; WASHINGTON, CENTER, AND PERRY TOWNSHIPS;
MARION COUNTY; INDIANA
DES No. 1401386; DHPA No. 18441**

ATTACHMENT A

I. STIPULATIONS

A. INTERURBAN RAIL TRACKS

- i. Implementation – Based on the results of a preliminary survey using ground penetrating radar (GPR), IndyGo anticipates the discovery of streetcar & interurban rail tracks and ties at fourteen station locations on College Avenue, Virginia Avenue, and Shelby Street. The first streetcar system began construction in 1864 by Citizen's Street Railway Company. By 1898, there were 340 electric streetcars and more than 100 miles of track. The Indianapolis Traction Terminal opened in 1904 as the hub of the interurban system and by 1910, Indianapolis had routes to all the major towns within 120 miles. The final interurban car ran on January 18, 1941. The tracks were eventually paved over and buses and automobiles became the predominate forms of transportation. If the tracks have been paved over and there were no other adverse effects, it is anticipated that some of the tracks may qualify as an eligible historic or archeological resource. [DHPA received the Archeological Investigation Report on September 26, 2016 and provided concurrence on the report's findings to FTA on October 27, 2016]
- ii. Study Plan – In all areas of the proposed project area where proposed project related ground-disturbing activities appear likely to impact rails, ties, beds, switches, vaults, or any other elements of the streetcar and/or interurban rail infrastructure, monitoring by a qualified professional archaeologist will be necessary. On Virginia Avenue and Shelby Street, construction of stations is not expected to impact the interurban rail tracks. However, the construction of concrete bus pads adjacent to the stations is expected to impact the interurban rail tracks. Therefore monitoring will only be necessary during the construction of the concrete bus pads.
- iii. Documentation and assessment – Three known locations, one location on each of the three streets (College, Virginia and Shelby) where ground penetrating radar has indicated the presence of the buried tracks will be

excavated as part of the final design work in advance of construction activities. The depth of excavation will equal the depth necessary for the station foundation and the concrete bus pad in their respective locations. Once these archaeological resources are uncovered they will be assessed by the qualified professional archaeologists and DHPA for both significance and likelihood of similarity to other archaeological resources in those corridors. Based on these findings, FTA in cooperation with IndyGo will develop a detailed plan for documenting and possible future removal of additional tracks and associated resources within the project area at station locations during construction. DHPA will have 14 days to comment on FTA's proposed plan. Once approved, the plan will be used to guide site activities related to the track under supervision of a qualified professional archaeologist. Consultation with DHPA will continue throughout the excavations of the track related resources.

- iv. If additional archaeological resources that may be eligible are discovered not related to the track, then work will stop immediately and DHPA will be notified within two (2) business days, and consultation between Indiana SHPO, and qualified professional archaeologist, and the FTA will occur.

December 8, 2015

Mitchell K. Zoll
Deputy State Historic Preservation Officer
Indiana Department of Natural Resources
Division of Historic Preservation and Archaeology
402 W. Washington St. W274
Indianapolis, IN 46204-2739

Re: Initiation of Section 106 review process, and proposed area of potential effects, for the IndyGo Red Line Bus Rapid Transit Line through Westfield, Carmel, Indianapolis, and Greenwood (DHPA No. 18441)

Dear Mr. Zoll

This letter is in response to your questions and comments received on November 30, 2015 regarding the Initiation of Section 106 review process and proposed area of potential effect (APE) for the IndyGo Red Line Bus Rapid Transit Line. In the following paragraphs, we provide a detailed response to each of your comments.

1. Stations: Though the station designs have not be finalized, we are including renderings (Appendix A) of potential station designs that have been discussed to date for your information. As shown in the renderings, the stations are planned to be no more than one story tall, however they may have signage markers or architectural elements that extend up to an additional half story above the station. It is planned to have an open competition from the community for the architectural/aesthetic design of the stations. IndyGo will provide design guidelines to ensure station heights are within the aforementioned parameters.
2. Smith Valley/Madison Roundabout: IndyGo has contacted Greenwood to obtain information relative to the Smith Valley Road/ South Madison Avenue roundabout near the southern terminus of Phase 3. A concept layout is provided in Appendix B. We intend to shift the south most station to the north to be outside the impacts of the proposed roundabout. The APE for this project can be adjusted accordingly.
3. Ground Disturbing Activity: The major portion of the project will be constructed on existing roadway within the public right of way. Ground disturbing activity will take place at limited locations along the alignment, including the construction of stations areas and minor roadway widening locations. Conceptual plans (Appendix C) are provided to detail the location of these activities. Generally, excavations are anticipated to be two to three feet in depth and possibly up to 6 feet deep at utility relocations as is typical of conventional roadway construction projects.
4. Grand Park Blvd: Since the original aerial mapping for the APE, construction of the new Grand Park Blvd. has occurred. A newer aerial map of this area is provided for your review (Appendix D). The project alignment will occur only within the existing right of way. The APE will be revised to incorporate this update.
5. Cemetery Development Plan: The project alignment passes by the Carmel Old and New Cemeteries on an existing road. The proposed work in this area does not have ground disturbing activity within

100 feet of either of these cemeteries at this time. Therefore, we do not anticipate any negative impacts to either cemetery or the need for a Cemetery Development Plan at this time.

6. Consulting Party: The Indianapolis Metropolitan Planning Organization has been an active participant in the development of this project. We will add them as a consulting party to the Section 106 review.
7. Building Survey: Phases 2 and 3 are presently planned to occur directly following Phase 1. Based on the project's existing schedule, we consider it appropriate to survey buildings 45 years of age and older under Section 106 at this time. We understand that if Phases 2 and 3 are delayed for any reason, it may be necessary to revisit the Section 106 process for Phases 2 and 3, including reexamining buildings or surveying additional buildings that have since become eligible for survey.

We appreciate you and your team providing these comments and making yourselves available to assist in satisfactorily completing the Section 106 process. We will be in touch shortly to schedule a time to review these items in greater detail.

Sincerely,

Marisol R. Simón
Regional Administrator
Federal Transit Administration, Region V

Appendix A: Station Renderings
Appendix B: Roundabout concept plan
Appendix C: Conceptual Plans
Appendix D: Grand Park Blvd Aerial

IndyGo Red Line Rapid Transit Project – Phase 1

NEPA DCE Appendix E: Noise Analysis

September 2016

Noise is "unwanted sound" and, by this definition, the perception of noise is a subjective process. Several factors affect the actual level and quality of noise as perceived by the human ear and can generally be described in terms of loudness, pitch (or frequency), and time variation. The loudness, or magnitude, of noise determines its intensity and is measured in decibels (dB). The A-weighted decibel (dBA) is commonly used to describe the overall noise level from transit sources because it is an attempt to take into account the human ear's response to audible frequencies. Because the decibel is based on a logarithmic scale, a 10-decibel increase in noise level is generally perceived as a doubling of loudness, while a three-decibel increase in noise is just barely perceptible to the human ear.

The *FTA Transit Noise and Vibration Impact Assessment Manual* provides methodologies for evaluating noise impacts of transit projects based on the type and scale of the project, the stage of project development, and the environmental setting. Based on the characteristics of this project, the screening procedure was determined to be the most appropriate methodology for analyzing the potential for noise impacts. This procedure is used to identify noise-sensitive land uses in the vicinity of a project and whether there is likely to be a perceivable noise impact. The screening procedure takes into account noise impact criteria, the type of project, and noise-sensitive land uses. The screening procedure provides an impact distance, which is defined as the distance large enough to include all locations potentially impacted by noise from this project. This distance is measured from the center of the noise-generating activity – in this case, the centerline of the project corridor.

The *FTA Transit Noise and Vibration Impact Assessment Manual* includes a spreadsheet tool to calculate the increase in project noise exposure and the total project noise exposure, based on the category of surrounding land uses, the existing noise level, and the operational characteristics of the proposed transit service. A worst case scenario was assumed for each of the inputs into the tool to fully identify the potential for noise impacts, as follows:

- **Land Use Assumptions:** The three land use categories for noise impact assessment, from lowest to highest impact threshold, include outdoor quiet, residential, and institutional. An outdoor quiet land use category was assumed for the entire corridor to provide a worst case scenario for noise impacts to surrounding land uses.
- **Existing Noise Levels:** In areas away from major roadways, noise from local streets or in neighborhoods is generally the main source of existing noise. The manual provides the following formula to calculate existing noise levels (in decibels) based on population density: $L_{dn} = 22 + 10 \log(p)$, where L_{dn} = Day-Night Average Sound Level (dBA) and p = people per square mile. To estimate a worst case scenario, the intersection with the lowest population density along the corridor at College Avenue & 66th Street (estimated population of 1,877

people per square mile) was used to calculate the existing noise levels. Using this worst case (i.e., lowest existing noise level along the corridor) resulted in an existing noise estimate of 55 dBA.

- Noise Impacts of the Project:** The expected operating characteristics of the Red Line were also input into the tool to estimate noise impacts anticipated to result from the project. These characteristics assume electric buses that pass by once every 10 minutes in each direction (12 times total per hour). To calculate a worst case scenario, an operating speed of 35 miles per hours was used, though average buses speeds would be closer to 18 miles per hour.

The noise impacts were measured at a distance of 50 feet from the proposed alignment measured from the center of the noise generating activity, the lowest standard reference measurement distance. As shown in Figure 1 and Figure 2, the tool shows that even in this worst-case scenario for projecting noise impacts, the project would have no impacts from noise. Electric buses are proposed to operate along a corridor with substantial existing general traffic noise as the predominant source of noise; the added effect of the project on noise in the corridor would be negligible.

Federal Transit Administration
Noise Impact Assessment Spreadsheet
Copyright 2007 HMMH Inc.
version: 7/3/2007

Project: IndyGo Red Line Rapid Transit	
---	--

Receiver Parameters	
Receiver:	Receiver 1
Land Use Category:	1. Outdoor Quiet
Existing Noise (Measured or Generic Value):	55 dBA

Noise Source Parameters	
Number of Noise Sources: 1	

Noise Source Parameters		Source 1
Noisiest hr of Activity During Sensitive hrs	Source Type:	Highway/Transit
	Specific Source:	Buses (electric)
	Speed (mph)	35
	Number of Events/hr	12
Distance		Distance from Source to Receiver (ft): 50
		Number of Intervening Rows of Buildings: 0
Adjustments		Noise Barrier?: No

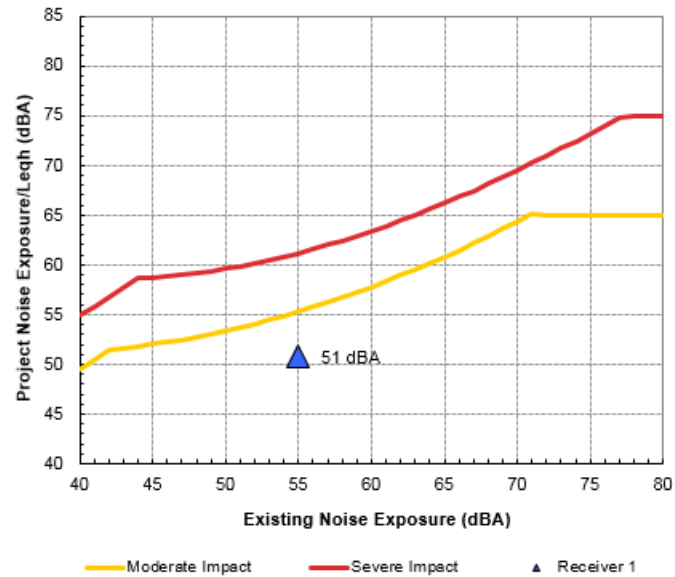
Project Results Summary	
Existing Leq _h :	55 dBA
Total Project Leq _h :	51 dBA
Total Noise Exposure:	56 dBA
Increase:	1 dB
Impact?:	None

Distance to Impact Contours	
Dist to Mod. Impact Contour (Source 1):	25 ft
Dist to Sev. Impact Contour (Source 1):	10 ft

Source 1 Results	
	Leq _h : 50.9 dBA

Figure 1: Noise Impact Spreadsheet

Noise Impact Criteria (FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed (FTA Manual, Fig 3-2)

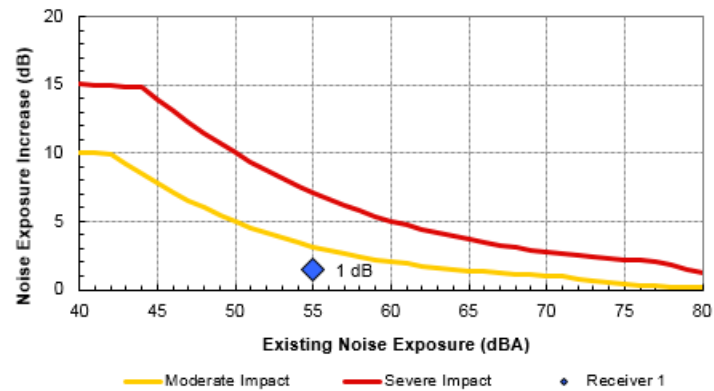


Figure 2: Noise Impact Spreadsheet Results

The proposed project also includes nine stations or other areas that will require a minor shift of the travel lane, such that vehicles will operate closer to adjacent buildings, as shown in

Table 1. Noise sensitive receptors at these locations and adjacent sites were determined through recent land use data and current zoning data within 500 feet of the proposed project site. Noise-sensitive receptors within 500 feet of these locations are predominately residential land uses, with one additional linear park at the proposed Broad Ripple Station. Due to the corridor's existing urban context, the presence of existing local bus service and general traffic, and the minimal noise created by electric buses, the results of the noise evaluation show an impact of "none" at all locations along the Red Line Corridor.

Table 1: Locations of ROW Expansion

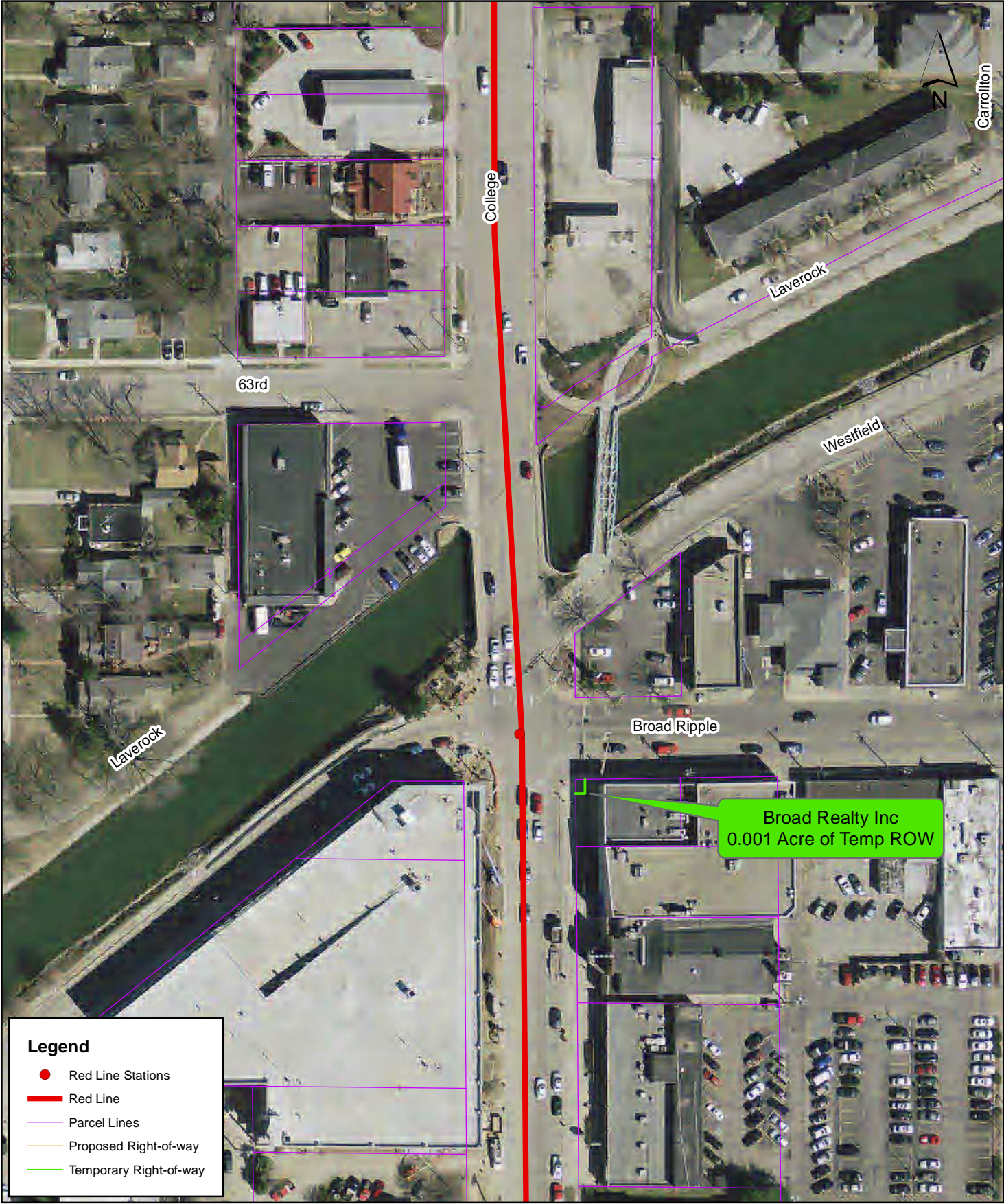
Location	Side of Street	Width Expansion (Ft)	Sensitive Noise Receptors (within 500 feet)
E 66 th Street Turnaround	East	12	Residences
	West	16	
Broad Ripple Station	East	12	Residences, Linear Park
Kessler Station	East	11	Residences
E 54 th Street Station	East	2	Residences
	West	2	
E 52 nd Street Station	East	2	Residences
	West	2	
E 49 th Street & N College Ave	West	2	Residences
E 46 th Street Station	East	2	Residences
	West	2	
E 42 nd Street Station	East	2	Residences
	West	2	
N. Meridian & E 38 th Street	East	11	Residences

The proposed project will produce temporary noise impacts associated with construction activities including the construction of stations, roadways reconstruction, and transit-signal priority (TSP) equipment installation. Equipment will be used for earth removal, hauling, and paving. However, once construction of the proposed roadway improvements is completed, no further noise impacts will occur. Installation of the TSP equipment and its use after work is complete will not have any noise impacts.

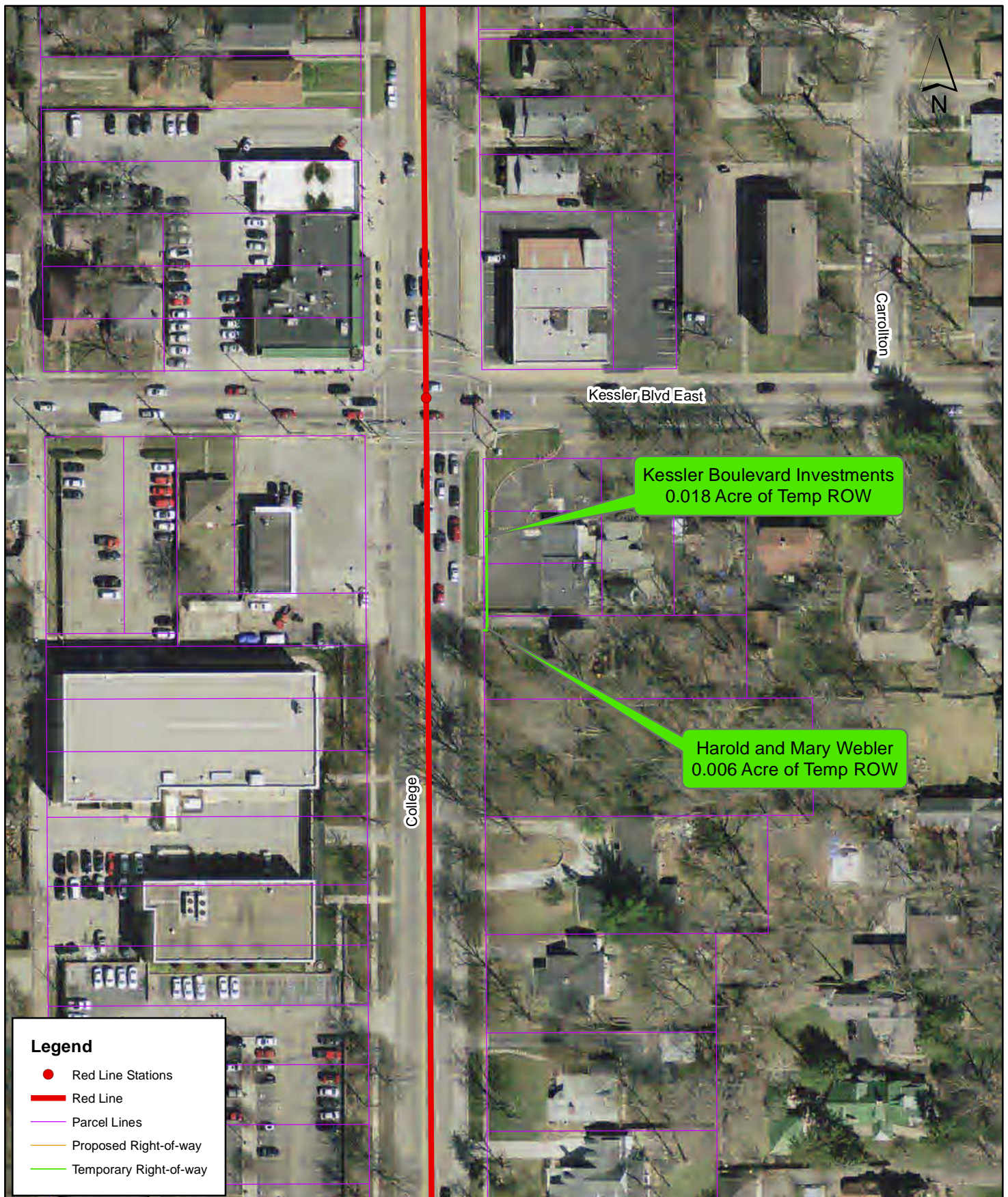
Construction noise impacts for passersby and individuals living or working near the project can be expected. In some areas, construction noise impacts can be expected to be greater due to the close proximity of existing housing. However, these impacts are not expected to be substantial due to the relatively short term nature of construction noise. The contractor can limit times for which certain types of construction operations may be undertaken. This would assist in minimizing impacts to sensitive noise receptors.

IndyGo Red Line Rapid Transit Project – Phase 1
NEPA DCE Appendix F: Property Acquisition
Map

IndyGo Red Line Rapid Transit, Indianapolis, Indiana

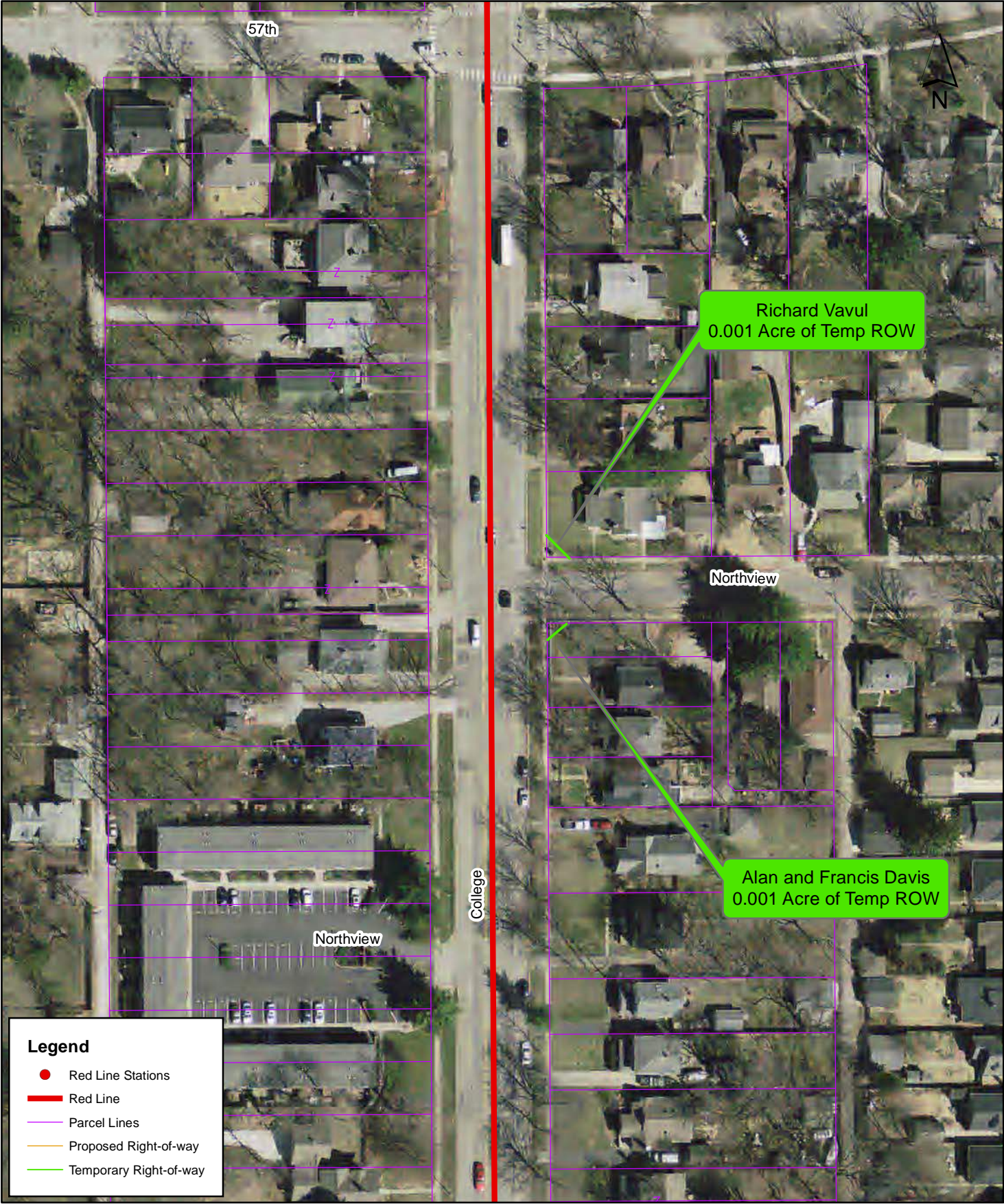


IndyGo Red Line Rapid Transit, Indianapolis, Indiana

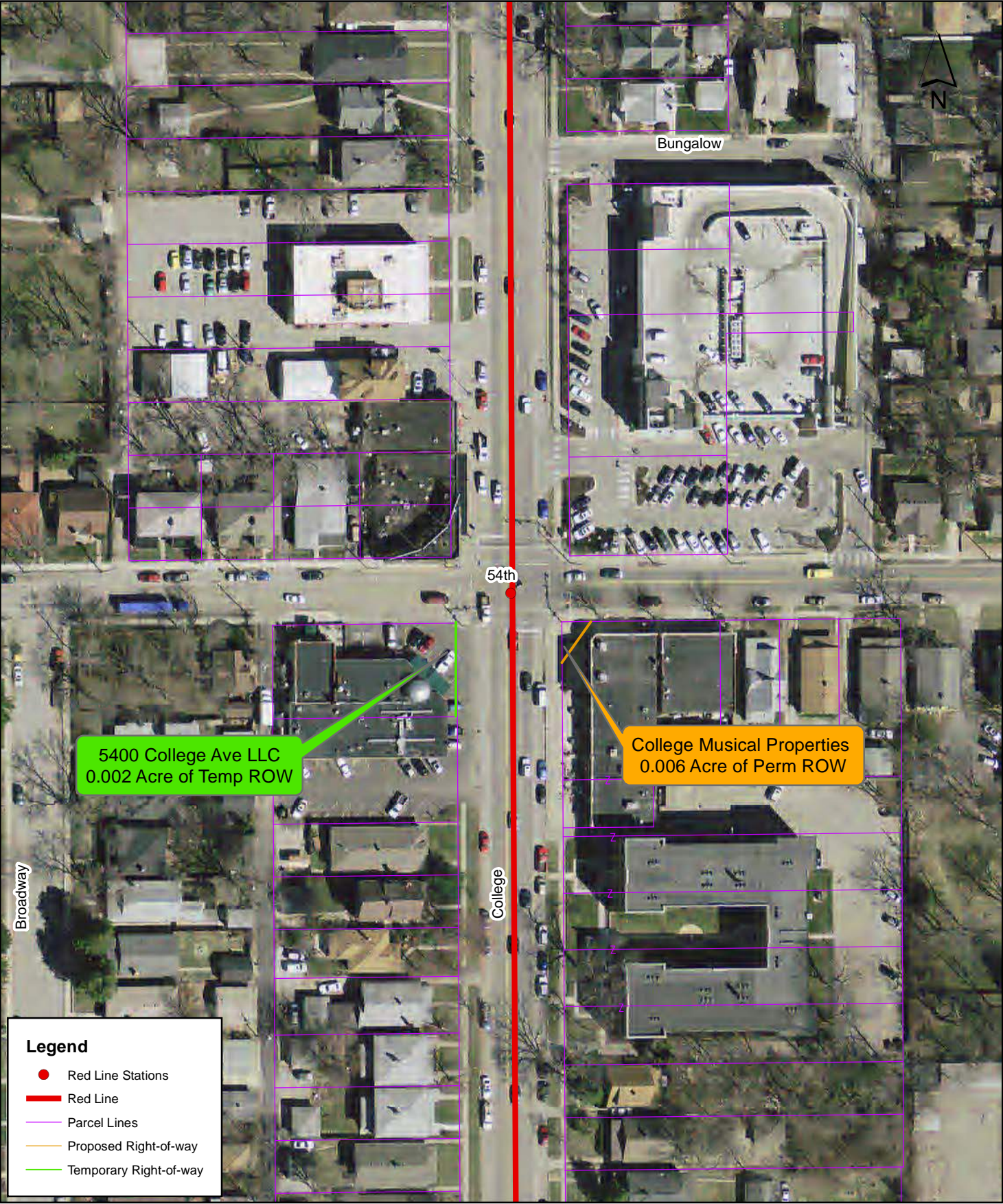


0 0.00750.015 0.03 Miles

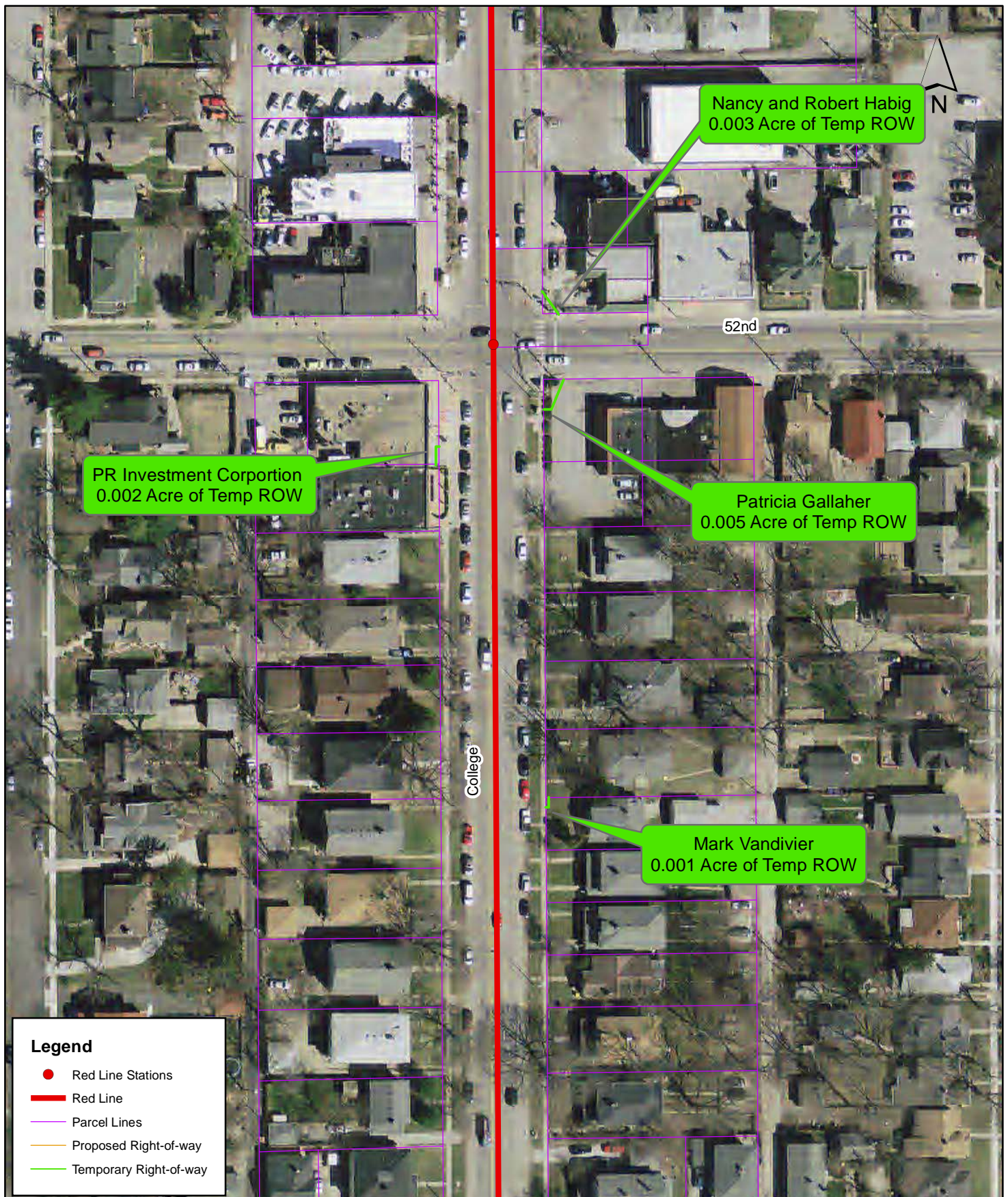
IndyGo Red Line Rapid Transit, Indianapolis, Indiana



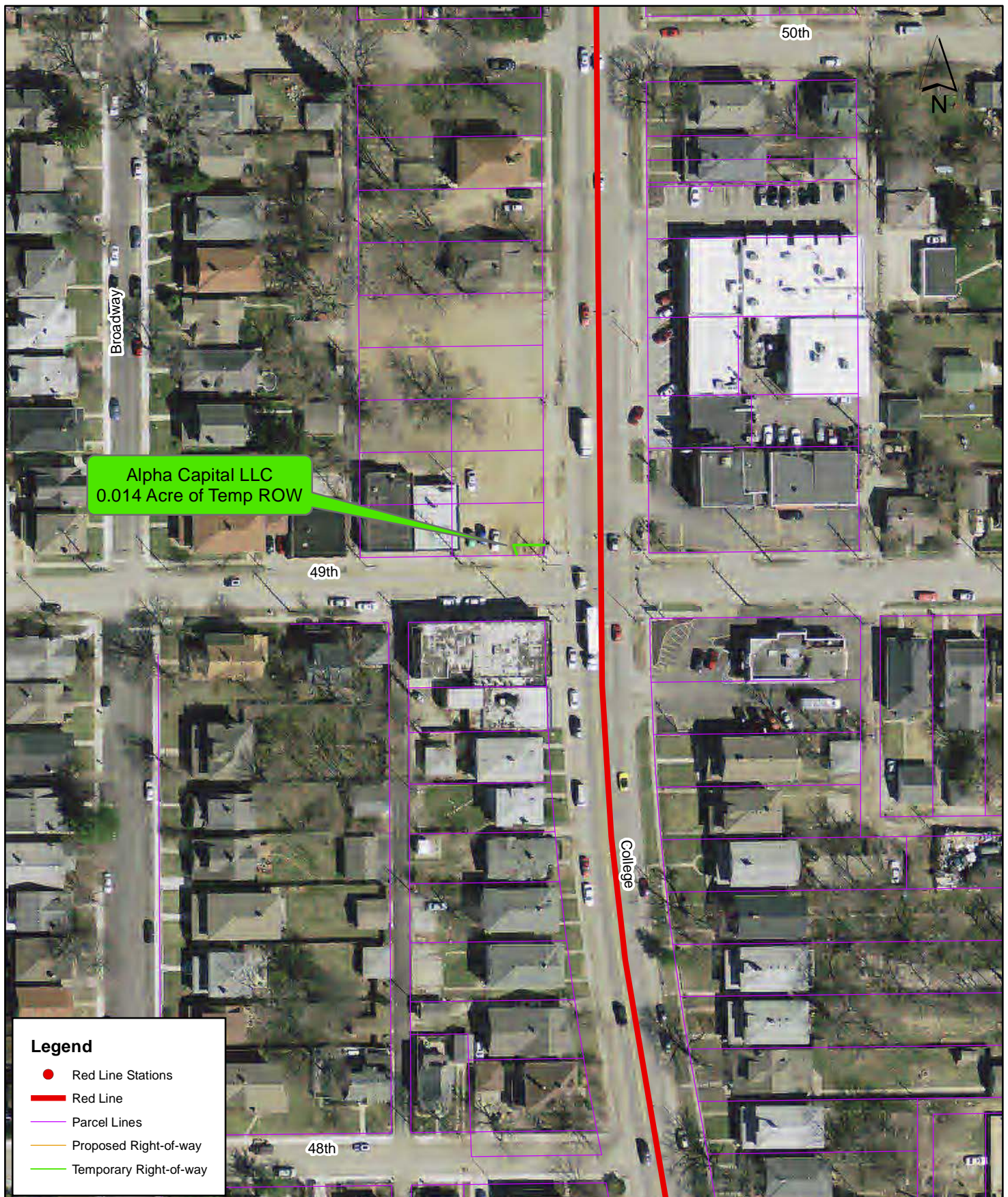
IndyGo Red Line Rapid Transit, Indianapolis, Indiana



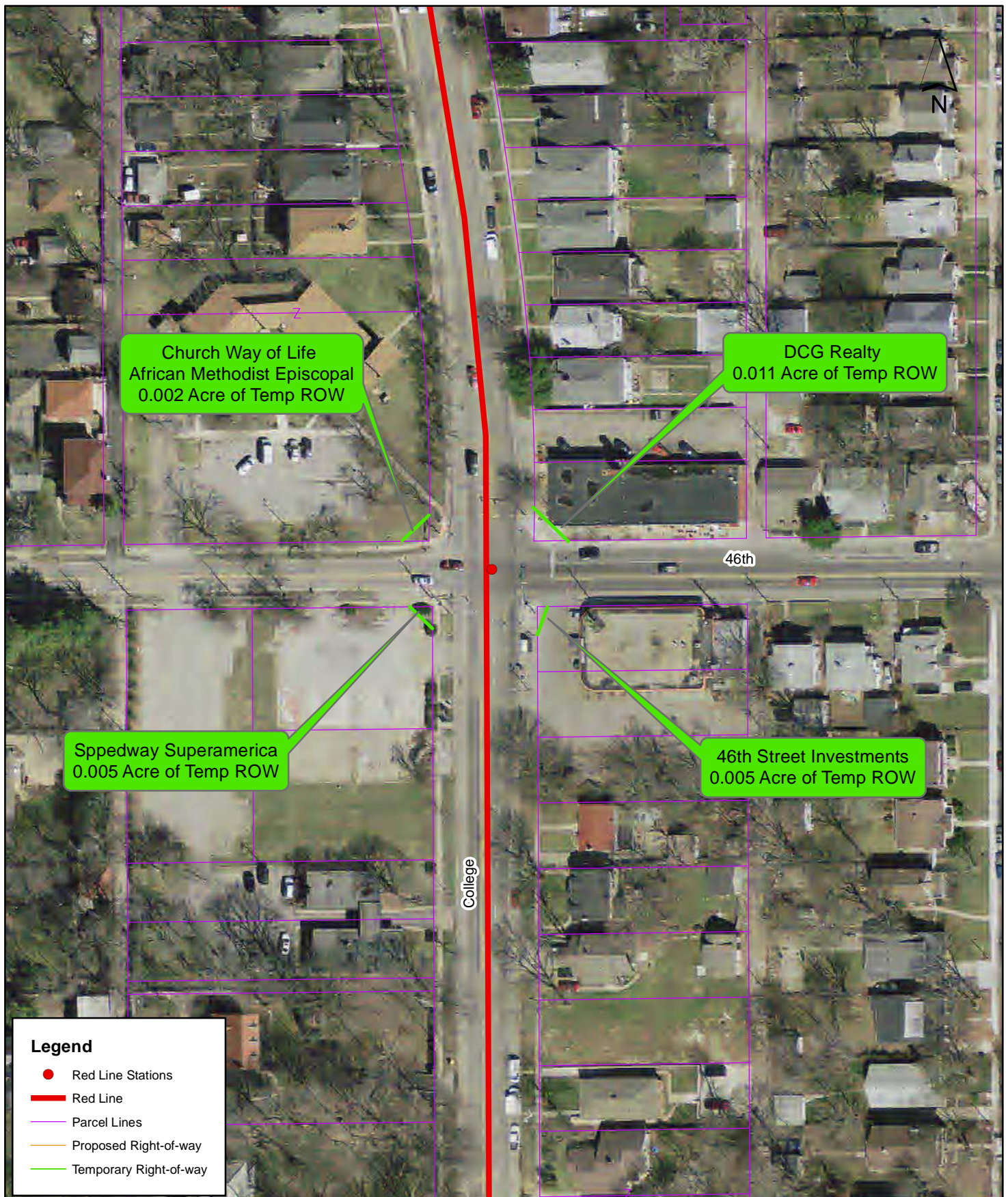
IndyGo Red Line Rapid Transit, Indianapolis, Indiana



IndyGo Red Line Rapid Transit, Indianapolis, Indiana

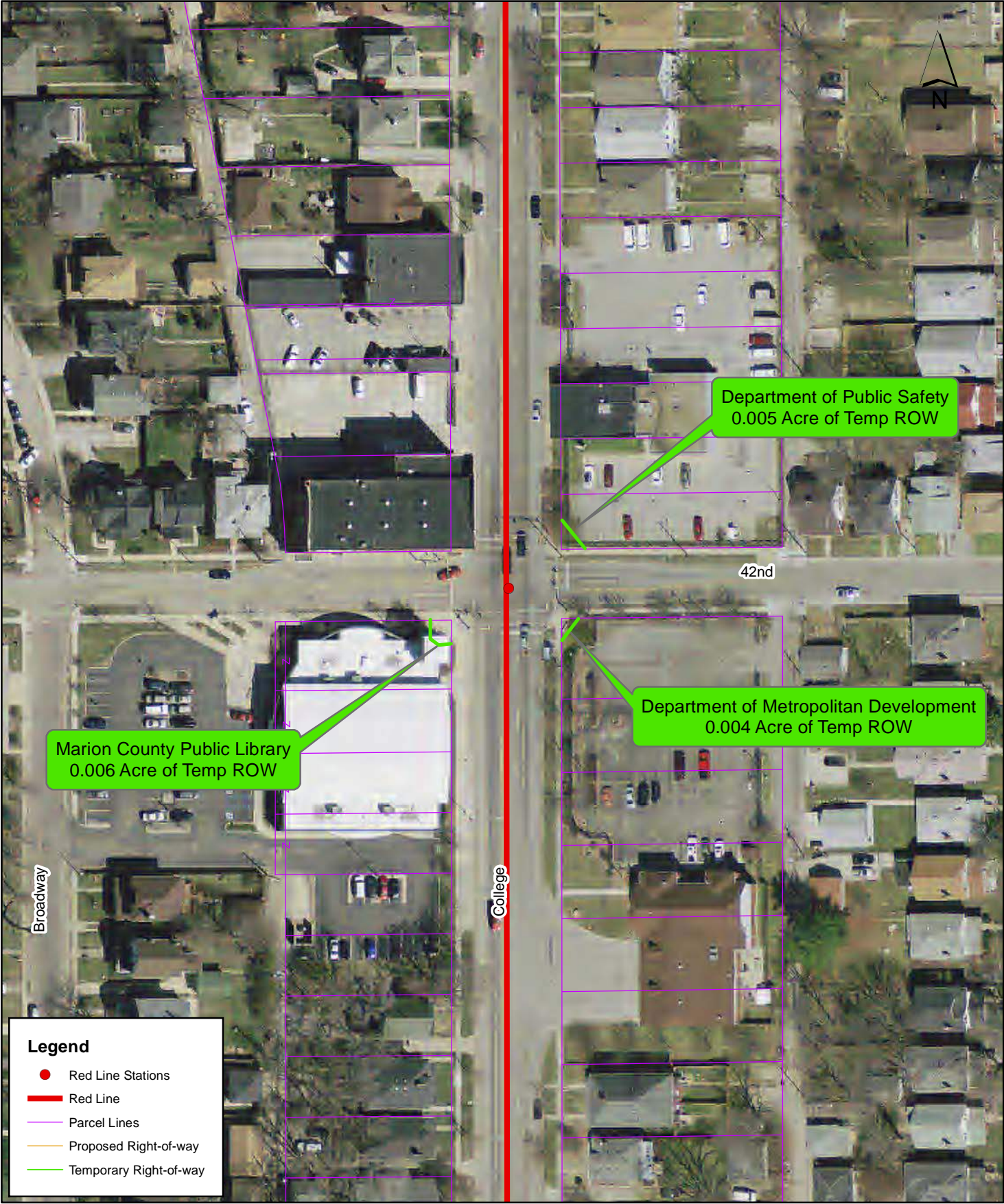


IndyGo Red Line Rapid Transit, Indianapolis, Indiana



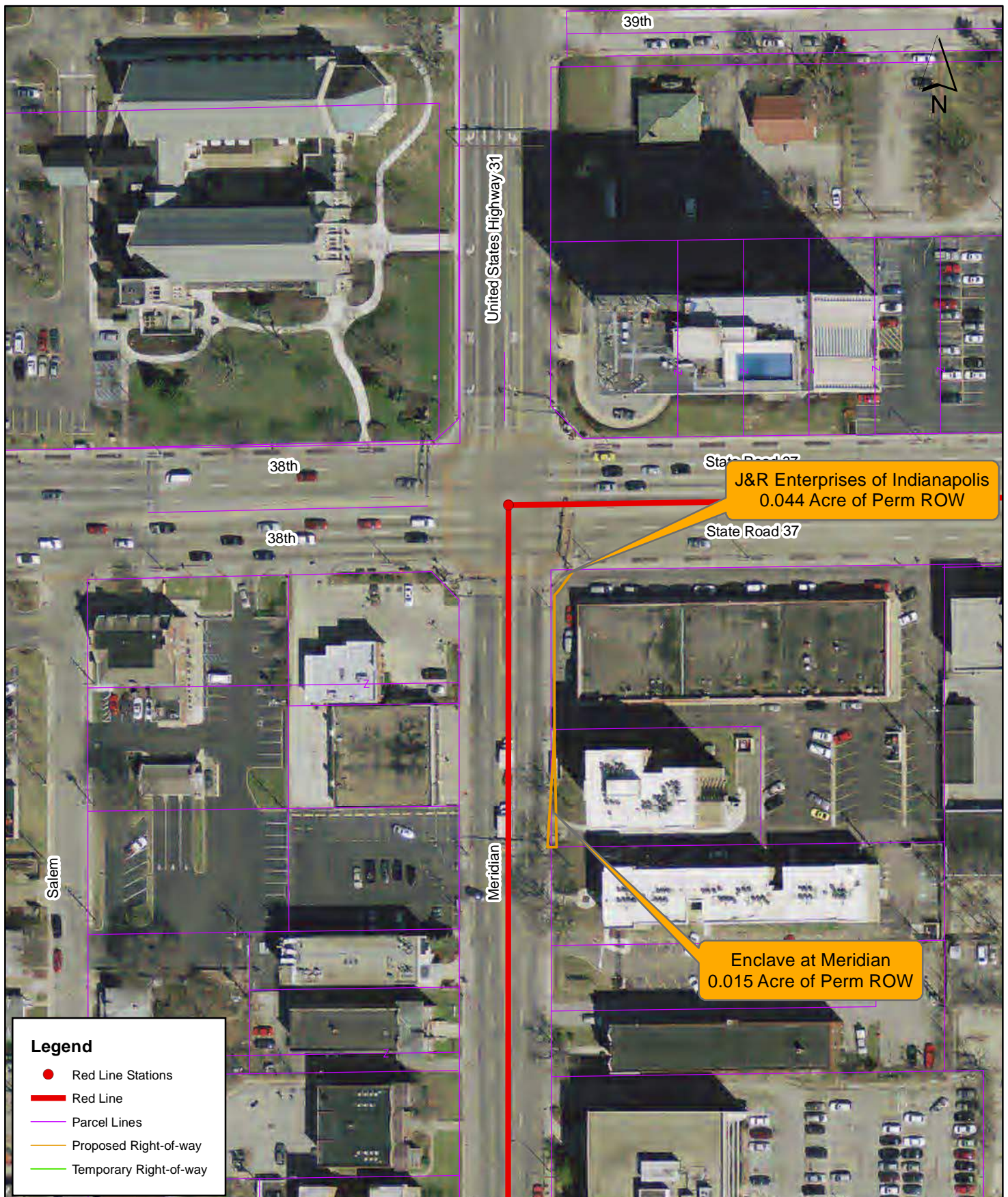
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IndyGo Red Line Rapid Transit, Indianapolis, Indiana

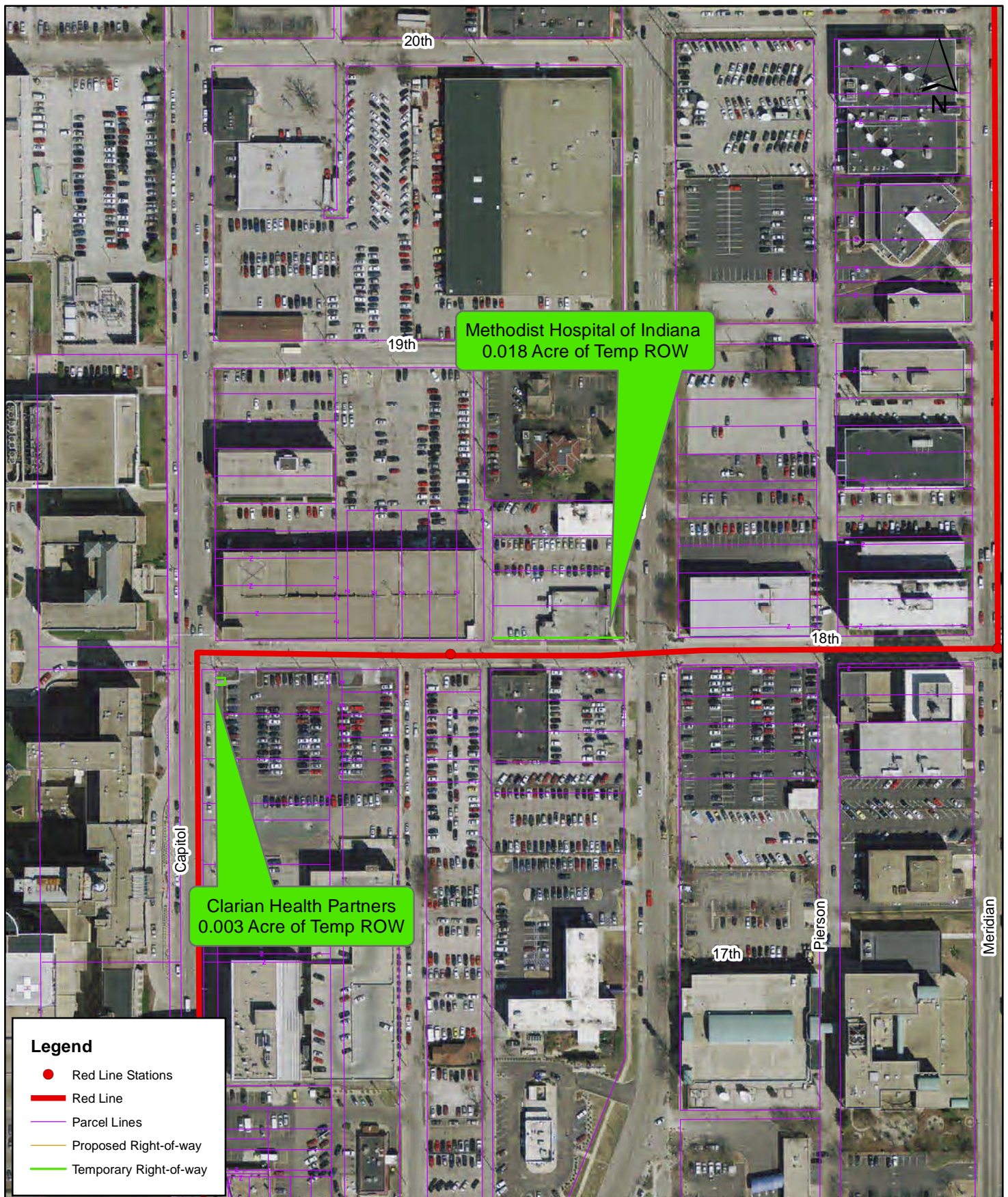


0 0.0075 0.015 0.03 Miles

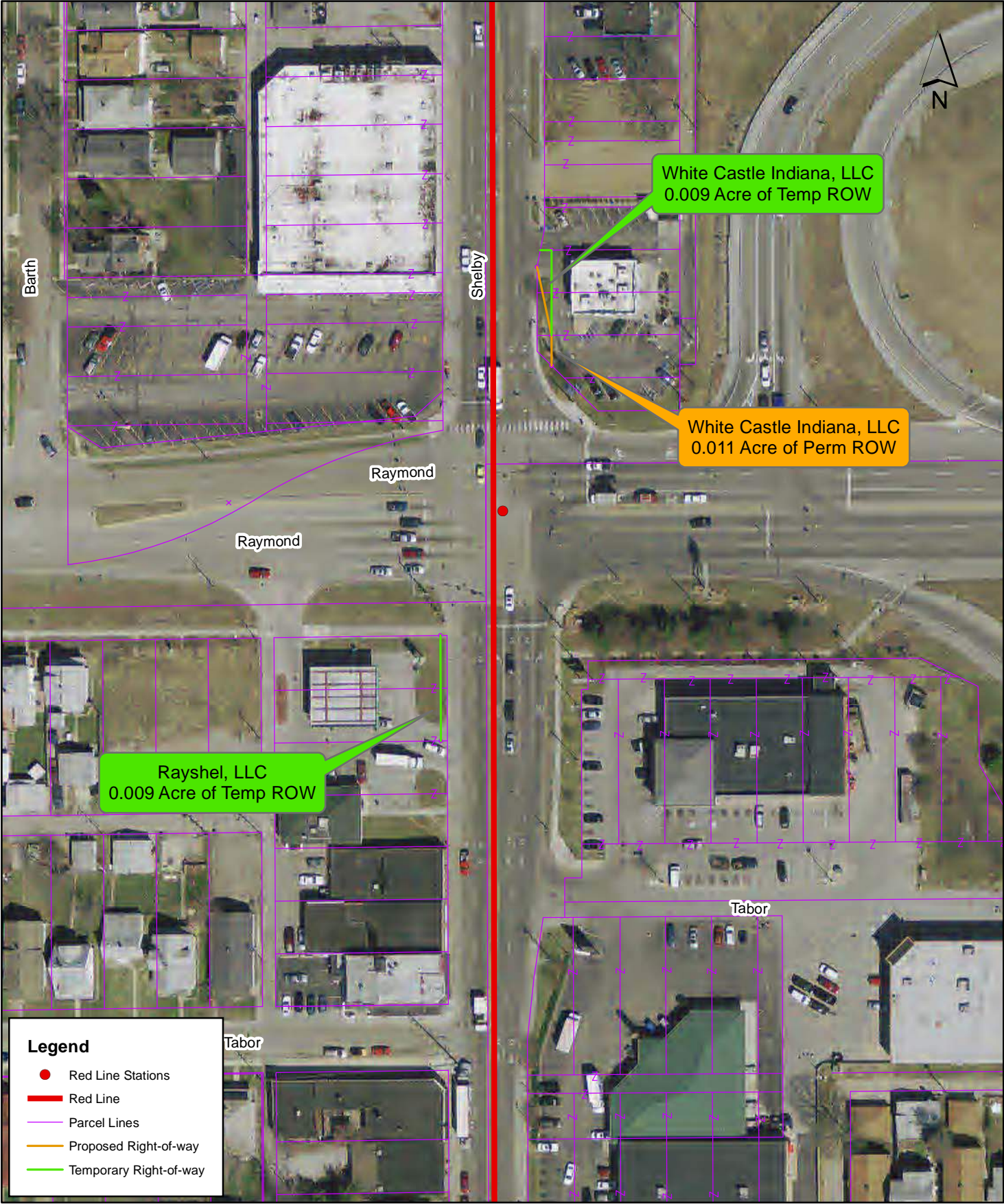
IndyGo Red Line Rapid Transit, Indianapolis, Indiana



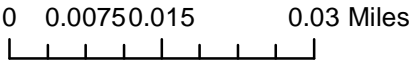
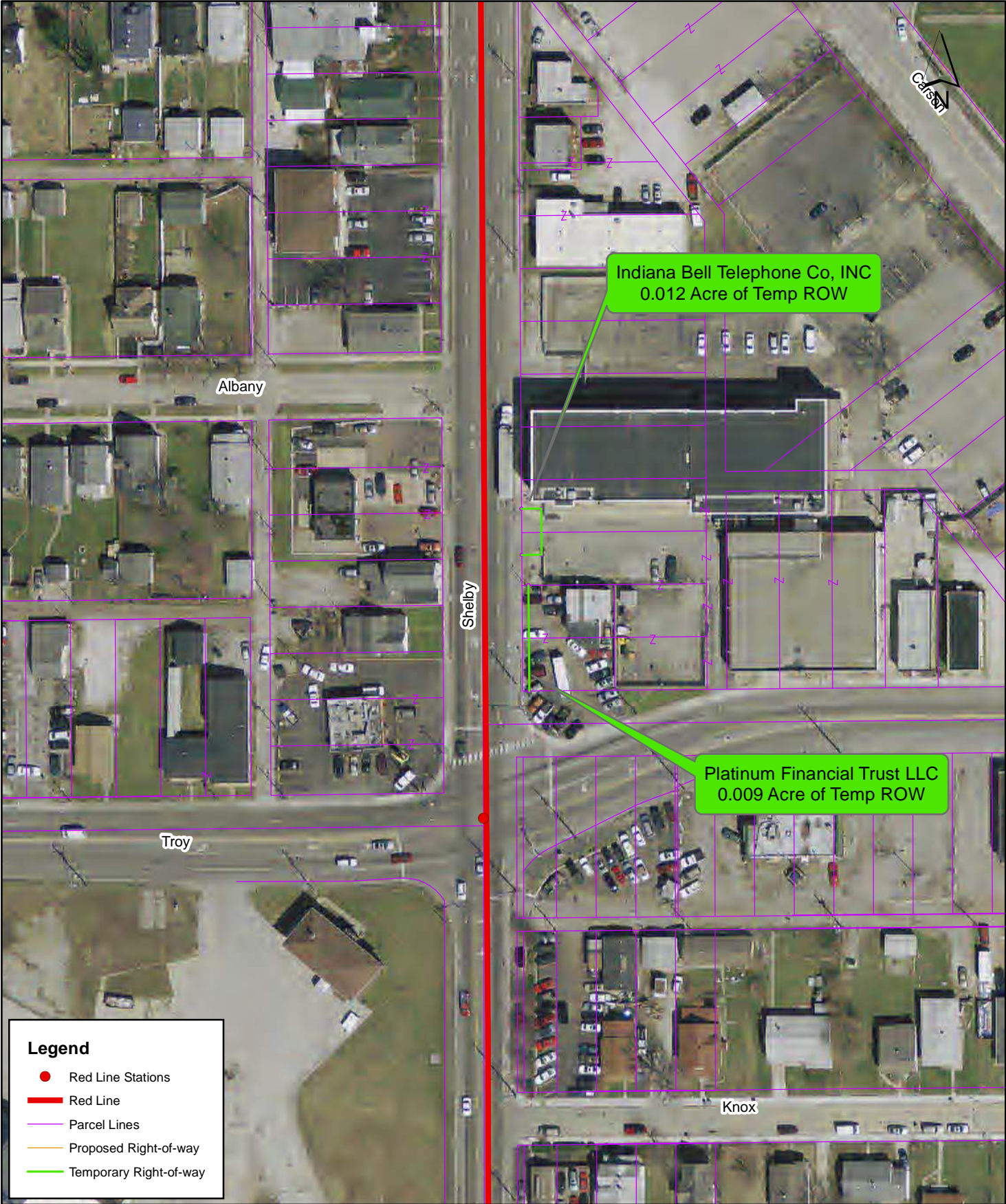
IndyGo Red Line Rapid Transit, Indianapolis, Indiana



IndyGo Red Line Rapid Transit, Indianapolis, Indiana



IndyGo Red Line Rapid Transit, Indianapolis, Indiana



IndyGo Red Line Rapid Transit Project – Phase 1

NEPA DCE Appendix G1: Hazardous Materials Analysis

September 2016

Introduction

The Indiana Public Transportation Corporation (IndyGo) is proposing to implement the Red Line Rapid Transit Project. The proposed project would establish a new bus rapid transit (BRT) corridor in central Indianapolis, Indiana, focused on the Indianapolis Regional Center (downtown and vicinity) and extending north through Marion County to the Cities of Carmel and Westfield in Hamilton County and south through Marion County to the City of Greenwood in Johnson County. The complete Red Line Rapid Transit Project is proposed to be completed in three phases. The scope of this document is Phase 1 of the project, which would provide service from 66th Street (just north of Broad Ripple Village) in north Marion County to the University of Indianapolis in south Marion County.

Purpose

This memorandum analyzes the potential impacts of the Red Line Rapid Transit Project with respect to hazardous materials. Potential sources of hazardous materials impacts, both within and adjacent to the Red Line Rapid Transit Project, were identified. For the purpose of this analysis, a hazardous material is any substance along the corridor (e.g. soil, groundwater, or building materials) that contain detectable concentrations of any state or federally regulated containment.

Methodology & Results

This analysis includes identification of potential sources of hazardous materials impacts, both within and adjacent to the IndyGo Red Line Project Corridor. Sites that currently or have historically handled, stored, transported, released, or disposed of hazardous or regulated waste are potential sources of hazardous material contamination.

There are no specific NEPA thresholds for determining potential adverse impacts related to hazardous materials; however, FTA's process for implementing NEPA requires an evaluation of potential impacts related to hazardous materials. For the purpose of this impacts analysis, a hazardous material is any media such as soil, groundwater or building materials that contain detectable concentrations of any state or federally regulated contaminant. An impact would be considered adverse if it would have the potential for the following:

- Harm to human health or the environment through the routine transport, use, or disposal of hazardous materials

- Harm to human health or the environment through the accidental release of hazardous materials into the environment

A review of federal, state, and local regulatory databases was conducted by Environmental Data Resources, Inc. (EDR) to identify sites that currently or have historically handled, stored, transported, released, or disposed of hazardous or regulated materials, as these types of sites are potential sources of hazardous material contamination. The full list of federal, state, local, tribal, and other databases that were consulted for this analysis are listed in Table 1. The complete list of sites containing potentially hazardous material in within a mile of the Project Corridor is included in Table 3; a corresponding map is shown in Figure 1.

No National Priority List (NPL) sites were identified within the search distance. The most common type of site identified included Underground Storage Tank (UST), Leaking Underground Storage Tank (LUST), and Resource Conservation and Recovery Act (RCRA) sites. These types of sites are present along the majority of the project corridor and are typical of urban areas. Sites of the greatest concern include Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS), CERCLIS No Further Remedial Action Planned (CERCLIS NFRAP), Resource Conservation and Recovery Act Large Quantity Generators (RCRA LQG), and Emergency Response Notification System (ERNS) adjacent to the Red Line Rapid Transit Project. These types of sites have a higher potential for wide-spread contamination based on the type and nature of activities that resulted in their listings.

Nine sites of the greatest concern that are adjacent to the proposed project are summarized in Table 2. None of these sites listed are Superfund sites. Six of these sites are located more than 500 feet from proposed station locations. There are three sites within 500 feet of proposed station locations: CVS Pharmacy #2311 (2215 South Shelby Street) near the proposed Troy Station, CVS Pharmacy #6569 (6290-6292 North College Avenue) near the proposed 66th/Art Center Station, and the Lilly Corporate Center Building (25-46 Delaware Street) near the Downtown/Transit Center Station.

There are no known contamination plumes in the project study area. While the potential for contamination exists at any location that has underground storage tanks (USTs) for hazardous materials, the sites identified as having USTs are regularly monitored to ensure they are not leaking and do not threaten human health and welfare.

In addition to these sites, the urban setting of the project area creates the potential for the presence of typical urban fill throughout the entire project corridor. Typical urban fill materials contain elevated concentrations of polynuclear aromatic hydrocarbons and metals due to nearby roadways, railways, and industrial and commercial land uses and activities. In addition, urban fill may include contaminated building demolition debris. This type of contamination is not necessarily associated with a release from a specific site or source. Contaminated urban fill may be encountered during excavation.

The majority of the project footprint is limited to within the existing right-of-way, however a small property acquisition will be required in order to expand existing right-of-way at Meridian Street near the intersection of 38th Street. Soil and/or groundwater could be contaminated with hazardous

materials due to the urban setting of the project and/or adjacent or nearby regulated hazardous material sites identified in the database search. Based on this assessment, a number of measures are proposed as part of this project to ensure no impacts result from implementation of the proposed improvements. These measures primarily relate to construction and pre-construction activities as described below. With these project measures incorporated, no impacts to hazardous materials sites would be expected, and no mitigation would be required.

Construction of the proposed project would include subsurface ground disturbance activities, which could result in contaminated soil and/or groundwater being encountered. However, the majority of excavation would be associated with construction of the BRT stations, such as for the slab-on-grade platforms and shelters, and excavation would be limited to the top three to five feet below ground surface.

In the limited areas of right-of-way acquisition, Phase I Environmental Site Assessments (ESAs) are scheduled to be conducted in Summer/Fall 2016, before acquisition of any new properties. Based on the Phase I findings, a Phase II ESA could also be recommended prior to acquiring the property. Should a Phase II ESA be required, site testing and additional analysis would be conducted to identify whether there is no reasonable risk of contamination at the site, or to confirm and detail the risk of contamination at the site. If a site is contaminated and remediation is needed, the Phase II ESA would provide recommendations for remediation. Once remediation of the site has occurred, there would be no impacts.

Project construction, which would be in a previously disturbed area and in close proximity to the existing roadway, is not expected to have impacts associated with hazardous materials. All proposed construction debris will be properly disposed of in construction/demolition landfills. If encountered, lead-based paint and asbestos containing materials will be disposed of in accordance with all federal, state, and local regulations.

Table 1: Database Search Results

Database Type	Database	Number of Sites within 1 Mile
Federal	National Priority List	0
Federal	Comprehensive Environmental Response, Compensation, and Liability Information System	5
Federal	Comprehensive Environmental Response, Compensation, and Liability Information System - No Further Remedial Action Planned	9
Federal	Steam-Electric Plant Operation Data	0
Federal	Superfund (CERCLA) Consent Decrees	0
Federal	RCRA Corrective Action Sites	7
Federal	Torres Martinez Reservation Illegal Dump Site Locations	0
Federal	National Priority List Deletions	0
Federal	Department of Defense Sites	0
Federal	Incident and Accident Data	0
Federal	Enforcement and Compliance History Online	289
Federal	Emergency Response Notification System	8
Federal	Federal Facility Site Information listing	0
Federal	Underground Storage Tank Listing	0
Federal	Facility Index System	288
Federal	FIFRA/TSCA Tracking System	4
Federal	Formerly Used Defense Sites	0
Federal	EPA Fuels Program Registered Listing	5
Federal	Formerly Utilized Sites Remedial Action Program	0
Federal	FIFRA/TSCA Tracking System Administrative Case Listing	4
Federal	Hazardous Material Incident Report System	32
Federal	Integrated Compliance Information System	2
Federal	Lead Smelter Sites	0
Federal	CERCLA Lien Information	0
Federal	Land Use Control Information System	0
Federal	Material Licensing Tracking System	7
Federal	Federal Superfund Liens	0
Federal	Open Dump Inventory	0
Federal	PCB Activity Database System	0
Federal	Proposed National Priority List Sites	0
Federal	RCRA Administrative Action Tracking System	1
Federal	Radiation Information Database	0
Federal	RCRA - Non Generators / No Longer Regulated	109
Federal	RCRA - Conditionally Exempt Small Quantity Generators	51
Federal	RCRA - Large Quantity Generators	8
Federal	RCRA - Small Quantity Generators	5
Federal	RCRA - Treatment, Storage and Disposal	6

Database Type	Database	Number of Sites within 1 Mile
Federal	Risk Management Plans	0
Federal	Records Of Decision	0
Federal	Section 7 Tracking Systems	0
Federal	Toxic Chemical Release Inventory System	1
Federal	Toxic Substances Control Act	1
Federal	Uranium Mill Tailings Sites	0
Federal	A Listing of Brownfields Sites	12
Federal	Clandestine Drug Labs	0
Federal	Engineering Controls Sites List	0
Federal	Sites with Institutional Controls	0
Federal	Mines Master Index File	0
Federal	Aerometric Information Retrieval System Facility Subsystem (AFS)	2
Federal	Coal Combustion Residues Surface Impoundments List	0
Federal	2020 Corrective Action Program List	0
Federal	Potentially Responsible Parties	1
Federal	EPA WATCH LIST	0
Federal	State Coalition for Remediation of Drycleaners Listing	0
Federal	Financial Assurance Information	0
Federal	PCB Transformer Registration Database	0
Federal	National Clandestine Laboratory Register	1
State & Local	Contaminated Sites Database	1
State & Local	Permitted Solid Waste Facilities	0
State & Local	Comprehensive Environmental Data System	7
State & Local	UIC Site Listing	0
State & Local	Industrial Waste Sites Listing	36
State & Local	Recycling Facilities	26
State & Local	Solid Waste Tire Facilities	1
State & Local	Leaking Underground Storage Tank Tracking Database	111
State & Local	Underground Storage Tank Database	167
State & Local	Delisted Hazardous Site Inventory Listing	1
State & Local	Registered Bulk Fertilizer and Pesticide Storage Facilities	0
State & Local	Confined Feeding Operations	0
State & Local	Manifest Information	140
State & Local	Manifest Information	3
State & Local	Manifest Information	2
State & Local	Manifest Information	4
State & Local	Pollution Emergency Alerting System	80
State & Local	Environmental Covenants	56
State & Local	Voluntary Cleanup Program sites	19
State & Local	Drycleaner Facility Listing	17

Database Type	Database	Number of Sites within 1 Mile
State & Local	Identified and/or Proposed Brownfields Sites	90
State & Local	Clandestine Drug Lab Listing	0
State & Local	Washington Emissions Data System	15
State & Local	Tier 2 Data Listing	33
State & Local	Coal Ash Disposal Sites	0
State & Local	State Cleanup Program Sites	52
State & Local	Open Dump Waste Sites	0
State & Local	Office of Indiana State Chemist Database	16
Tribal	Indian Reservations	0
Tribal	Report on the Status of Open Dumps on Indian Lands	0
Tribal	Leaking Underground Storage Tanks on Indian Land	0
Tribal	Underground Storage Tanks on Indian Land	0
Tribal	Voluntary Cleanup Priority Listing	0
EDR Proprietary	EDR Proprietary Manufactured Gas Plants	1
EDR Proprietary	EDR Exclusive Historic Gas Stations	743
EDR Proprietary	EDR Exclusive Historic Dry Cleaners	626
EDR Proprietary	Recovered Government Archive State Hazardous Waste Facilities List	0
EDR Proprietary	Recovered Government Archive Solid Waste Facilities List	0
EDR Proprietary	Recovered Government Archive Leaking Underground Storage Tank	51

Table 2: Sites of Greatest Concern

ID	Site Name	Address	Database	Location	Nearest Proposed Station	Status
1014953107	CVS Pharmacy 2311	2215 S Shelby St.	RCRA Large Quantity Generators	On Meridian St, approximately 125 feet from proposed station	Troy	No violations found
1000863094	CVS Pharmacy 6569	6290-6292 N College Ave.	Resource Conservation and Recovery Act Large Quantity Generators	On College Ave, approximately 240 feet from proposed station	66th/Art Center	No violations found
94405730	Lilly Corporate Center Building	25-46 Delaware St.	Emergency Response Notification System	On S Delaware St, approximately 240 feet from proposed station	Downtown/Transit Center	No information available
2002622469	[Not Reported]	3020 1/2 South Shelby St.	Emergency Response Notification System	On Meridian St, approximately 770 feet from proposed station	22nd Street	No information available
1012042996	Winona Hospital Site	3232 N Meridian St.	Comprehensive Environmental Response, Compensation, and Liability Information System	On Meridian St, approximately 1,060 feet from proposed station	34th Street	Non NPL Site, Removal Only Site (No Site Assessment Work Needed)
2004709997	[Not Reported]	49 West Maryland	Emergency Response Notification System	On E Maryland St, approximately 1140 feet from proposed station	Washington	No information available
1002895875	Citizens Gas & Coke Utility (SIA)	2020 N Meridian St.	CERCLIS No Further Remedial Action Planned	On Meridian St, approximately 1,180 feet from proposed station	18th Street	Non NPL Site, Archived

ID	Site Name	Address	Database	Location	Nearest Proposed Station	Status
1000464706	CTP Division Shelby St.	3750 Shelby St.	RCRA Large Quantity Generators	On S. Madison Ave, Approximately 1,350 feet from proposed station	University of Indianapolis	4 violations, compliance received
2013049181	[Not Reported]	3330 South Shelby St.	Emergency Response Notification System	On S. Madison Ave, Approximately 1,570 feet from proposed station	Troy	No information available

Table 3: Summary of Identified Sites

See attachment

Figure 1: Map of Hazardous Materials Listed Sites

See attachment

IndyGo Red Line Rapid Transit Project – Phase 1
NEPA DCE Appendix G2 – HazMat Analysis Table 3

Map ID	ID	Database	Name	Address
1	U003949974	L_REG_NO, UST	KHALSA INDY LLC	7068 N COLLEGE AVE
2	1016156759	FUELS PROGRAM	EAE P2	939 E 67TH STREET
2	1016156760	FUELS PROGRAM	EAE P1	939 E 67TH STREET
2	1016156761	FUELS PROGRAM	EAE P3	939 E 67TH STREET
2	1016156762	FUELS PROGRAM	EAE P4	939 E 67TH STREET
2	1016156763	FUELS PROGRAM	EAE P5	939 E 67TH ST
3	S108161903	DRYCLEANERS	VELVET TOUCH DRYCLEANERS	6509 N COLLEGE
3	1015084896	EDR DRY CLEANERS		6509 N COLLEGE AVE
3	1016816424	ECHO, FINDS	VELVET TOUCH DRYCLEANERS	6509 N COLLEGE AVE
4	1009347689	EDR DRY CLEANERS	DARKO & SONS CLEANERS	6501 N COLLEGE AVE
5	U003209663	L_REG_NO	SCHULTE & MAHERN	711 E 65TH ST
6	1009379665	EDR GAS STATIONS	SPEEDWAY	6419 N COLLEGE AVE
6	S105101698	AUL, CHMIRS, HMRI	BIRCH	6419 N COLLEGE AVE
6	1001228112	FINDS, ECHO, RCRA-NLR, IHW, HMRI	RICH OIL 6096	6419 N COLLEGE AVE
6	S116012408	RGA LUST	SPEEDWAY #6096	6419 N COLLEGE AVE
6	S116012632	RGA LUST	SPEEDWAY UNIT # 6096	6419 N COLLEGE AVE
6	S116014359	RGA LUST	UNITED UNIT 6096	6419 N COLLEGE AVE
6	U003093716	L_REG_NO, UST	RICH OIL 6096	6419 N COLLEGE AVE
7	S116623346	AIR EMISSIONS (EMI)	CITIZENS WATER - COLLEGE STATION	6417 COLLEGE AVE
7	1016164030	ECHO, FINDS, AIRS (AFS)	COLLEGE STATION	6417 OLD COLLEGE AVE
7	1004497102	FINDS, ECHO	INDIANAPOLIS WATER CO COLLEGE STATION	6417 OLD COLLEGE AVE
8	1009379646	EDR GAS STATIONS	PARR KENNETH H	6413 COLLEGE AV
9	S105679214	CHMIRS		6410 N COLLEGE AVE
10	1000248279	ECHO, RCRA-NLR, FINDS, IHW	RESIDUALS MANAGEMENT SERVICES CORP	6416 CORNELL AVE
11	1009379610	EDR GAS STATIONS	MOTOR SPORT	6404 N COLLEGE AVE
11	1004484697	ECHO, FINDS	USA MUFFLER SHOP	6404 N COLLEGE AVE
11	S116014481	RGA LUST	USA MUFFLER SHOP	6404 COLLEGE AVE
11	U003142074	L_REG_NO, UST	USA MUFFLER SHOP	6404 COLLEGE AVE
12	S109950148	SWRCY	JIFFY LUBE	6401 N. COLLEGE RD.
12	1009379591	EDR GAS STATIONS	O NEILL JAS H	6401 COLLEGE AV
12	1009379594	EDR GAS STATIONS	BRIDGE TEXACO SERVICE	6401 N COLLEGE AVE
12	1004496907	FINDS, ECHO	BROAD RIPPLE JIFFY LUBE	6401 N COLLEGE AVE
13	1009348545	EDR DRY CLEANERS	KLEEN-RITE CLEANERS	718 E 64TH ST
14	S108162504	DRYCLEANERS	DEERING CLEANERS	6380 NORTH COLLEGE AVE
14	1009347541	EDR DRY CLEANERS, FINDS, ECHO	DEERING DAVID CLEANERS	6380 N COLLEGE AVE
14	1009379556	EDR GAS STATIONS	BARNETT HARRY	6380 COLLEGE AV
14	1009379557	EDR GAS STATIONS	BARNETT HARRY	6380 COLLEGE AVE
14	1000228054	FINDS, ECHO, RCRA-CESQG, IHW	GREEN CLEAN DRY CLEANERS INC	6380 N COLLEGE AVE
14	S103796262	CLI, AUL, CHMIRS, VCP	DEERING CLEANERS	6380 N COLLEGE AVE
15	1009379503	EDR GAS STATIONS	BROAD RIPPLE SHELL SERV	6349 N COLLEGE AVE
15	1004700162	RCRA-CESQG, IHW, AUL	SHELL SVC STA 137300	6349 N COLLEGE
15	1016053263	ECHO, FINDS	SHELL SVC STA	6349 N COLLEGE AVE
15	S116001668	RGA LUST	CIRCLE K #2309	6349 N COLLEGE AVE
15	S116001712	RGA LUST	CIRCLE K #2309	6349 N COLLEGE AVE

Map ID	ID	Database	Name	Address
15	S116011685	RGALUST	SHELL DEALER INDPLS N COLLEGE AVE	6349 N COLLEGE AVE
15	S116011988	RGALUST	SHELL SERVICE STATION	6349 N COLLEGE AVE
15	U004002596	L_REG_NO, UST	CIRCLE K #2309	6349 N COLLEGE AVE
16	1009349259	EDR DRY CLEANERS	COLBY BENEDICT	802 E 63RD PL
17	1009383717	EDR GAS STATIONS	BROAD RIPPLE AUTO CO	828 E 63RD PL
18	1009349795	EDR DRY CLEANERS	RUSSO VINCENT	840 E 63RD PL
19	1009349258	EDR DRY CLEANERS	COLBY BENEDICT	802 E 63D
19	1009349277	EDR DRY CLEANERS	BELL BASIL S	803 E 63D
19	1009383019	EDR GAS STATIONS	CALLIS W EDGAR	802 E 63D
20	1009348360	EDR DRY CLEANERS	DEPENDABLE CLEANERS	710 E 63D
21	1009383483	EDR GAS STATIONS	BROAD RIPPLE AUTO CO	819 E 63D
22	1009383517	EDR GAS STATIONS	BROAD RIPPLE AUTO CO	820 E 63D
22	1009383575	EDR GAS STATIONS	BROAD RIPPLE AUTO CO	821 E 63D
23	1009383608	EDR GAS STATIONS	BROAD RIPPLE AUTO CO	822 E 63D
23	1009383633	EDR GAS STATIONS	BROAD RIPPLE AUTO CO	823 E 63D
24	1009383716	EDR GAS STATIONS	BROAD RIPPLE AUTO CO	828 E 63D
25	1009383881	EDR GAS STATIONS	NORTH SIDE CHEVROLET INC	836 E 63D
26	1009349794	EDR DRY CLEANERS	RUSSO VINCENT	840 E 63D
27	1009384030	EDR GAS STATIONS	PURE OIL CO	845 E 63D
28	1009383484	EDR GAS STATIONS	ROBERT W JIM INC	819 E 63RD PL
29	1009384031	EDR GAS STATIONS	PURE OIL CO	845 E 63RD PL
30	1016805552	ECHO, FINDS	BUILDING	6326 N COLLEGE AVE
31	1016798706	FINDS, ECHO	BUILDING	6324 N COLLEGE AVE
32	1016796915	FINDS, ECHO	BUILDING	6322 N COLLEGE AVE
33	1016816332	ECHO, FINDS	BUILDING	6320 N COLLEGE AVE
34	1009379416	EDR GAS STATIONS	DRULLINGER CLARENCE	6315 BROADWAY
35	S109844664	SCP	BROADRIPPLE REFINISHING	916 WESTFIELD BLVD.
36	1009379348	EDR GAS STATIONS	ROUDEBUSH SUNOCO SERVICE STATION	6302 N COLLEGE AVE
36	1000330716	RCRA-NLR, ECHO, FINDS, IHW	SUNOCO SERVICE STATION	6302 N COLLEGE
36	S116008381	RGALUST	MARSH VILLAGE PANTRY 606	6302 N COLLEGE AVE
36	S116008483	RGALUST	MARSH VILLAGE PANTRY 606	6302 N COLLEGE AVE
36	S116008493	RGALUST	MARSH VILLAGE PANTRY	6302 N COLLEGE AVE
36	U001079490	L_REG_NO, UST	MARSH VILLAGE PANTRY 606	6302 N COLLEGE AVE
37	1009379338	EDR GAS STATIONS	FRAZIER CLIFFORD L	6301 COLLEGE AV
37	1009379339	EDR GAS STATIONS	FRAZIER CLIFFORD L	6301 COLLEGE AVE
37	1009379342	EDR GAS STATIONS	BROAD RIPPLE SHELL SERVICE	6301 N COLLEGE AVE
38	1000863094	RCRA-LQG, IHW	CVS PHARMACY 6569	6290-6292 N COLLEGE AVE
39	1009348647	EDR DRY CLEANERS	BROAD RIPPLE AUTOMATIC LAUNDRY	723 E WESTFIELD BLVD
39	1009381641	EDR GAS STATIONS	WARE RUSSELL L	723 E WESTFIELD BLVD
40	1009380004	EDR GAS STATIONS	RICHARDS J BRUCE	657 E WESTFIELD BLVD
41	1009348356	EDR DRY CLEANERS	DEPENDABLE CLEANERS	710 BROAD RIPPLE AV
41	1009348357	EDR DRY CLEANERS	DEPENDABLE CLEANERS	710 BROAD RIPPLE AVE
42	U003969003	UST	FOODCOR REALTY INC	927 BROAD RIPPLE AVE
43	1015649973	EDR GAS STATIONS		829 BROAD RIPPLE AVE

Map ID	ID	Database	Name	Address
43	1004698956	RCRA-CESQG	PASSWATER'S AUTO SPECIALISTS	829 BROADRIPPLE AVE
44	U000189556	L_REG_NO, UST	LINDNER DAIRY CENTER #44	1055 BROADRIPPLE AVE
45	1009348836	EDR DRY CLEANERS	CURLEY S ONE HOUR CLEANERS	745 BROAD RIPPLE AVE
46	1009379295	EDR GAS STATIONS	BANKS DALE	6286 COLLEGE AV
46	1009379296	EDR GAS STATIONS	BANKS DALE	6286 COLLEGE AVE
46	1009379297	EDR GAS STATIONS	BARKER JOHN M	6286 N COLLEGE AVE
47	1009347401	EDR DRY CLEANERS	SCHUBLE ANDREW A	6285 COLLEGE AV
47	1009347402	EDR DRY CLEANERS	SCHUBLE ANDREW A	6285 COLLEGE AVE
48	1016799974	ECHO, FINDS	MULTI BUSINESS COMPLEX	6281 N COLLEGE
49	S116000843	RGA LUST	BROAD RIPPLE MARATHON INC	6280 N COLLEGE AVE
49	S116007877	RGA LUST	MARATHON #1137	6280 N COLLEGE AVE
49	S116008088	RGA LUST	MARATHON UNIT #1137	6280 N COLLEGE AVE
49	S116008158	RGA LUST	MARATHON UNIT 1137	6280 N COLLEGE AVE
50	1009379266	EDR GAS STATIONS	ROLL-INN GARAGE	6267 CARROLLTON AV
51	1009347380	EDR DRY CLEANERS	RIPPLE VILLAGE LAUNDRY	6258 CARROLLTON AVE
52	1009379293	EDR GAS STATIONS	LINCO ONE STOP SERVICE STATION	6280 COLLEGE AV
52	1009379294	EDR GAS STATIONS	BOB S MARATHON STATION	6280 N COLLEGE AVE
52	1012179110	RCRA-CESQG, FINDS, ECHO	FORMER MARATHON 1137	6280 N COLLEGE AVE
52	U001078609	AUL, L_REG_NO, UST	MARATHON 1137	6280 N COLLEGE AVE
53	1009347362	EDR DRY CLEANERS	PROGRESS LAUNDRY CO INC	6233 CARROLLTON AVE
54	1010563917	RCRA-CESQG	KROGER STORE #158	6220 GUILFORD
55	1004482330	FTTS, HIST FTTS	GAGE INSTITUTE FOR THE GIFTED	6144 N COLLEGE AVE
55	1007562586	FTTS, HIST FTTS	GAGE INSTITUTE FOR THE GIFTED	6144 N COLLEGE AVE
55	1016288691	ECHO, FINDS	GAGE INSTITUTE FOR THE GIFTED	6144 N COLLEGE AVE
56	S109949681	SWRCY	COMMON GROUNDS CHRISTIAN CHURCH	6151 N. CENTRAL AVE.
57	1016817824	ECHO, FINDS	VACANT NURSING HOME	6127 N COLLEGE AVE
58	1015576187	EDR GAS STATIONS		6121 N COLLEGE AVE
59	S105274623	CHMIRS, SCP	MANAMARA REALTY	1111 E. 61ST ST.
60	1009346738	EDR DRY CLEANERS	DEMAREE CLEANERS INC	5904 N COLLEGE AVE
61	1009346732	EDR DRY CLEANERS	KROEGER JOHN P	5903 COLLEGE AV
61	1009346733	EDR DRY CLEANERS	KROEGER JOHN P	5903 COLLEGE AVE
62	1009377995	EDR GAS STATIONS	ROGERS HOWARD T	5898 COLLEGE AV
62	1009377996	EDR GAS STATIONS	ROGERS HOWARD T	5898 COLLEGE AVE
62	1009377997	EDR GAS STATIONS	MOBIL SERVICE CENTER	5898 N COLLEGE AVE
62	U000186529	AUL, L_REG_NO, UST	TOM NYGAARD	5898 COLLEGE AVE
62	1004492567	ECHO, FINDS	NYGAARD TOM SERVICE CENTER	5898 COLLEGE AVE
62	S116013711	RGA LUST	TOM NYGAARD	5898 COLLEGE AVE
63	1009377992	EDR GAS STATIONS	CAIN JOHN A	5897 COLLEGE AV
63	1009377993	EDR GAS STATIONS	CAIN JOHN A	5897 COLLEGE AVE
63	1009377994	EDR GAS STATIONS	CAIN JOHN A	5897 N COLLEGE AVE
63	1004483486	ECHO, FINDS	AMOCO SS 53	5897 N COLLEGE AVE
63	U004002860	UST	SS #53	5897 N COLLEGE AVE
64	1009346715	EDR DRY CLEANERS	BENDIX-NEWBY CO	5876 COLLEGE AV
65	S109238407	HMRI	AT & T INDIANA TELEPHONE	5870 N COLLEGE AVE

Map ID	ID	Database	Name	Address
65	1000104309	ECHO, FINDS, RCRA-NLR	INDIANA BELL TELEPHONE CO DBA SBC	5870 N COLLEGE AVE
66	S117891441	OISC	DUBINA LANDSCAPING LLC	620 E 58TH ST
67	S109950043	SWRCY	IMMACULATE HEART OF MARY	5692 CENTRAL AVE.
68	U003515074	UST	SOUTHEASTWAY MAINTANANCE	5624 CARROL AVE
69	1000165075	RCRA-NLR, ECHO, FINDS, IHW	LIEBTAG OIL CO	5560 BROADWAY
70	1016804562	ECHO, FINDS	ATLAS GROCERY	5425 N COLLEGE AVE
71	S105274614	CHMIRS		5416 N. COLLEGE
72	1016816027	FINDS, ECHO	ATLAS GROCERY STORE	5411 N COLLEGE AVE
73	1009346233	EDR DRY CLEANERS	HAMILTON & MCKINSTER	5408 COLLEGE AV
73	1009346234	EDR DRY CLEANERS	IDEAL DRY CLEANERS	5408 COLLEGE AVE
74	1000762620	L_REG_NO, UST	MOBILE AUTO REPAIR SERV	1050 E 54TH ST
75	1009376910	EDR GAS STATIONS	THIRTIETH & CENTRAL SALES CO BR	5401 COLLEGE AV
75	1009376911	EDR GAS STATIONS	BARTLETT DENSON M	5401 COLLEGE AVE
75	1009376917	EDR GAS STATIONS	SHERROD S SHELL SERVICE STATION	5401 N COLLEGE AVE
75	1016817937	ECHO, FINDS	VACANT SERVICE STATION	5401 N COLLEGE AVE
75	S108415278	CHMIRS, SCP	KITE - COLLEGE AVE.	5401 COLLEGE AVE.
76	U000189084	L_REG_NO, UST	FORMER PHILLIPS 66	1001 E 54TH ST
77	1009348302	EDR DRY CLEANERS	HAMILTON HARVEY S	707 E 54TH
77	1009348303	EDR DRY CLEANERS	HAMILTON HARVEY S	707 E 54TH ST
78	1009347710	EDR DRY CLEANERS	SCHEEFERS CLEANERS	651 E 54TH
78	1009347711	EDR DRY CLEANERS	SCHEEFER CLEANERS	651 E 54TH ST
78	S110358070	SCP	SCHEEFER CLEANERS	651 EAST 54TH STREET
79	1009346188	EDR DRY CLEANERS	TUCHMAN CLEANERS	5384 N COLLEGE AVE
80	1009376865	EDR GAS STATIONS	CHOTZEN CURTIS W	5382 COLLEGE AV
80	1009376866	EDR GAS STATIONS	CHOTZEN PURE OIL SERV STATION	5382 COLLEGE AVE
80	1009376867	EDR GAS STATIONS	CONANT S PURE OIL SERVICE STATION	5382 COLLEGE LN
81	1016817387	FINDS, ECHO	COLLEGE COURT CONDOMINIUMS	5347 N COLLEGE AVE
82	1000404053	ECHO, FINDS, RCRA-NLR, IHW	ARATEX & MEANS SERVICES INC	5301 WINTHROP AVE
83	S111381763	VCP	HUBBARD & CRAVENS HOLDINGS, LLC	1114 EAST 52ND STREET
84	1009345911	EDR DRY CLEANERS	DEMARCE A C CLEANER	5216 COLLEGE AV
85	U003188669	L_REG_NO, BROWNFIELDS, UST	SPICKELMIER	1100 E 52ND ST
86	1014949481	BROWNFIELDS	SPICKELMIER INDUSTRIES	1100 E. 52ND STREET
87	1009310448	BROWNFIELDS	FORMER SPIKELMIER SITE	1102 EAST 52ND STREET
88	1004487186	ECHO, RCRA-CESQG, FINDS, IHW	FAERBERS BEE WINDOW	1002 E 52ND ST
88	1000354180	L_REG_NO, UST	FARBERS BEE WINDOWS	1002 E 52ND ST
89	1009348359	EDR DRY CLEANERS	DEMAREE ARTH C	710 E 52ND PL
90	1009347630	EDR DRY CLEANERS	MCCRARY CECIL	644 E 52D
90	1009347631	EDR DRY CLEANERS	CLIFFORD QUALITY CLEANERS AND TAILORS	644 E 52ND PL
91	1009376251	EDR GAS STATIONS	WADDY HAROLD A	5201 COLLEGE AV
91	1009376252	EDR GAS STATIONS	WADDY HAROLD A	5201 COLLEGE AVE
92	1009348358	EDR DRY CLEANERS	DEMAREE ARTH C	710 E 52D
93	1009347744	EDR DRY CLEANERS	CROUSORE CARL I	653 E 52D
94	1009347745	EDR DRY CLEANERS	CROUSORE CARL I	653 E 52ND PL
95	1009345786	EDR DRY CLEANERS		5167 N COLLEGE AVE

Map ID	ID	Database	Name	Address
95	1009376126	EDR GAS STATIONS	JACOBY BOYNTON	5167 COLLEGE AV
95	1009376128	EDR GAS STATIONS	KINGERY S SUNOCO SERVICE STATION	5167 N COLLEGE AVE
95	1007093390	RCRA-CESQG, CLI, IHW, DRYCLEANERS	SPARKLE CLEANERS	5167 N COLLEGE AVE
95	1007135295	ECHO, FINDS	SPARKLE CLEANERS	5167 N COLLEGE AVE
96	S117891225	DRYCLEANERS	CLASSIC CLEANERS	4923 N COLLEGE AVENUE
97	1009375092	EDR GAS STATIONS	HARPER BROS GARAGE	4921 COLLEGE AV
98	1016817561	FINDS, ECHO	DAVID M LESLIE ESTATE	4918 N COLLEGE AVE
98	U003916733	UST	DAVID M LESLIE ESTATE	4918 N COLLEGE AVE
99	1009345319	EDR DRY CLEANERS	FLANAGAN GEO F	4915 COLLEGE AV
99	1009345320	EDR DRY CLEANERS	FLANAGAN GEO F	4915 COLLEGE AVE
100	1009345310	EDR DRY CLEANERS	DARKO & SONS CLEANERS	4913 N COLLEGE AVE
101	S111679000	BROWNFIELDS	4902 COLLEGE	4902 N COLLEGE AVE
101	1009374976	EDR GAS STATIONS	MELLETT DON R	4902 COLLEGE AV
101	1016383103	ECHO, FINDS	FORMER VA CONVENIENCE STORE	4902 N COLLEGE AVE
101	S116004178	RGA LUST	FORMER VA CONVENIENCE STORE	4902 N COLLEGE
101	U004185742	L_REG_NO, UST	FORMER VA CONVENIENCE STORE	4902 N COLLEGE
102	1000247811	ECHO, FINDS, RCRA-NLR, CLI, IHW, BROWNFIELDS	MERIDAN HEIGHTS CLEANERS	4915 N PENNSYLVANIA
103	1009379793	EDR GAS STATIONS	HARPER WILSON B REAR	650 E 49TH
103	1009379794	EDR GAS STATIONS	HERB S AUTO SERVICE REAR	650 E 49TH ST
104	1009347762	EDR DRY CLEANERS	SHA-MAR WARDROBE SERVICE	656 E 49TH
105	1009374957	EDR GAS STATIONS	SENEFELD SALES & SERVICE	4901 COLLEGE AV
105	1009374958	EDR GAS STATIONS	LEWIS SERVICE STATION	4901 COLLEGE AVE
105	1009374959	EDR GAS STATIONS	FERGUSON SINCLAIR SERVICE STATION	4901 COLLEGE LN
105	1009374965	EDR GAS STATIONS	FERGUSON SINCLAIR SERVICE STATION	4901 N COLLEGE AVE
106	1009375197	EDR GAS STATIONS	BILLY GRIMES TIRE CO	49TH AND COLLEGE AV
107	1009347964	EDR DRY CLEANERS	HULS CLEANING & PRESSING	679 E 49TH
108	1009347860	EDR DRY CLEANERS	HULS INC	665 E 49TH
108	1009347861	EDR DRY CLEANERS	HULS INC	665 E 49TH ST
109	1009347808	EDR DRY CLEANERS	ROBERTSON JULIAROSE	661 E 49TH
109	1009347809	EDR DRY CLEANERS	ROBERTSON JULIAROSE	661 E 49TH ST
110	1004497630	FINDS, ECHO, L_REG_NO, UST	PETES SERVICE CENTER INC	4902 N PENNSYLVANIA ST
111	S109845226	SCP	MERIDIAN HEIGHTS DRYCLEANERS	4901 NORTH PENNSYLVANIA ST.
112	S110062775	BROWNFIELDS	MALEY BUILDING 6157	111 E 49TH ST
113	1009345227	EDR DRY CLEANERS	CORRECT CLEANERS	4838 COLLEGE AV
113	1009345228	EDR DRY CLEANERS	PHILLIPS HOWARD	4838 COLLEGE AVE
113	1009345229	EDR DRY CLEANERS	COLLEGE FORTY MINUTE CLEANERS INC	4838 N COLLEGE AVE
113	S108161873	SCP, DRYCLEANERS	SIXTY MINUTE CLEANERS	4838 N COLLEGE AVE
113	1000987034	FINDS, RCRA-CESQG, ECHO, CLI, IHW	COLLEGE 60 MINUTE	4838 N COLLEGE AVE
114	1009374906	EDR GAS STATIONS	L & M SUPER SERVICE STATION	4851 COLLEGE AV
114	1009374907	EDR GAS STATIONS	L & M SUPER SERVICE STATION	4851 COLLEGE AVE
114	1009374908	EDR GAS STATIONS	BOYER S CITIES SERVICE	4851 N COLLEGE AVE
115	U004002604	L_REG_NO, UST	CIRCLE K 2293	4841 N PENNSYLVANIA ST
116	1009345224	EDR DRY CLEANERS	PHILLIPS HOWARD	4836 COLLEGE AV
116	1009345225	EDR DRY CLEANERS	CORRECT CLEANERS THE	4836 COLLEGE AVE

Map ID	ID	Database	Name	Address
116	1009345226	EDR DRY CLEANERS	PHILLIPS HOWARD	4836 N COLLEGE AVE
117	1009348289	EDR DRY CLEANERS	COLLEGE CLEANERS	706 E 46TH
117	1009348290	EDR DRY CLEANERS	COLLEGE CLEANERS	706 E 46TH ST
118	1009374186	EDR GAS STATIONS	TUCKER OVIE A	4602 COLLEGE AV
118	1009374187	EDR GAS STATIONS	WILHITE JOHN	4602 COLLEGE AVE
118	1009374190	EDR GAS STATIONS	JENKINS GULF SERVICE	4602 N COLLEGE AVE
119	1009374118	EDR GAS STATIONS	CALVIN S TEXACO SERVICE	4566 N COLLEGE AVE
119	1001228110	RCRA-NLR, ECHO, FINDS, IHW, HMRI	SPEEDWAY SERVICE STATION 6098	4566 N COLLEGE AVE
119	S109237829	AUL, CHMIRS	SPEEDWAY #6098	4566 N COLLEGE AVE
119	1007152807	FINDS, ECHO	EMRO MARKETING CO	4566 N COLLEGE AVE
119	S116012327	RGA LUST	SPEEDWAY #6098	4566 N COLLEGE AVE
119	S116012409	RGA LUST	SPEEDWAY #6098	4566 N COLLEGE AVE
119	S116014056	RGA LUST	UNITED # 6098	4566 N COLLEGE AVE
119	S116014154	RGA LUST	UNITED OIL	4566 N COLLEGE AVE
119	U000188404	L_REG_NO, UST	SPEEDWAY #6098	4566 N COLLEGE AVE
120	S109950473	SWRCY	NORTHWOOD CHRISTIAN CHURCH	4550 CENTRAL AVE.
121	S112255808	OISC	PATTERSON PRO TURF	4543 N GUILFORD AVE
122	1000104322	FINDS, ECHO, RCRA-NLR, IHW	IND BELL TEL CO INDIANAPOLIS 283	512 E 44TH ST
123	1009344234	EDR DRY CLEANERS	KARL S QWIK CLEANERS	4221 N COLLEGE AVE
124	1009344185	EDR DRY CLEANERS	CAULDWELL DARLEEN E MRS	4213 COLLEGE AV
125	1009344176	EDR DRY CLEANERS	GROSECLOSE CARL	4210 N COLLEGE AVE
126	1009372747	EDR GAS STATIONS	BARKER HARRY G	4206 COLLEGE AV
126	1009372748	EDR GAS STATIONS	VAN OSDOL E E	4206 COLLEGE AVE
127	1009372685	EDR GAS STATIONS	DELL GEO D	4201 COLLEGE AV
127	1009372686	EDR GAS STATIONS	EUBANKS CHAS R	4201 COLLEGE AVE
128	1000244382	FINDS, ECHO, RCRA-NLR, IHW	US HUD ENVIRONET INC	922 E 42ND ST
129	U004002934	UST	SULLIVAN & POORE INC	1015 E 42ND ST
130	1009381084	EDR GAS STATIONS	GOLDEN C A	709 E 42D
131	1009348444	EDR DRY CLEANERS	SAUNDERS HARVEY	713 E 42D
132	1009379561	EDR GAS STATIONS	YOUNT RAYMOND L	639 E 42D
133	1009347582	EDR DRY CLEANERS	COTTAGE DYE HOUSE	641 E 42D
133	1009347589	EDR DRY CLEANERS	COTTAGE DYE HOUSE	641-43 E 42ND PL
134	1009347707	EDR DRY CLEANERS	VANITY CLEANERS	651 E 42D
135	1009348445	EDR DRY CLEANERS	BAKER HARRY J	713 E 42ND PL
136	1009347657	EDR DRY CLEANERS	YING MOV	647 E 42D
137	1009347660	EDR DRY CLEANERS	BAKER HARRY J	649 E 42D
137	1009347661	EDR DRY CLEANERS	BAKER HARRY J	649 E 42ND PL
137	1009347662	EDR DRY CLEANERS	UPTOWN CLEANERS	649 E 42ND ST
138	1009347708	EDR DRY CLEANERS	EUREKA DRY CLEANERS	651 E 42ND PL
139	1009347583	EDR DRY CLEANERS	COTTAGE DYE HOUSE	641 E 42ND PL
139	1009347584	EDR DRY CLEANERS	COTTAGE DYE HOUSE INC	641 E 42ND ST
140	1009347617	EDR DRY CLEANERS	COTTAGE DYE HOUSE	643 E 42D
141	1009347636	EDR DRY CLEANERS	COTTAGE DYE HOUSE	645 E 42D
141	1009347637	EDR DRY CLEANERS	MOY WAY (CHINESE)	645 E 42ND PL

Map ID	ID	Database	Name	Address
141	1009347638	EDR DRY CLEANERS	MOY-YIN LAUNDRY	645 E 42ND ST
142	1009344071	EDR DRY CLEANERS	FRANCO-AMERICAN CO	4186 COLLEGE AV
143	1009372591	EDR GAS STATIONS	CHASTAIN AUTO SERVICE	4185 BROADWAY
143	1009372592	EDR GAS STATIONS	CHASTAIN AUTO SERVICE	4185 BROADWAY TER
144	1009344070	EDR DRY CLEANERS	FRANCO-AMERICAN CO	4182 COLLEGE
145	1009372590	EDR GAS STATIONS	HIOTT HARRY L GARAGE	4183 BROADWAY ST
146	S109949675	SWRCY	COLLEGE AVENUE LIBRARY BRANCH	4180 N. COLLEGE
147	1009344052	EDR DRY CLEANERS	LINDENBAUM LOUIS	4175 COLLEGE AV
148	1009372549	EDR GAS STATIONS	SALMOND DON E	4165 COLLEGE AV
149	1009344035	EDR DRY CLEANERS	UNITED CLEANERS INC CASH AND CARRS STORES	4163 COLLEGE AV
150	1009343978	EDR DRY CLEANERS	SPEED QUEEN	4137 N COLLEGE AVE
151	1017786555	RCRA-CESQG	DOLLAR GENERAL STORE 7735	3938 N ILLINOIS ST
152	1015460684	EDR GAS STATIONS		3840 N COLLEGE AVE
153	1015460374	EDR GAS STATIONS		3833 N MERIDIAN ST
154	S112253351	OISC	ABSOLUTE AQUATIC WEED CONTROL	34 E 39TH ST
155	S110169873	SCP	NORTH UNITED METHODIST CHURCH FORMER CLEANERS	3839 N ILLINOIS ST
156	S108161881	DRYCLEANERS	CURLEY'S ONE HOUR CLEANERS	3838 N ILLINOIS ST
156	1004698958	RCRA-CESQG, FINDS, ECHO, IHW, CHMIRS, SCP	CURLEYS CLEANERS	3838 N ILLINOIS
157	1009343301	EDR DRY CLEANERS	BEST GRAND CLEANERS & LAUNDRY INC (OFC)	3819 N COLLEGE AVE
158	S110169874	SCP	ANDERSON ACE HARDWARE FORMER CLEANERS	3833 N. ILLINOIS STREET
159	1009343289	EDR DRY CLEANERS	BEST GRAND CLEANERS & LAUNDRY (PLANT)	3815 N COLLEGE AVE
160	1009343286	EDR DRY CLEANERS	WASH & SNACK	3814 N COLLEGE AVE
161	1009343247	EDR DRY CLEANERS	MAPLETON CLEANERS & HATTERS	3808 COLLEGE AV
161	1009343248	EDR DRY CLEANERS	MAPLETON CLEANERS & HATTERS	3808 COLLEGE AVE
162	S109236528	AUL, BROWNFIELDS	SCOTTYS AUTOMOTIVE REPAIR-NORTH UNITED METHODIST	3815-3827 N ILLINOIS ST
162	S109844703	SCP	CITY BLOCK	3815-3827 NORTH ILLINOIS STREET
162	S110169875	SCP	A C REALTY FORMER CLEANERS	3815 N. ILLINOIS ST.
163	1009343256	EDR DRY CLEANERS	VAWTER ORVILLE F	3809 CENTRAL AV
164	1009370900	EDR GAS STATIONS	JACKSON S SHELL SERVICE STATION	3801 COLLEGE AV
164	1009370901	EDR GAS STATIONS	JACKSON S SHELL SERVICE STATION	3801 COLLEGE AVE
164	1009370926	EDR GAS STATIONS	CALLAHAN TOM SHELL	3801 N COLLEGE AVE
164	U004002641	L_REG_NO, UST	SHELL OIL INDPLS N COLLEGE AVE	3801 N COLLEGE AVE
164	S109844697	CHMIRS, CEDS, SCP	SHELL OIL CO. SERVICE STATION	3801 N. COLLEGE AVE.
165	S109950460	SWRCY	NORTH UNITED METHODIST CHURCH	3808 N MERIDIAN ST.
166	S110169876	BROWNFIELDS, SCP	38TH & ILLINOIS ASSOCIATES	3801 N ILLINOIS ST
167	1009347850	EDR DRY CLEANERS	UNITED CLEANERS INC CASH AND CARRS STORES	664 E 38TH
168	S104903151	CHMIRS		500 EAST 38TH ST
169	S116011791	RGA LUST	SHELL OIL INDPLS N COLLEGE AVE	3801 N COLLEGE AVE
169	S116011841	RGA LUST	SHELL OIL COMPANY	3801 N COLLEGE AVE
169	S116011842	RGA LUST	SHELL OIL COMPANY	3801 N COLLEGE
169	S116011862	RGA LUST	SHELL OIL INDPLS N COLLEGE AVE	3801 N COLLEGE AVE
170	1015458618	EDR GAS STATIONS		3801 N PENNSYLVANIA ST
171	1016824783	ECHO, FINDS	APARTMENT BUILDING	420 E 38TH ST
172	1015090522	EDR DRY CLEANERS		715 E 38TH ST

Map ID	ID	Database	Name	Address
172	1009381364	EDR GAS STATIONS	HARE FRANK INC	715 E 38TH
173	1009383574	EDR GAS STATIONS	WAKE UP OIL SERV STATION	821 E 38TH ST
173	1000757463	L_REG_NO, UST	EMRO MARKETING SPEEDWAY #6397	821 E 38TH ST
174	S117891410	OISC	BROWN BANDITS TERMITE & PEST CONTROL	803 E 38TH ST STE F
175	1009377827	EDR GAS STATIONS	DOUGHTY STANDARD SERVICE	58 W 38TH ST
176	1009347770	EDR DRY CLEANERS	MACO CLEANERS	657 E 38TH ST NORTH DR
177	1009347781	EDR DRY CLEANERS	MACO CLEANERS	659 E 38TH ST
178	1009376179	EDR GAS STATIONS	KERR MC GEE GAS STATION	519 E 38TH ST
179	1009375398	EDR GAS STATIONS	KING S TEXACO	501 E 38TH ST
180	1009373936	EDR GAS STATIONS	HILAND SINCLAIR SERVICE	451 E 38TH ST
180	1016823968	FINDS, ECHO	PESCO	451 E 38TH ST
180	S108531152	CHMIRS, SCP	PESCO	451 E. 38TH ST.
181	1016804495	FINDS, ECHO	FERRIDAY HOUSE	301 E 38 ST
182	1009343206	EDR DRY CLEANERS	SWISS CLEANERS	3774 COLLEGE AV
183	1016820192	ECHO, FINDS	VACANT OFFICE	101 E 38TH ST
184	U004002614	L_REG_NO, UST	SHELL DEALER INDPLS W 38TH ST	201 W 38TH ST
185	1007448701	RCRA-CESQG, ECHO, FINDS, IHW	BP FACILITY #70556	37 W 38TH ST
185	U003515177	UST	RICKERS 885	37 W 38TH ST
186	1001481760	FINDS, ECHO, RCRA-LQG, IHW	WINSTON JANITORIAL	111 W 38TH ST
187	1009370765	EDR GAS STATIONS	TRI-MOTORS INC	3750 COLLEGE AV
187	1009370766	EDR GAS STATIONS	TRI-MOTORS INC	3750 COLLEGE AVE
188	S105588759	BROWNFIELDS	GAS STATION 38TH & MERIDIAN	3778 N MERIDIAN ST
188	1009370829	EDR GAS STATIONS	ANTROBUS FRANK E	3778 N MERIDIAN
188	1009370830	EDR GAS STATIONS	LACH TEXACO SERVICE	3778 N MERIDIAN ST
188	1016822400	ECHO, FINDS	GAS STATION	3778 N MERIDIAN ST
189	U001081242	UST	REISS WELDING DBA ORNAMNT&STRUCT	3749 N ILLINOIS ST
190	1009343198	EDR DRY CLEANERS	MEMON S DRY CLEANER	3768 N MERIDIAN ST
191	1004701202	FINDS, ECHO, RCRA-CESQG, IHW	REISS WELDING DBA ORNAMENT & STRUCTURE	3739 N ILLINOIS ST
192	S113904246	BROWNFIELDS	THE MERIDIAN	1 E 36TH ST
193	1016870832	FINDS, ECHO	THE MERIDIAN	1 E 36TH ST
194	S116759982	BROWNFIELDS	REGAL APARTMENTS	3603 WASHINGTON BLVD
195	1006375093	FINDS, ECHO	WESTWOOD TERRACE APARTMENTS COMMUNITY WIDE	3540 N MERIDIAN ST
196	1016799585	FINDS, ECHO	APARTMENT BUILDING	3536 N MERIDIAN ST
197	1016801255	FINDS, ECHO	INDIANA BLOOD CENTER	3450 N MERIDIAN ST
197	1000752978	MLTS	CENTRAL INDIANA REGIONAL BLOOD CTR.	3450 N. MERIDIAN STREET
198	1009347553	EDR DRY CLEANERS	PEERLESS AMERICAN DRY CLEANERS INC	64 W 34TH
199	1008269412	SWRCY	SHORTRIDGE MIDDLE SCHOOL	3401 N MERIDIAN
199	1016809002	ECHO, FINDS	INDIANAPOLIS PUBLIC SCHOOLS SHORTRIDGE MIDDLE SCHOOL	3401 N MERIDIAN ST
200	1009346722	EDR DRY CLEANERS	WASH TUB COIN OPERATED LAUNDROMAT	59 W 34TH ST
201	1009346578	EDR DRY CLEANERS	WASH TUB COIN OPERATED LAUNDROMAT	57 W 34TH ST
202	S108161882	SCP, DRYCLEANERS	FORTY MINUTE CLEANERS	3360 N ILLINOIS ST
202	1004699813	ECHO, RCRA-CESQG, FINDS, IHW, BROWNFIELDS	NORTH 40 MIN CLEANERS	3360 N ILLINOIS ST
203	U003093984	L_REG_NO, CHMIRS, UST	CAR WASH	3363 N CAPITOL
204	S112256041	OISC	RABI PEST CONTROL SVCS	3356 N ILLINOIS ST

Map ID	ID	Database	Name	Address
205	S109951131	SWRCY	WILLIAM A. BELL ELEMENTARY	3330 N. PENNSYLVANIA ST.
206	1009621778	HIST CDL	3330 N MERIDIAN ST Apt 212	3330 N MERIDIAN ST Apt 212
207	S109950791	SWRCY	ST RICHARD'S SCHOOL	33 E 33RD ST
208	1016821859	ECHO, FINDS	MERIDIAN MEDICAL BULDING	3266 N MERIDIAN ST
208	1016809672	FINDS, ECHO	AT & T WIRELESS	3266 N MERIDIAN ST
208	U004108836	UST	MERIDIAN MEDICAL BLDG	3266 N MERIDIAN ST
209	S103365117	AUL, AIR EMISSIONS (EMI), CHMIRS, BROWNFIELDS	WINONA MEMORIAL HOSPITAL	3232 N MERIDIAN ST
209	U003515166	UST	WINONA MEMORIAL HOSPITAL	3232 N MERIDIAN ST
210	1004491579	FINDS, ECHO	ST RICHARD SCHOOL FOUNDATION 49	3243 N MERIDIAN ST
211	1016365949	BROWNFIELDS, FINDS, ECHO	FORMER WINONA HOSPITAL	3232 NORTH MERIDIAN STREET
211	1012042996	CERCLIS	WINONA HOSPITAL SITE	3232 N MERIDIAN ST
212	1000246687	FINDS, RCRA-NLR, ECHO	WASTE MANAGEMENT OF INDIANA MEDICAL SERVICE	3231 N MERIDIAN ST
213	S109949693	SWRCY	COPPIN CHAPEL AME	3201 N. CAPITOL
214	U000183678	L_REG_NO, UST	SERVICE YARD	330 W 32ND ST
215	S109949716	SWRCY	CROWN HILL COMMUNITY DEVELOPMENT CORP.	3040 N. CAPITOL AVE.
216	1009367847	EDR GAS STATIONS	HALL LAWRENCE M	3107 N TALBOT
216	1009367851	EDR GAS STATIONS	HALL LAWRENCE M	3108 N TALBOT
217	1009367842	EDR GAS STATIONS	HALL LAWRENCE M	3106 N TALBOT
218	1009367814	EDR GAS STATIONS	HALL LAWRENCE M	3103 N TALBOT
218	1009367826	EDR GAS STATIONS	HALL LAWRENCE M	3104 N TALBOT
219	1009367796	EDR GAS STATIONS	HALL LAWRENCE M	3102 N TALBOT
220	1009367749	EDR GAS STATIONS	HALL LAWRENCE M	3100 N TALBOT
221	1009367415	EDR GAS STATIONS	MITCHELL JOHN H REAR	3025 N MERIDIAN
222	S110776727	AUL, BROWNFIELDS	FORMER CAPITOL VENDING SALES	3005-3045 CENTRAL AVE
223	U004002127	L_REG_NO, CHMIRS, UST	MARION SHELL SERVICE STATION	3002 N ILLINOIS ST
224	S109949631	SWRCY	CHILDREN'S MUSEUM	3000 NORTH ILLINOIS STREET
224	S109949632	SWRCY	CHILDREN'S MUSEUM OF INDIANAPOLIS	3000 N. ILLINOIS
225	1009367089	EDR GAS STATIONS	STANDARD OIL CO STATION	3001 N MERIDIAN
225	1009367090	EDR GAS STATIONS	AMOCO SERVICE STATION	3001 N MERIDIAN ST
225	S106351297	AUL	AMOCO SERVICE STATION	3001 N MERIDIAN
225	1004496568	ECHO, FINDS	AMOCO SERVICE STATION	3001 N MERIDIAN ST
225	S115999667	RGA LUST	AMOCO SS 00054	3001 N MERIDIAN ST
225	U003949970	L_REG_NO, UST	AMOCO SS 00054	3001 N MERIDIAN ST
226	1016817696	FINDS, ECHO	INDIANAPOLIS CHILDRENS MUSEUM CINEDOME	3000 N MERIDIAN ST
227	S116759986	IHW, BROWNFIELDS	INTERWOVEN BY JESUS INCORPORATED PARKING LOT	2965 CENTRAL AVE
227	1016139718	CERCLIS	CENTRAL AVE PCB DRUM	2965 CENTRAL AVENUE
228	1009366905	EDR GAS STATIONS	MCALLISTER ROBT W	2963 N MERIDIAN
228	1009366906	EDR GAS STATIONS	MC ALLISTER ROBT W	2963 N MERIDIAN ST
229	1016812119	FINDS, ECHO	INDIANAPOLIS LIFE INSURANCE COMPANY	2960 N MERIDIAN ST
229	U000194907	UST	INDPLS LIFE INS CO	2960 N MERIDIAN ST
230	S110325512	AUL, BROWNFIELDS	2900 CENTRAL AVE REDEVELOPMENT PROJECT	2931-2943 N CENTRAL
231	1004700629	RCRA-NLR, ECHO, FINDS, IHW, BROWNFIELDS	GATEWAY PROJECT FORMER GASOLINE STA	2905 N CAPITOL AVE
232	1009310436	BROWNFIELDS	FORMER GASOLINE STATION	2902 NORTH CAPITOL AVENUE
232	S105588775	AUL, BROWNFIELDS	GAS STATION (F)	2902 N CAPITOL AVE

Map ID	ID	Database	Name	Address
233	S111679001	AUL, BROWNFIELDS	507 E 29TH ST	507 E 29TH ST
234	U003093572	UST	MARATHON UNIT 2169	2867 N ILLINOIS ST & 29TH
235	U003514980	AUL, L_REG_NO, BROWNFIELDS, UST	2866 N CAPITOL AVENUE	2866 N CAPITOL AVE
236	S112234548	AUL	WTBU-TV BUILDING (FORMER)	2853 N ILLINOIS ST
237	1004483135	ECHO, FINDS	LUCENT TECHNOLOGIES INC	2855 N MERIDIAN ST
238	S105157903	CHMIRS, VCP		2835 N ILLINOIS ST
239	S105588761	BROWNFIELDS	FALL CREEK CENTRAL PROJECT	2733 N CENTRAL AVE
240	1009345603	EDR DRY CLEANERS	GILBERT RICHD L	51 W 28TH
240	1009345604	EDR DRY CLEANERS	GILBERT RICHD L	51 W 28TH ST
241	1018119593	BROWNFIELDS, ECHO	FALL CREEK CENTRAL REDEVELOPMENT	510 EAST FALL CREEK PARKWAY NORTH DRIVE
242	1009340516	EDR DRY CLEANERS	FRENCH STEAM DYE WORKS	2706 N MERIDIAN
242	1009340517	EDR DRY CLEANERS	FRENCH STEAM DYE WORKS	2706 N MERIDIAN ST
243	1009344085	EDR DRY CLEANERS	SCHEEFER HARRY	42 E 27TH
244	1009366024	EDR GAS STATIONS	BATCHELDER-ELLIOTT MOTOR CO	28 W 27TH
245	1009365094	EDR GAS STATIONS	BATCHELDER ELLIOTT MOTOR CO	26 W 27TH
245	1009365095	EDR GAS STATIONS	BATCHELDER WM E	26 W 27TH ST
246	1009340346	EDR DRY CLEANERS	ATLAS HERMAN	2625 N MERIDIAN
246	1009340347	EDR DRY CLEANERS	MAROTT CLEANERS	2625 N MERIDIAN ST
247	1009343793	EDR DRY CLEANERS	SCHEEFER HARRY	41 E 27TH
248	1009344360	EDR DRY CLEANERS	SCHEEFERS HARRY	43 E 27TH
248	1009344361	EDR DRY CLEANERS	SCHEEFERS HARRY	43 E 27TH ST
249	U003294667	UST	NORTH MERDIAN CENTER	1 W 26TH ST
250	1009365583	EDR GAS STATIONS	BATCHELDER-ELLIOTT MOTOR CO	27 W 27TH
251	S116759973	BROWNFIELDS	STATE DISCOUNT LIQUOR	2502 N DELAWARE ST
252	S106425337	AUL, BROWNFIELDS	2501-11 N. DELAWARE STREET	2501-11 N DELAWARE ST
252	U003908407	L_REG_NO, UST	CITY OF INDIANAPOLIS	2501 N DELAWARE
253	S108256918	BROWNFIELDS	FALL CREEK PLACE PHASE IV	CENTRAL AVE & 25TH ST
254	1009334190	EDR DRY CLEANERS	HOATSON LEWIS T	112 E 25TH
254	1009334191	EDR DRY CLEANERS	HOATSON LEWIS T	112 E 25TH ST
255	1016345252	BROWNFIELDS, ECHO, FINDS	BULGE PROPERTY	100 EAST 25TH STREET
256	1009364521	EDR GAS STATIONS	TROTCKY HARRY B	2479 N MERIDIAN
256	1009364522	EDR GAS STATIONS	TROTCKY HARRY B	2479 N MERIDIAN ST
256	1008330022	ECHO, FINDS	SHELL SERVICE STATION	2479 N MERIDIAN ST
256	S105588771	CHMIRS, BROWNFIELDS, SCP	SHELL SERVICE STATION (F)	2479 N MERIDIAN
257	1009364530	EDR GAS STATIONS	DANIELS SHELL SERVICE	2480 N MERIDIAN
257	1009364531	EDR GAS STATIONS	SAGE SHELL SERVICE	2480 N MERIDIAN AT FALL CREEK
257	1009364532	EDR GAS STATIONS	SAGE SHELL SERVICE	2480 N MERIDIAN ST
257	1004499768	ECHO, FINDS	DIALYSIS INSTITUTE OF INDIANA	2480 N MERIDIAN ST
257	S116011952	RGA LUST	SHELL SERVICE STATION	2480 N MERIDIAN ST
257	U004002664	L_REG_NO, UST	SHELL SERVICE STATION	2480 N MERIDIAN ST
257	S104993650	CHMIRS		2480 N MERIDIAN ST
258	1016440012	BROWNFIELDS, FINDS, ECHO	FORMER FLOWERS CLEANERS	2460 N. DELAWARE STREET
258	S108161866	AUL, BROWNFIELDS, SCP, DRYCLEANERS	FORMER FLOWERS CLEANERS	2460 N DELAWARE ST
259	S106425325	AUL, BROWNFIELDS	2455 & 2457 N DELAWARE ST	2455 & 2457 N DELAWARE ST

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260	1009364427	EDR GAS STATIONS	SPENCER WILLFORD D REAR	2449 N PENNSYLVANIA
260	1009364428	EDR GAS STATIONS	SPENCER WILLFORD D REAR	2449 N PENNSYLVANIA ST
261	1016870458	ECHO, FINDS	PBB 3 LLC	2441-2445 N MERIDIAN ST
262	S104903674	CHMIRS		2437 NORTH MERIDIAN
263	S112256425	OISC	STALLARD & ASSOCIATES	2425 N MERIDIAN ST STE C
264	1005617544	ECHO, FINDS	KFC	2401 N MERIDIAN ST
265	1009364139	EDR GAS STATIONS	COFFEY MOTOR SERVICE	2409 N ILLINOIS
266	1009363642	EDR GAS STATIONS	MILLER D D	2320 PIERSON AV
266	1009363643	EDR GAS STATIONS	MILLER D D	2320 PIERSON DR
267	1009339334	EDR DRY CLEANERS	SMITH THOS MRS	2309 PIERSON AV
267	1009339335	EDR DRY CLEANERS	SMITH THOS MRS	2309 PIERSON DR
268	1000761656	AUL, L_REG_NO, CHMIRS, SCP, UST	INDIANAPOLIS OFFICE SUPPLIES	2330 N MERIDIAN ST
269	1009363870	EDR GAS STATIONS	HIGHWAY OIL SERVICE STATION	2355 N MERIDIAN ST
269	1004493756	FINDS, ECHO	SUPER HIGHWAY	2355 N MERIDIAN
269	S116005505	RGA LUST	HIGHWAY OIL #833	2355 N MERIDIAN ST
269	S116005508	RGA LUST	HIGHWAY OIL COMPANY	2355 N MERIDIAN ST
269	S116005509	RGA LUST	HIGHWAY OIL COMPANY	2355 N MERIDIAN
269	U001079678	L_REG_NO, UST	HIGHWAY OIL #833	2355 N MERIDIAN ST
270	1009339504	EDR DRY CLEANERS	PARIS CLEANERS	2349 N MERIDIAN
271	S109543882	CEDS	UNITED OIL STATION #6107	2402 NORTH MERIDIAN STREET
271	S109544302	CEDS	SPEEDWAY STATION #6107	2402 N MERIDAN AVE
271	1009364053	EDR GAS STATIONS	BARNEY ALEX A	2402 N MERIDIAN
271	1009364054	EDR GAS STATIONS	BURNELL S GULF SERVICE STATION	2402 N MERIDIAN ST
271	1000464511	ECHO, RCRA-NLR, FINDS, IHW, CHMIRS	UNITED SERVICE STATION 6107	2402 N MERIDIAN ST
271	1010027651	ECHO, FINDS	SPEEDWAY STATION #6107	2402 N MERIDAN AVE
271	S116012414	RGA LUST	SPEEDWAY #6107	2402 N MERIDIAN ST
271	S116014305	RGA LUST	UNITED UNIT # 6107	2402 N MERIDIAN ST
271	U003093721	L_REG_NO, UST	SPEEDWAY #6107	2402 N MERIDIAN ST
272	1009344919	EDR DRY CLEANERS	NYE CLEANERS INC	46 W 24TH ST
273	1016801747	FINDS, ECHO	COMMERCIAL VACANT	24TH ST & MERIDIAN ST
274	1009339493	EDR DRY CLEANERS	WILSON CO	2342 N ILLINOIS
274	1009339494	EDR DRY CLEANERS	WILSON CO	2342 N ILLINOIS ST
275	1009363817	EDR GAS STATIONS	CADILLAC MARATHON FILLING STATION	2340 N MERIDIAN
275	1009363818	EDR GAS STATIONS	HOOSIER-CADILLAC MARATHON SERVICE	2340 N MERIDIAN ST
276	1000278451	RCRA-CESQG, FINDS, ECHO, CLI, L_REG_NO, UST	WORLD WIDE MOTORS INC	2314 N MERIDIAN
276	S116015357	RGA LUST	WORLD WIDE MOTORS INC	2314 N MERIDIAN
277	1015343106	EDR GAS STATIONS		2295 N ILLINOIS ST
277	1000436918	ECHO, FINDS, RCRA-CESQG, CLI, IHW	TUTWILLER CADILLAC	2295 N ILLINOIS ST
278	1009339211	EDR DRY CLEANERS	GREGG & SON INC	2265 N MERIDIAN
279	S112149551	BROWNFIELDS	CAR WASH-CHARTER SCHOOL	2238 N MERIDIAN ST
279	1016383201	FINDS, ECHO	CAR WASH	2238 N MERIDIAN ST
280	1015338192	EDR GAS STATIONS		2234 PIERSON ST
280	1000278452	ECHO, RCRA-CESQG, FINDS, CLI, IHW	WORLD WIDE MOTORS INC BODYSHOP	2234 N PIERSON
281	1009363153	EDR GAS STATIONS	PATHFINDER AUTO SERVICE CORP	2243 N MERIDIAN

Map ID	ID	Database	Name	Address
281	1009363154	EDR GAS STATIONS	PATHFINDER AUTO SERVICE CORP	2243 N MERIDIAN ST
282	1016810016	ECHO, FINDS	HARDEES	2213 N MERIDIAN ST
283	U001079094	L_REG_NO, UST	PAULS SERVICE	2202 N DELAWARE ST
284	1009338917	EDR DRY CLEANERS	GREGG & SON INC	2206 N MERIDIAN
285	1009338905	EDR DRY CLEANERS	GREGG & SON	2204 N MERIDIAN
285	1009338906	EDR DRY CLEANERS	GREGG & SON	2204 N MERIDIAN ST
286	S117332849	BROWNFIELDS	CHURCH'S CHICKEN	240 E 22ND ST
287	1009333701	EDR DRY CLEANERS	MAISOLL WILBERT	106 E 22D
287	1009333702	EDR DRY CLEANERS	MAISOLL WILBERT	106 E 22ND ST
288	1009335737	EDR DRY CLEANERS	KROGER CAROLINE C MRS	14 W 22ND ST
289	1009338843	EDR DRY CLEANERS	CURLEY S ONE HOUR CLEANERS	2198 N MERIDIAN ST
289	1000907787	RCRA-CESQG, CLI, DRYCLEANERS	SPARKLE CLEANERS	2198 N MERIDIAN
289	1016215103	FINDS, ECHO	SPARKLE CLEANERS	2198 N MERIDIAN
290	S108256920	BROWNFIELDS	2201 N CAPITOL	2201 N CAPITOL AVE
291	1009334300	EDR DRY CLEANERS	DUCKWORTH CLEANERS	113 E 22D
292	S106425336	AUL, BROWNFIELDS	2201 N. DELAWARE STREET	2201 N DELAWARE ST
293	1009334501	EDR DRY CLEANERS	SUMMERS HAZEL	117 E 22D
293	1009334502	EDR DRY CLEANERS	LEGION CLEANING	117 E 22ND ST
294	1009335736	EDR DRY CLEANERS	KROGER CAROLINE C MRS	14 W 22D
295	1009334046	EDR DRY CLEANERS	BEST GRAND CLEANERS & LAUNDRY	111 E 22ND ST
296	1004699212	ECHO, FINDS, RCRA-NLR, IHW	SAMUELS INC	129 W 22ND ST
297	1009362618	EDR GAS STATIONS	LELAND WILKES T	2182 N MERIDIAN
297	1009362619	EDR GAS STATIONS	LELAND WILKES T	2182 N MERIDIAN ST
298	1009362616	EDR GAS STATIONS	CONNER JOHN W JR	2181 N MERIDIAN
298	1009362617	EDR GAS STATIONS	GIBBS WILMER	2181 N MERIDIAN ST
298	1016810726	FINDS, ECHO	BLOCK COMMERCIAL BUILDING	2181 N MERIDIAN ST
299	S117572450	BROWNFIELDS	B&B LIQUORS	2163 N CENTRAL AVE
299	1016347547	BROWNFIELDS, FINDS, ECHO	B&B DISCOUNT LIQUOR & ADJOINING STRIP MALL PROPERTY	2163 N. CENTRAL AVENUE
300	S108161870	DRYCLEANERS	PENN SIXTY MINUTE CLEANERS	2179 N PENNSYLVANIA ST
300	1009338808	EDR DRY CLEANERS	FORTY MINUTES CLEANERS	2179 N PENNSYLVANIA ST
300	1004699158	ECHO, FINDS, RCRA-CESQG, IHW	HALDUR INC DBA PENN 60 MIN CLEANERS	2179 N PENNSYLVANIA
301	1009338805	EDR DRY CLEANERS	PILGRIM LAUNDRY INC	2179 ILLINOIS
301	1009338806	EDR DRY CLEANERS	PILGRIM LAUNDRY	2179 N ILLINOIS
301	1009338807	EDR DRY CLEANERS	EXCELSIOR LAUNDRY & CLEANERS INC	2179 N ILLINOIS ST
301	1009362591	EDR GAS STATIONS	WILTSIE CHESTER C	2179 N ILLINOIS
301	1000464043	ECHO, RCRA-NLR, FINDS	EXCELSIOR LAUNDRY AND CLEANERS INC	2179 N ILLINOIS
302	1009338803	EDR DRY CLEANERS	STAR JIM	2176 N ILLINOIS
302	1009338804	EDR DRY CLEANERS	STAR JIM	2176 N ILLINOIS ST
303	1015019434	EDR DRY CLEANERS		2175 N PENNSYLVANIA ST
304	1009338793	EDR DRY CLEANERS	SCHNEIDERMAN ABR	2170 N TALBOT
304	1009338794	EDR DRY CLEANERS	SCHNEIDERMAN ABR	2170 N TALBOTT
304	1009338795	EDR DRY CLEANERS	SCHNEIDERMAN ABR	2170 N TALBOTT ST
305	1009362584	EDR GAS STATIONS	SHINN GROVER C	2171 N ILLINOIS
306	1009338791	EDR DRY CLEANERS	DANLVLE CLEANERS	2170 N ILLINOIS

Map ID	ID	Database	Name	Address
306	1009338792	EDR DRY CLEANERS	DANIVLE CLEANERS	2170 N ILLINOIS ST
307	S116506376	SCP	FAMILY DOLLAR	2130 N. CENTRAL AVE.
308	1009362547	EDR GAS STATIONS	TITUS NOLAN	2161 N MERIDIAN
309	1008408242	EDR MGP	INDIANAPOLIS MGP	LANGSDALE PLANT
310	1009340176	EDR DRY CLEANERS	TIFFANY LAUNDRY CO	26 MCLEAN PL
311	1009341971	EDR DRY CLEANERS	STEIGERWALD LAWRENCE H	32 MCLEAN PL
312	1009339909	EDR DRY CLEANERS	TIFFANY LAUNDRY CO	25-27 MC LEAN PL
313	1016821933	FINDS, ECHO	VACANT COMMERCIAL BUILDING	2137 N MERIDIAN ST
314	1009363281	EDR GAS STATIONS	MCNEW ROY L	23 MCLEAN PL
315	1009339906	EDR DRY CLEANERS	TIFFANY LAUNDRY CO	25 MC LEAN PL
315	1009339907	EDR DRY CLEANERS	TIFFANY LAUNDRY CO	25 MCLEAN PL
316	1009340462	EDR DRY CLEANERS	TIFFANY LAUNDRY CO	27 MCLEAN PL
316	1009365582	EDR GAS STATIONS	SHINN GROVER C	27 MCLEAN PL
317	1009343385	EDR DRY CLEANERS	SHUTE DUANE	39 MC LEAN PL
317	1009343386	EDR DRY CLEANERS	SHUTE DUANE	39 MCLEAN PL
318	S108414833	AUL, BROWNFIELDS	2131-2151 N MERIDIAN	2131-2151 N MERIDIAN ST
318	1010210868	ECHO, FINDS	2131-2151 N MERIDIAN	2131-2151 N MERIDIAN
319	U002245015	L_REG_NO, UST	DIALYSIS INSTITUTE OF INDIANA	2140 N CAPITOL
320	1009338675	EDR DRY CLEANERS	KADER STEVEN	2136 N ILLINOIS
320	1009338676	EDR DRY CLEANERS	KADER STEVEN	2136 N ILLINOIS ST
321	1009338614	EDR DRY CLEANERS	SHUTE DUANE A	2123 N ILLINOIS
321	1009338615	EDR DRY CLEANERS	SHUTE DUANE A	2123 N ILLINOIS ST
322	1000428212	ECHO, FINDS, CERCLIS-NFRAP, CORRACTS, RCRA-NLR, IHW, UST	INDUSTRIAL HEAT TREATING & METAL CO INC	2131 DR MARTIN LUTHER KING JR STREET
323	1009362179	EDR GAS STATIONS	CONGER JOHN C	2117 N ILLINOIS
323	1009362180	EDR GAS STATIONS	CONGER JOHN C	2117 N ILLINOIS ST
324	U004002595	L_REG_NO, UST	CIRCLE K 2291	2104 N CAPITOL AVE
325	1016803719	ECHO, FINDS	MERIDIAN 21	2105 N MERIDIAN ST
326	1009338301	EDR DRY CLEANERS	SHARKEY D J	2060 N ILLINOIS
326	1009338302	EDR DRY CLEANERS	ANTICH SVETO	2060 N ILLINOIS ST
327	1009361583	EDR GAS STATIONS	DECO GARAGE	2051 N ILLINOIS
327	1009361584	EDR GAS STATIONS	NATIONAL SAFETY CENTER	2051 N ILLINOIS ST
328	1002895875	CERCLIS-NFRAP	CITIZENS GAS & COKE UTILITY (SIA)	2020 N MERIDIAN ST
328	S109544486	CEDS	HEARTLAND GAS PIPELINE LLC	2020 N MERIDIAN ST
328	1015308281	EDR GAS STATIONS		2020 N MERIDIAN ST
328	1008385156	ECHO, FINDS	HEARTLAND GAS PIPELINE LLC	2020 N MERIDIAN ST
328	1014887325	ECHO, FINDS	WESTFIELD GAS CORPORATION	2020 NORTH MERIDIAN STREET
328	1004486360	FINDS, ECHO	CITIZENS GAS & COKE UTILITY	2020 N MERIDIAN ST
328	1016137849	MLTS	CITIZENS GAS & COKE UTILITY	2020 NORTH MERIDIAN STREET
329	U000191140	L_REG_NO, UST	EMRO MARKETING WAKE UP #6364	2010 MARTIN LUTHER KING JR
330	S105202345	AUL, VCP	CAPITAL SUPPLIES INCORPORATED	2020 N ILLINOIS ST
331	1000763005	L_REG_NO, HMRI, CEDS, UST	STERLING FLUID SYSTEMS INCORPORATED DBA PEERLESS PUMP COMPAN	2005 DR MARTIN LUTHER KING JR ST
331	S107709763	CHMIRS, HMRI, SCP	PEERLESS PUMP	2005 MARTIN LUTHER KING ST
332	1016456366	BROWNFIELDS, ECHO, FINDS	1901 & 1903 CENTRAL AVENUE	1901 & 1903 CENTRAL AVENUE
333	1009361073	EDR GAS STATIONS	PACKARD INDIANAPOLIS CO INC	2004 N MERIDIAN

Map ID	ID	Database	Name	Address
334	1009361055	EDR GAS STATIONS	PACKARD INDIANAPOLIS CO INC	2003 N MERIDIAN
335	1009361030	EDR GAS STATIONS	PACKARD INDIANAPOLIS CO PACKARD AUTOMOBILES	2002 N MERIDIAN
336	1009361476	EDR GAS STATIONS	SCHOLEY CLIFFORD F	2036 PIERSON AV
336	1009361477	EDR GAS STATIONS	SNODDY DEAN J	2036 PIERSON DR
337	S113900711	SCP	INDIANA UNIVERSITY HEALTH 2	1888 N SENATE AVE
338	U004020519	L_REG_NO, UST	METHODIST HOSPITAL INDIANAPOLIS	1901 N SENATE BLVD
339	1009360742	EDR GAS STATIONS	RIGLEY PHILIP	1941 PIERSON AV
340	1009337743	EDR DRY CLEANERS	SHAMPAY BROS	1912 N MERIDIAN
341	1009354381	EDR GAS STATIONS	LUDEWICK TONY	12 W 19TH
341	1009354382	EDR GAS STATIONS	LUDEWICK TONY	12 W 19TH ST
342	1009360128	EDR GAS STATIONS	PEACOCK & FEAR SERVICE STATION	1837 N CAPITOL AV
342	1009360129	EDR GAS STATIONS	PEACOCK & FEAR SERVICE STATION	1837 N CAPITOL AVE
343	1009335021	EDR DRY CLEANERS	MOORE BERTHA MRS	124 W 19TH
344	1009355278	EDR GAS STATIONS	MCDONALD RAY B REAR	125 W 19TH
344	1009355279	EDR GAS STATIONS	MCDONALD RAY B REAR	125 W 19TH ST
345	1009359829	EDR GAS STATIONS	COMMERCIAL MOTOR SERVICE	1808 PIERSON
345	1009359830	EDR GAS STATIONS	COMMERCIAL MOTOR SERVICE	1808 PIERSON AV
345	1009359831	EDR GAS STATIONS	NORMAN ARTH L	1808 PIERSON DR
346	1009359809	EDR GAS STATIONS	KAMPHAUS & BROWN	1806 PIERSON AV
346	1009359810	EDR GAS STATIONS	KAMPHAUS & BROWN	1806 PIERSON DR
347	1004700930	ECHO, FINDS, RCRA-CESQG, IHW	MID-AMERICA PATHOLOGY SVCS	1801 N SENATE BLVD STE 745
348	1016813421	ECHO, FINDS	NEW BEGINNINGS ALTERNATIVE HIGH SCHOOL	1840 N MERIDIAN ST
349	1009359556	EDR GAS STATIONS	HILL FRANK W	1740 PIERSON AV
349	1009359557	EDR GAS STATIONS	HILL FRANK W	1740 PIERSON DR
350	1009359471	EDR GAS STATIONS	TAYLOR RUSSELL	1725 PIERSON AV
350	1009359472	EDR GAS STATIONS	TAYLOR RUSSELL	1725 PIERSON DR
351	1009359461	EDR GAS STATIONS	BARKER FORREST C	1724 PIERSON AV
351	1009359462	EDR GAS STATIONS	BARKER FORREST C	1724 PIERSON DR
352	1009359340	EDR GAS STATIONS	MADDEN THEO B	1717 PIERSON AV
352	1009359341	EDR GAS STATIONS	MADDEN THEO B	1717 PIERSON DR
353	1009359322	EDR GAS STATIONS	MID TOWN AUTO CLEAN UP SHOP	1716 PIERSON DR
354	1009359750	EDR GAS STATIONS	HUNT DAVID AUTOMOTIVE SERVICE	1802 N CAPITOL AVE
355	S103364345	CHMIRS		1802 N ILLINOIS ST
356	1009359751	EDR GAS STATIONS	MALBAUGH MAURICE R	1802 N MERIDIAN
356	1009359752	EDR GAS STATIONS	MAIBAUGH MAURICE R	1802 N MERIDIAN ST
357	1016073250	FINDS, ECHO	METHODIST HOSPITAL OF INDIANA INC	1801 N CAPITAL AVE
358	U003603508	L_REG_NO, UST	JPB CONSTRUCTION INC	1802 DR MARTIN LUTHER KING ST
358	S108986231	CHMIRS, SCP	MLK PARTNERS	1802 MLK
359	1009361751	EDR GAS STATIONS	ME ATEE EUGENE	21 W 18TH
359	1009361752	EDR GAS STATIONS	MC ATEE EUG	21 W 18TH ST
360	1000243307	RCRA-LQG, IHW, CHMIRS	METHODIST HOSPITAL	1701 N. SENATE AVE.
360	S107704927	CLI, AIR EMISSIONS (EMI), HMRI	CLARIAN HEALTH PARTNERS	1701 N SENATE AVE
361	1009358616	EDR GAS STATIONS	SWEAT VERNICE	1615 PIERSON AV
362	1009358574	EDR GAS STATIONS	RIVES GRAHAM E	1612 PIERSON AV

Map ID	ID	Database	Name	Address
362	1009358575	EDR GAS STATIONS	RIVES GRAHAM E	1612 PIERSON DR
363	1001209083	MLTS	METHODIST HOSPITAL	1604 NORTH CAPITOL AVENUE
364	1004700901	FINDS, ECHO, RCRA-CESQG, IHW	G&M PAINT & SUPPLY	1714 N ILLINOIS ST
365	1009359402	EDR GAS STATIONS	FERGUSON & FOLTZ	1720 N MERIDIAN
365	1009359403	EDR GAS STATIONS	FERGUSON & FOLTZ	1720 N MERIDIAN ST
366	1009354380	EDR GAS STATIONS	PAVY AUTO TOP SHOP	12 W 17TH
367	1009352925	EDR GAS STATIONS	MCCOY YOUNCE D	11 W 17TH
367	1009352926	EDR GAS STATIONS	MC COY YOUNCE D	11 W 17TH ST
368	1001207423	MLTS	DRS. OLVEY, TRAMMELL & RANDOLPH	1633 N. CAPITOL AVE 7(F)
369	1009336803	EDR DRY CLEANERS	BRANCH	1622 N ILLINOIS ST
370	1015733893	CERCLIS-NFRAP	INDIANA GAS COMPANY INC (SIA)	1630 NORTH MERIDIAN STREET
370	1001116855	FINDS, ECHO, RCRA-CESQG, AIR EMISSIONS (EMI)	INDIANA GAS CO INC	1630 N MERIDIAN ST
370	S111278554	CLI, IHW	INDIANA GAS CO INC	1630 N MERIDIAN ST
371	1009358589	EDR GAS STATIONS	MOLT RALPH M REAR	1614 HALL PL
372	1004698910	FINDS, RCRA-CESQG, ECHO	INDIANA UNIV HERRON ART SCHOOL	1629 N PENNSYLVANIA
373	1009336675	EDR DRY CLEANERS	TUDOR HARLAN H	1607 N CAPITOL AV
373	1009336676	EDR DRY CLEANERS	TUDOR HARLAN H	1607 N CAPITOL AVE
374	S106425332	AUL, BROWNFIELDS	HERRON ART FOUNDRY	230 E 16TH ST
375	S109845269	SCP	N. DELAWARE ST.	1602 N. DELAWARE ST.
376	S108530786	BROWNFIELDS	GAS STATION	1602 N CENTRAL AVE
377	1009334217	EDR DRY CLEANERS	GOON CHAS	112 W 16TH
377	1009334218	EDR DRY CLEANERS	GOON CHARLIE	112 W 16TH ST
378	1009355369	EDR GAS STATIONS	SUPER-PAR SERVICE STATION	126 W 16TH
378	1009355370	EDR GAS STATIONS	HOGSHIRE J A & SONS INC	126 W 16TH ST
379	1000463857	RCRA-NLR, ECHO, FINDS	CRYSTAL FLASH PETROLEUM CORP	358 W 16TH ST
380	1009341873	EDR DRY CLEANERS	COOK ANDERSON	314 W 16TH
380	1009341874	EDR DRY CLEANERS	COOK ANDERSON	314 W 16TH ST
381	1009336171	EDR DRY CLEANERS	DELUXE CLEANERS	146 W 16TH
381	1009336172	EDR DRY CLEANERS	DE LUXE CLEANERS	146 W 16TH ST
382	1009336247	EDR DRY CLEANERS	ROSASCO BROS	150 W 16TH
382	1009336248	EDR DRY CLEANERS	JOHNSON EDGAR E	150 W 16TH ST
383	1016603750	BROWNFIELDS, FINDS, ECHO	FORMER TAMALES STAND	407 EAST 16TH STREET
384	1009339608	EDR DRY CLEANERS	WRIGHT NORRIS F	240 W 16TH
385	1009339566	EDR DRY CLEANERS	WRIGHT NORRIS F	238 W 16TH
386	S109950525	SWRCY	PENN ARTS APARTMENTS	111 E. 16TH ST.
387	U002114258	L_REG_NO, UST	STAR SERVICE	502 W 16TH ST
388	1009335600	EDR DRY CLEANERS	HOSPITAL LAUNDROMAT	135 W 16TH ST
389	1009335531	EDR DRY CLEANERS	UNITED LAUNDRIES & DRY CLEANERS INC	133 W 16TH
389	1009335532	EDR DRY CLEANERS	PAN TEX LAUNDRY	133 W 16TH ST
390	1015787895	FINDS, BROWNFIELDS, ECHO	MLK CORRIDOR	16TH & MLK
391	S108890106	IHW, AUL	CENTRAL PARKING CORP ALL RIGHT CORP	269 W 16TH ST
391	1009365563	EDR GAS STATIONS	TAYLOR MARVIN T	269 W 16TH
391	1009365564	EDR GAS STATIONS	TAYLOR MARVIN T	269 W 16TH ST
391	1010564003	RCRA-NLR	CENTRAL PARKING CORP/ALLRIGHT PARKING CORP	269 W 16TH ST

Map ID	ID	Database	Name	Address
391	U004111282	L_REG_NO, UST	CENTRAL PARKING CORP ALL RIGHT CORP	269 W 16TH ST
392	1000114442	CERCLIS-NFRAP, CORRACTS, RCRA-TSDF, RCRA-NLR, CLI, IHW, BROWNFIELDS	BIG FOUR METALS, INC.	1101 EAST 16TH STREET
393	1009339704	EDR DRY CLEANERS	WRIGHT NORRIS F	241 W 16TH
394	1009339582	EDR DRY CLEANERS	WRIGHT NORRIS F	239 W 16TH
395	1009339545	EDR DRY CLEANERS	WRIGHT NORRIS F	237 W 16TH
396	1009361169	EDR GAS STATIONS	HAMILTON STANDARD SERVICE	201 W 16TH ST
397	1009358043	EDR GAS STATIONS	HAMILTON JAS R	1532 N CAPITOL AV
397	1009358044	EDR GAS STATIONS	HAMILTON JAMES R	1532 N CAPITOL AVE
398	1009357979	EDR GAS STATIONS	FRANCIS AUTO SERVICE	1524 N CAPITOL AV
398	1009357980	EDR GAS STATIONS	FRANCIS AUTO SERVICE	1524 N CAPITOL AVE
399	1009357989	EDR GAS STATIONS	WHITE H B	1525 N CAPITOL AV
399	1009357990	EDR GAS STATIONS	WHITE H B	1525 N CAPITOL AVE
400	U003877943	L_REG_NO, CHMIRS, UST	FORMER METRO TAXI CO	1524 N ALABAMA ST
401	S105858279	AUL, BROWNFIELDS	METRO TAXI COMPANY (F)	1520 N ALABAMA ST
401	1016348459	ECHO, BROWNFIELDS, FINDS	METRO TAXI CO	1520 NORTH ALABAMA STREET
402	1009336534	EDR DRY CLEANERS	VIRGINIA DRY CLEANING & DYE WORKS	1545 N SENATE
402	1009336535	EDR DRY CLEANERS	VIRGINIA DRY CLEANING & DYE WORKS	1545 N SENATE AVE
403	S105588758	BROWNFIELDS	TITAN HOMES	1534 CENTRAL AVE
404	1008912421	ECHO, FINDS	MEDICAL SAFE TECH	1508 N CAPITOL AVE
405	S109236532	IHW, AUL, BROWNFIELDS	CVS PHARMACY 6549	1545 N MERIDIAN ST
405	1014953313	ECHO, RCRA-LQG, FINDS	CVS PHARMACY #6549	1545 NORTH MERIDIAN
406	1001968113	RCRA-NLR, ECHO, FINDS, IHW	SHELL SVC STA 137279	1551 N ILLINOIS
406	U004002659	L_REG_NO, UST	CIRCLE K 2292	1551 N ILLINOIS ST
407	1009336527	EDR DRY CLEANERS	GOON CHARLIE	1542 N ILLINOIS
407	1009336528	EDR DRY CLEANERS	GOON CHAS	1542 N ILLINOIS ST
408	1009336518	EDR DRY CLEANERS	CONNOLLY WM J	1538 N ILLINOIS
409	1009336495	EDR DRY CLEANERS	KILLO CLEANERS BSMT	1530 N ILLINOIS
409	1009336496	EDR DRY CLEANERS	CLARK CLEANERS BSMT	1530 N ILLINOIS ST
410	1009336470	EDR DRY CLEANERS	DILL EARL	1523 N ILLINOIS
410	1009336471	EDR DRY CLEANERS	DILL EARL	1523 N ILLINOIS ST
411	1009336362	EDR DRY CLEANERS	STCLAIR JAS W	1512 N ILLINOIS
412	1009336268	EDR DRY CLEANERS	SPEARS ALICE	1501 N SENATE AV
413	1009355580	EDR GAS STATIONS	CLOYD HERBERT A	130 W 15TH
414	1009355468	EDR GAS STATIONS	CLOYD HERBERT A	128 W 15TH
415	1016804333	FINDS, ECHO	GLASS COMPANY	1501 N CAPITOL AVE
416	1009355819	EDR GAS STATIONS	JEFFERSON PARK G	131 W 15TH
416	1009355820	EDR GAS STATIONS	FRANKLIN SERVICE GARAGE	131 W 15TH ST
417	1009355511	EDR GAS STATIONS	CORDRAY JAS H	129 W 15TH
417	1009355512	EDR GAS STATIONS	CORDRAY JAS H	129 W 15TH ST
418	1009355413	EDR GAS STATIONS	CLOYD HERBERT A	127 W 15TH
419	1009363909	EDR GAS STATIONS	ISENHOWER BROTHERS	237 W 15TH
419	1009363910	EDR GAS STATIONS	ISENHOWER BROTHERS	237 W 15TH ST
420	1000398764	RCRA-NLR, CERCLIS-NFRAP, IHW, AIR EMISSIONS (EMI)	UNITED COATINGS INC	323 W 15TH ST
420	U003515105	UST	UNITED COATINGS	323 W 15TH ST

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421	1000464048	RCRA-CESQG, CLI, BROWNFIELDS	WELLS PAYTON CHEVROLET	1510 N MERIDAN ST
421	U000187911	L_REG_NO, UST	PAYTON WELLS CHEVROLET	1510 N MERIDIAN ST
422	1009336135	EDR DRY CLEANERS	KARSTADT BROS	1449 N ILLINOIS
422	1009336136	EDR DRY CLEANERS	KARSTADT BROS DYE WORKS INC	1449 N ILLINOIS ST
422	1000464055	RCRA-NLR, FINDS, ECHO, IHW, L_REG_NO, VCP, SCP, UST	KARSTADT REED	1449 N ILLINOIS ST
422	S108161869	CLI, AUL, BROWNFIELDS, DRYCLEANERS	KARSTADT REED CLEANERS	1449 N ILLINOIS ST
423	1009357338	EDR GAS STATIONS	TRIANGLE BODY SHOP COMPLETE BODY AND FENDER REPAIR	1442 N CAPITOL AV
423	1009357339	EDR GAS STATIONS	TRIANGLE BODY SHOP	1442 N CAPITOL AVE
424	1009357320	EDR GAS STATIONS	INDIANA SHEET METAL CO	1440 N CAPITOL AV
424	1009357321	EDR GAS STATIONS	INDIANA SHEET METAL CO	1440 N CAPITOL AVE
425	1009336078	EDR DRY CLEANERS	LLEWELLYN WHEELER	1435 N CAPITOL AV
425	1009336079	EDR DRY CLEANERS	LLEWELLYN WHEELER	1435 N CAPITOL AVE
426	1009357255	EDR GAS STATIONS	ANDREWS WM	1433 N CAPITOL AV
426	1009357256	EDR GAS STATIONS	ANDREWS WM	1433 N CAPITOL AVE
427	1009357280	EDR GAS STATIONS	CHASTAIN MATTHEW W	1435 N ILLINOIS
427	1009357281	EDR GAS STATIONS	HURLEY MOTOR SERVICE	1435 N ILLINOIS ST
428	1000753186	UST	FARBER DISTRIBUTION CO INC	1421 N SENATE AVE
429	1009335980	EDR DRY CLEANERS	ROBERTS ROSCOE M	1417 N SENATE AV
429	1009335981	EDR DRY CLEANERS	ROBERTS ROSCOE M	1417 N SENATE AVE
430	S106425326	AUL, BROWNFIELDS	1411 NORTH CAPITOL	1411 N CAPITOL AVE
430	1016796160	FINDS, ECHO	HERFF JONES INCORPORATED	1411 N CAPITOL AVE
431	1009357115	EDR GAS STATIONS	DYER S GARAGE	1422 N ILLINOIS
432	S111339378	BROWNFIELDS	METRO MOTOR HOTEL	1415 N PENNSYLVANIA ST
433	1016708016	ECHO, FINDS	SUPERIOR OIL COMPANY, INC.	1402 N. CAPITOL AVE. SUITE 100
433	1010210873	FINDS, ECHO	SHURON FACILITY (FORMER)	1402 NORTH CAPITAL AVENUE
433	1004701078	FINDS, ECHO, RCRA-NLR, IHW, AIR EMISSIONS (EMI), VCP, SCP	COHN S & SON INCORPORATED	1402 N CAPITOL AVE
433	1016951360	TSCA	SUPERIOR OIL COMPANY, INC.	1402 N. CAPITOL AVE. SUITE 100
434	U003515110	AUL, L_REG_NO, BROWNFIELDS, UST	1402 MLK	1402 MARTIN LUTHER KING JR ST
435	1009356675	EDR GAS STATIONS	BRANSFORD & HOSKINS	1402 N SENATE AV
435	1009356676	EDR GAS STATIONS	BRANSFORD & HOSKINS	1402 N SENATE AVE
435	U004226718	UST	FARBERS DISTRIBUTION CO INC	1402 N SENATE AVE
436	1000228735	RCRA-NLR	HERFF JONES INC	1401 N CAPITAL AVE
437	S106740920	CHMIRS, HMRI, BROWNFIELDS	MCFARLING FOODS INC	333 W 14TH ST
437	1000755767	UST	MCFARLING FOODS INC	333 W 14TH ST
438	S110479724	BROWNFIELDS, VCP	MICHAELIS DEVELOPMENT LLP	1352 N ILLINOIS ST
438	1009335608	EDR DRY CLEANERS	FAME LAUNDRIES INC	1352 N ILLINOIS
438	1009335609	EDR DRY CLEANERS	FAME LAUNDRIES INC	1352 N ILLINOIS ST
438	1009335614	EDR DRY CLEANERS	FAME LAUNDRIES INC	1352-60 N ILLINOIS ST
438	S106199108	CHMIRS, SCP	MICHAELIS DEVELOPMENT LLP	1352 ILLINOIS
439	1009335642	EDR DRY CLEANERS	FAME LAUNDRIES INC	1360 N ILLINOIS
439	1009335643	EDR DRY CLEANERS	FAME LAUNDRIES INC	1360 N ILLINOIS ST
440	1009335634	EDR DRY CLEANERS	FAME LAUNDRIES INC STEAM	1359 N ILLINOIS
441	1009335633	EDR DRY CLEANERS	FAME LAUNDRIES INC STEAM	1358 N ILLINOIS
442	1009335632	EDR DRY CLEANERS	FAME LAUNDRIES INC	1357 N ILLINOIS

Map ID	ID	Database	Name	Address
443	1009356294	EDR GAS STATIONS	BOHLKE HARVEY H	1342 N CAPITOL AV
444	1009335630	EDR DRY CLEANERS	FAME LAUNDRIES INC STEAM	1356 N ILLINOIS
445	1009335624	EDR DRY CLEANERS	FAME LAUNDRIES INC STEAM	1355 N ILLINOIS
446	1009356276	EDR GAS STATIONS	BENTLEY LOUIS	1340 N CAPITOL AV
446	1009356277	EDR GAS STATIONS	DANDRICH PETER	1340 N CAPITOL AVE
447	1009335622	EDR DRY CLEANERS	FAME LAUNDRIES INC STEAM	1354 N ILLINOIS
448	1009335616	EDR DRY CLEANERS	FAME LAUNDRIES INC STEAM	1353 N ILLINOIS
448	1009356359	EDR GAS STATIONS	KELSO WM	1353 N ILLINOIS
448	1009356360	EDR GAS STATIONS	KELSO WM	1353 N ILLINOIS ST
449	1000463531	RCRA-NLR, FINDS, ECHO	HN ADVERTISING & DISPLAY COMPANY INCORPORATED	1334 N CAPITOL AVE
450	1009356207	EDR GAS STATIONS	CLASBY GEORGE R	1333 N CAPITOL AV
451	1009356196	EDR GAS STATIONS	CLASBY GEORGE R	1332 N CAPITOL AV
452	1009356183	EDR GAS STATIONS	FRANCIS HAROLD O	1331 N CAPITOL AV
452	1009356184	EDR GAS STATIONS	KIDWELL JACK ELECTRIC CO INC	1331 N CAPITOL AVE
453	1009356131	EDR GAS STATIONS	WORLINE MOTOR SERVICE	1327 N CAPITOL AV
454	1016189847	FINDS, ECHO	H N ADVERTISING AND DISPLAY CO INC	1324 N CAPITOL
455	1015206574	EDR GAS STATIONS		1318 N CAPITOL AVE
455	1017744184	ECHO, FINDS	COOPRIDER AUTO SERVICE	1318 N CAPITAL AVE
455	U004194353	L_REG_NO, UST	COOPRIDER AUTO SERVICE	1318 N CAPITAL AVE
456	1009356032	EDR GAS STATIONS	LAWRENCE GUY CARBURETOR SERVICE	1320 N ILLINOIS ST
457	1009355865	EDR GAS STATIONS	ALFARR INC	1312 N CAPITOL AVE
458	1009335258	EDR DRY CLEANERS	EXCELSIOR CLEANERS & LAUNDRY INC	1302 N ILLINOIS ST
459	1009356135	EDR GAS STATIONS	FREEMAN HERMAN	1327 N SENATE AV
459	1009356136	EDR GAS STATIONS	FREEMAN HERMAN	1327 N SENATE AVE
460	1000297064	ECHO, RCRA-NLR, FINDS, CLI, IHW	HENLEYS KUSTOM PAINTING INCORPORATED	1310 N CAPITOL AVE
461	1009356147	EDR GAS STATIONS	LAWRENCE GUY E CARBURETOR SERVICE CO	1329 N ILLINOIS
461	1009356148	EDR GAS STATIONS	LAWRENCE GUY E CARBURETOR SERVICE CO	1329 N ILLINOIS ST
462	1009335512	EDR DRY CLEANERS	WAH CHARLES	1326 N SENATE AV
463	1009355666	EDR GAS STATIONS	HILL JOS W	1302 N CAPITOL AV
463	1009355667	EDR GAS STATIONS	HILL JOS W	1302 N CAPITOL AVE
464	1009356006	EDR GAS STATIONS	ROSENBERG ALVEY W	132 W 13TH
464	1009356007	EDR GAS STATIONS	ROSENBERG CO	132 W 13TH ST
465	1009362226	EDR GAS STATIONS	HILL JOS W	212 W 13TH
465	1009362227	EDR GAS STATIONS	HILL JOS W	212 W 13TH ST
466	1009335361	EDR DRY CLEANERS	FILMORE GEORGE	1311 N SENATE AV
467	1001213901	FINDS, ECHO, RCRA-NLR, IHW	WRTV 6 MCGRAW-HILL BROADCASTING	1329 N ILLINOIS ST
467	U004003309	UST	WRTV 6 MCGRAW-HILL BROADCASTING	1329 N ILLINOIS ST
468	1009335248	EDR DRY CLEANERS	PALACE SERVICE SHOP	1301 N SENATE AV
468	1009335249	EDR DRY CLEANERS	PALACE SERVICE SHOP	1301 N SENATE AVE
469	1009335065	EDR DRY CLEANERS	CRESCENT CLEANERS INC	1246 N CAPITOL AV
469	1009335066	EDR DRY CLEANERS	CRESCENT CLEANERS INC	1246 N CAPITOL AVE
470	1009335052	EDR DRY CLEANERS	CRESCENT CLEANERS INC	1244 N CAPITOL AV
470	1009335053	EDR DRY CLEANERS	CRESCENT CLEANERS CO INC	1244 N CAPITOL AVE
470	1009335057	EDR DRY CLEANERS	CRESCENT CLEANERS INC	1244 N CAPITOL AVE

Map ID	ID	Database	Name	Address
471	1009335044	EDR DRY CLEANERS	CRESCENT CLEANERS INC	1242 N CAPITOL AV
471	1009335047	EDR DRY CLEANERS	CRESCENT CLEANERS INC	1242 N CAPITOL AVE
472	1000689410	ECHO, FINDS, RCRA-NLR, CLI, IHW, AIR EMISSIONS (EMI), CHMIRS, VCP, SCP	STEWART MFG CO	1280 N SENATE AVE
473	1009335028	EDR DRY CLEANERS	CRESCENT CLEANERS CO INC	1240 N CAPITOL AV
473	1009335029	EDR DRY CLEANERS	WILLS MILLARD	1240 N CAPITOL AVE
473	1009335038	EDR DRY CLEANERS	CRESCENT CLEANERS INC	1240 N CAPITOL AVE
474	S108089986	AUL, CHMIRS, SCP	GREATER DIVERSIFIED SUPPLY	1234 N. CAPITOL AVE.
474	1016798900	ECHO, FINDS	GREATER DIVERSIFIED SUPPLY	1234 N CAPITOL AVE
475	1001127167	RCRA-NLR, FINDS, ECHO, IHW	BUSINESS FURNITURE CORP	1300 N MERIDIAN ST
476	1009334937	EDR DRY CLEANERS	WIENER HENRY	1224 N CAPITOL AV
477	1009334903	EDR DRY CLEANERS	DELTA CLEANERS BSMT	1220 N ILLINOIS
477	1009334904	EDR DRY CLEANERS	DELTA CLEANERS BSMT	1220 N ILLINOIS ST
478	1000689473	FINDS, ECHO, RCRA-CESQG, CLI, IHW	JOHNSON CONTROLS INC	1255 N SENATE AVE
479	1009335048	EDR DRY CLEANERS	WILSON OSCAR D	1243 N SENATE AV
479	1009335049	EDR DRY CLEANERS	WILSON OSCAR D	1243 N SENATE AVE
480	1000756935	L_REG_NO, UST	BRINK INC	1222 N PENNSYLVANIA ST
481	1009334862	EDR DRY CLEANERS	LASTER WILEY	1218 N SENATE AV
481	1009334863	EDR DRY CLEANERS	LASTER WILEY	1218 N SENATE AVE
482	1009354725	EDR GAS STATIONS	GODFREY S AUTOMATIC TRANSMISSION SERVICE INC	1210 N ILLINOIS ST
482	1000157426	RCRA-NLR, FINDS, ECHO, IHW	MIDAS MUFFLER AND BRAKE SHOP	1210 N ILLINOIS AVE
483	1009334793	EDR DRY CLEANERS	LESTER WILEY	1212 N SENATE AV
483	1009334794	EDR DRY CLEANERS	LESTER WILEY	1212 N SENATE AVE
484	1009334649	EDR DRY CLEANERS	ROBINSON ROBT C	1201 N SENATE AV
485	1009354524	EDR GAS STATIONS	WILLIAMS ROBT H	1202 N ILLINOIS
485	1009354525	EDR GAS STATIONS	GODFREY S AUTOMATIC TRANSMISSION SERVICE	1202 N ILLINOIS ST
485	1000754887	UST	JIFFY LUBE	1202 N ILLINOIS ST
486	1000511958	UST	NORM'S CAR WASH INC	1219 N MERIDIAN ST
487	1009353908	EDR GAS STATIONS	SMITH & LEWIS	1141 N SENATE AV
488	1009334325	EDR DRY CLEANERS	RENFRO JNO D	1132 N SENATE AV
489	1009334225	EDR DRY CLEANERS	SWISS CLEANERS INC	1120 N ILLINOIS
490	1009334181	EDR DRY CLEANERS	SWISS CLEANERS	1118 N ILLINOIS
491	1009334159	EDR DRY CLEANERS	SWISS CLEANERS INC	1116 N ILLINOIS
492	1009334134	EDR DRY CLEANERS	SWISS CLEANERS INC	1114 N ILLINOIS
493	1009334110	EDR DRY CLEANERS	SWISS CLEANERS INC	1112 N ILLINOIS
493	1009334111	EDR DRY CLEANERS	SWISS CLEANERS INC	1112 N ILLINOIS ST
493	1009353412	EDR GAS STATIONS	SWISS GARAGE	1112 N ILLINOIS
494	1009334080	EDR DRY CLEANERS	SWISS CLEANERS INC	1110 N ILLINOIS
495	1009334026	EDR DRY CLEANERS	SWISS CLEANERS INC	1108 N ILLINOIS
496	1009333992	EDR DRY CLEANERS	LASTER WILEY	1106 N SENATE AV
496	1009333993	EDR DRY CLEANERS	LASTER WILEY	1106 N SENATE AVE
497	S109949707	SWRCY	CRISPUS ATTUCKS MIDDLE SCHOOL	1140 N. MARTIN LUTHER KING DR.
498	1009333571	EDR DRY CLEANERS	MIDDLETON S LAUNDROMAT BSMT	1036 N ILLINOIS ST
499	1009352183	EDR GAS STATIONS	MATT S ALIGNMENT SERVICE	1032 N ILLINOIS
499	1009352184	EDR GAS STATIONS	MATT S ALIGNMENT SERVICE	1032 N ILLINOIS ST

Map ID	ID	Database	Name	Address
500	1004483482	FINDS, ECHO	AMOCO SS 44	11TH ST & CAPITOL AVE
501	1009353847	EDR GAS STATIONS	CALVELAGE ROBT H	1139 N ILLINOIS
501	1009353848	EDR GAS STATIONS	GENERAL AUTO TOP & BODY CO	1139 N ILLINOIS ST
502	1009352232	EDR GAS STATIONS	CHAMBERS EUGENE E	1035 N CAPITOL AVE
503	1009352199	EDR GAS STATIONS	CHAMBERS EUG E	1033 N CAPITOL AV
503	1009352200	EDR GAS STATIONS	CHAMBERS EUGENE E	1033 N CAPITOL AVE
504	1009334186	EDR DRY CLEANERS	SWISS CLEANERS INC	1119 N ILLINOIS
505	1009334167	EDR DRY CLEANERS	SWISS CLEANERS INC	1117 N ILLINOIS
506	1009334145	EDR DRY CLEANERS	SWISS CLEANERS INC	1115 N ILLINOIS
507	1009334120	EDR DRY CLEANERS	SWISS CLEANERS INC	1113 N ILLINOIS
508	1009334095	EDR DRY CLEANERS	SWISS CLEANERS INC	1111 N ILLINOIS
508	1009353374	EDR GAS STATIONS	KLEIN SETH	1111 N ILLINOIS
508	1009353375	EDR GAS STATIONS	KLEIN SETH	1111 N ILLINOIS ST
509	1009334037	EDR DRY CLEANERS	SWISS CLEANERS INC	1109 N ILLINOIS
510	1009333932	EDR DRY CLEANERS	ODORLESS DRY CLEANERS	1101 N ILLINOIS
510	1009333933	EDR DRY CLEANERS	EDSON & SCOFIELD	1101 N ILLINOIS ST
511	1009351826	EDR GAS STATIONS	K B L AUTO REPAIR CO	1019 N CAPITOL AV
511	1009351827	EDR GAS STATIONS	P & R GARAGE REAR	1019 N CAPITOL AVE
511	1016807959	FINDS, ECHO	GE ADVANCED MATERIALS	1019 N CAPITOL AVE
511	U004051515	UST	GE ADVANCED MATERIALS	1019 N CAPITOL AVE
512	1009333572	EDR DRY CLEANERS	SHARP HENRY	1036 N SENATE AV
512	1009333573	EDR DRY CLEANERS	SHARP HENRY	1036 N SENATE AVE
513	1009333558	EDR DRY CLEANERS	CRUTCHER HUSTON	1034 N SENATE AV
513	1009333559	EDR DRY CLEANERS	CRUTCHER HUSTON	1034 N SENATE AVE
514	1009333274	EDR DRY CLEANERS	CHOW LEE	1009 N ILLINOIS
514	1009333275	EDR DRY CLEANERS	CHOW LEE	1009 N ILLINOIS ST
515	S117891596	OISC	TURNER JOHN MANAGEMENT WASATCH LAKE	1060 N CAPITOL AVE STE C200
515	1016813285	FINDS, ECHO	ENVIRONMENTAL FORENSIC INVESTIGATIONS INCORPORATED	1060 N CAPITOL AVE STE E230
516	1005443481	FINDS, ECHO, RCRA-NLR, IHW	IN ST MUSEUM STUTZ	1036 N CAPITAL AVE
517	1009385978	EDR GAS STATIONS	COOPERIDER AUTO SERV	955 N ILLINOIS ST
518	U001076602	UST	VIDEO INDIANA INC DBA WTHR-TV 13	1000 N MERIDIAN ST
519	1009351458	EDR GAS STATIONS	SENATE AVENUE GARAGE	1008 N SENATE AV
519	1009351459	EDR GAS STATIONS	SENATE AVENUE GARAGE	1008 N SENATE AVE
520	1009357066	EDR GAS STATIONS	SEATS MOTOR SERVICE	142 W 10TH
520	1009357067	EDR GAS STATIONS	SEATS MOTOR SERVICE	142 W 10TH ST
521	1000140063	ECHO, RCRA-NLR, FINDS, IHW	MIDWEST SILVER INC	208 W 10TH ST
522	1009333150	EDR DRY CLEANERS	CAPITOL CLEANERS	1001 S CAPITOL AVE
523	1009333843	EDR DRY CLEANERS	GRAND LAUNDRY THE	109 W 10TH
523	1009333844	EDR DRY CLEANERS	GRAND LAUNDRY THE	109 W 10TH ST
524	1009361720	EDR GAS STATIONS	OWENS RICHD H	209 W 10TH
524	1009361721	EDR GAS STATIONS	OWENS RICHD H	209 W 10TH ST
525	1015329570	EDR GAS STATIONS		217 W 10TH ST
526	1009385705	EDR GAS STATIONS	EATON W R & SON REAR	938 N ILLINOIS
526	1009385706	EDR GAS STATIONS	EATON W R & SON REAR	938 N ILLINOIS ST

Map ID	ID	Database	Name	Address
527	U003515078	L_REG_NO, UST	GOUTRY MARK	950 N MERIDIAN
528	1009385458	EDR GAS STATIONS	GERKING TRUCK SERVICE	924 N ILLINOIS
528	1009385459	EDR GAS STATIONS	GERKING TRUCK SERVICE	924 N ILLINOIS ST
529	1009385227	EDR GAS STATIONS	HICKS IRA	916 N CAPITOL
530	1015107208	EDR DRY CLEANERS		934 N SENATE AVE
530	1009385662	EDR GAS STATIONS	SWANEY ANDREW	934 N SENATE AV
531	1009385692	EDR GAS STATIONS	TUCK JAS A	937 MUSKINGUM
531	1009385693	EDR GAS STATIONS	NEWBOLD WALTER	937 MUSKINGUM ST
532	1009385555	EDR GAS STATIONS	ALBERT CHAS H	929 MUSKINGUM
532	1009385556	EDR GAS STATIONS	ALBERT CHAS H	929 MUSKINGUM ST
533	1009350653	EDR DRY CLEANERS	JACKSON HARRY	935 N ILLINOIS
533	1009350654	EDR DRY CLEANERS	JACKSON HARRY	935 N ILLINOIS ST
534	U003093541	L_REG_NO, UST	MARATHON UNIT 1157	922 N DELAWARE
535	1000825333	FINDS, RCRA-NLR, ECHO, CLI, IHW	SHURGARD SELF STORAGE	933 N ILLINOIS ST
536	1009350408	EDR DRY CLEANERS	RYAN DON C	912 N ILLINOIS
536	1009350409	EDR DRY CLEANERS	RYAN DON C	912 N ILLINOIS ST
537	1000464059	RCRA-CESQG, CLI, AUL, IHW, HMRI, BROWNFIELDS	FINISHMASTER INC #26	923 N MERIDIAN
537	U001321718	UST	FINISHG MASTER INC 26	923 N MERIDIAN ST
538	1009384940	EDR GAS STATIONS	BRITT SAML REAR	907 N CAPITOL AV
538	1009384941	EDR GAS STATIONS	SHELLEY ISAAC E	907 N CAPITOL AVE
539	1009350232	EDR DRY CLEANERS	SPARKS GEO E	902 N SENATE AV
540	1009384811	EDR GAS STATIONS	STCLAIR REFINING CO	902 N CAPITOL AV
541	1009350316	EDR DRY CLEANERS	LEE GEO	906 N ILLINOIS
541	1009350317	EDR DRY CLEANERS	LEE GEO	906 N ILLINOIS ST
542	1009384840	EDR GAS STATIONS	STCLAIR REFINING CO	903 N CAPITOL AV
543	1015667941	EDR GAS STATIONS		901 N SENATE AVE
544	1009384761	EDR GAS STATIONS	STCLAIR REFINING CO	901 N CAPITOL AV
544	1009384762	EDR GAS STATIONS	BUTLER JOS H	901 N CAPITOL AVE
545	S111679007	BROWNFIELDS	KIRKBRIDE BIBLE COMPANY	335 W 9TH ST
546	1009350283	EDR DRY CLEANERS	JAMES PANG	905 N ILLINOIS
546	1009350284	EDR DRY CLEANERS	WAH KEE SAM	905 N ILLINOIS ST
547	1009350256	EDR DRY CLEANERS	PIERCE FRED D	903 N ILLINOIS
547	1009350257	EDR DRY CLEANERS	PIERCE FRED D	903 N ILLINOIS ST
548	1009343219	EDR DRY CLEANERS	SMITH OBED W	38 W 9TH
549	1009349872	EDR DRY CLEANERS	AERO DRY CLEANING	846 N SENATE AV
549	1009349873	EDR DRY CLEANERS	AERO DRY CLEANING	846 N SENATE AVE
550	U003209570	L_REG_NO	PAR LANCE AMBULANCE GARAGE	9TH / ILLINOIS
551	1008372978	FINDS, RCRA-CESQG, ECHO	ILLINOIS STREET CHILLED WATER PLANT	43 W 9TH ST
552	1009383926	EDR GAS STATIONS	DIXIE OIL CO	840 N ILLINOIS
553	1009383896	EDR GAS STATIONS	FREEMAN JOHN W	838 N ILLINOIS
553	1009383897	EDR GAS STATIONS	FREEMAN JOHN W	838 N ILLINOIS ST
554	1009383821	EDR GAS STATIONS	KIRSCHNER AUTO SERVICE	832 N ILLINOIS
555	1009383843	EDR GAS STATIONS	KIRSCHNER AUTO SERVICE	833 N ILLINOIS
556	1009383756	EDR GAS STATIONS	KIRSCHNER & LOVICK BODY CO	830 N ILLINOIS

Map ID	ID	Database	Name	Address
557	1009383801	EDR GAS STATIONS	KIRSCHNER AUTO SERVICE	831 N ILLINOIS
557	U003094918	UST	ST JOSEPH STREET ASSOCIATES LTD	831 N ILLINOIS
558	1009383882	EDR GAS STATIONS	INDIANAPOLIS BRAKE & ELECTRIC CO	836 N CAPITOL AV
558	1009383883	EDR GAS STATIONS	INDIANAPOLIS BRAKE & ELECTRIC CO	836 N CAPITOL AVE
559	1009383719	EDR GAS STATIONS	KIRSCHNER & LOVICK BODY CO	828 N ILLINOIS
560	1009383738	EDR GAS STATIONS	KIRSCHNER & LOVICK BODY CO	829 N ILLINOIS
561	1009383998	EDR GAS STATIONS	WILLINGHAM DORSEY	843 N CAPITOL AV
561	1009383999	EDR GAS STATIONS	WILLINGHAM DORSEY	843 N CAPITOL AVE
562	1009383700	EDR GAS STATIONS	KIRSCHNER AUTO SERVICE INC	826 N ILLINOIS
563	1009383711	EDR GAS STATIONS	KIRSCHNER AUTO SERVICE INC	827 N ILLINOIS
564	1009383657	EDR GAS STATIONS	KIRSCHNER AUTO SERVICE INC	824 N ILLINOIS
565	1009383681	EDR GAS STATIONS	KIRSCHNER AUTO SERVICE INC	825 N ILLINOIS
565	U000182770	UST	L L SHONKWILER	825 N ILLINOIS ST
566	1009383637	EDR GAS STATIONS	KIRSCHNER AUTO SERVICE INC	823 N ILLINOIS
567	1009383494	EDR GAS STATIONS	MARCUS MORRIS	819 N ILLINOIS
567	1009383495	EDR GAS STATIONS	MARCUS MORRIS	819 N ILLINOIS ST
568	1009383439	EDR GAS STATIONS	PERRY GLEN GARAGE REAR	816 N ILLINOIS
569	1009349367	EDR DRY CLEANERS	BROOKS PEARL	807 N SENATE AV
570	1015923035	ECHO, FINDS	DORFMAN PROPERTY MANAGEMENT	827 NORTH CAPITOL AVENUE
571	1009349231	EDR DRY CLEANERS	QUALITY SERVICE CLEANERS	801 N SENATE AV
571	1009349232	EDR DRY CLEANERS	QUALITY SERVICE CLEANERS	801 N SENATE AVE
572	1015649083	EDR GAS STATIONS		825 N CAPITOL AVE
572	S116158131	SCP	FORMER EDWARDS TRANSMISSION	825 CAPITOL AVE
572	1016870457	ECHO, FINDS	FORMER EDWARDS TRANSMISSION	825 N CAPITOL AVE
573	1009372588	EDR GAS STATIONS	LATHROP-MOYER RETAIL INC OLDSMOBILE	418-4246375 N CAPITOL AVE
573	1009379195	EDR GAS STATIONS	HATFIELD MOTORS INC	623-6279326 N CAPITOL AVE
574	S106097632	BROWNFIELDS	GENERAL TIRE (F)	838 N DELAWARE ST
575	1009383398	EDR GAS STATIONS	STANLEY-BRETNEY CO	815 MUSKINGUM
575	1009383399	EDR GAS STATIONS	PERRY GLEN GARAGE	815 MUSKINGUM ST
576	1009349384	EDR DRY CLEANERS	ILLINOIS CLEANERS	808 N ILLINOIS
576	1009349385	EDR DRY CLEANERS	SMITH OBED W	808 N ILLINOIS ST
577	1009349349	EDR DRY CLEANERS	SMITH OBED W	806 N ILLINOIS
577	1009349350	EDR DRY CLEANERS	SMITH OBED W	806 N ILLINOIS ST
578	S116759974	BROWNFIELDS	GARDNER BUILDING	350 W ST CLAIR ST
579	1007284608	FTTS, HIST FTTS	LITHO PRESS INC	800 N CAPITOL AVE
579	1000825296	FINDS, ECHO, RCRA-NLR, CLI, IHW	LITHO PRESS	800 N CAPITOL AVE
580	1000825568	ECHO, RCRA-NLR, FINDS	RAMSEY INC	916 N PIERSON
581	U003142088	UST	INDIANAPOLIS MARION CNTY LIBRARY	40 E ST CLAIR
582	S116532654	BROWNFIELDS	DMP CAPITOL LLC	733 N CAPITOL AVE
582	S116674506	CHMIRS		733 NORTH CAPITAL AVENUE
583	1009381905	EDR GAS STATIONS	MADDEN-COPPLE CO INC	733 N CAPITOL AV
583	1009381906	EDR GAS STATIONS	MADDEN-COPPLE CO	733 N CAPITOL AVE
584	1009381556	EDR GAS STATIONS	BROWN S BILL AUTO SERVICE	721 N SENATE AV
584	1009381557	EDR GAS STATIONS	BROWN WILL	721 N SENATE AVE

Map ID	ID	Database	Name	Address
585	1000464927	ECHO, FINDS, RCRA-NLR, IHW	INDIANA BELL TELEPHONE COMPANY DBA SBC	714 N SENATE AVE
586	1009381985	EDR GAS STATIONS	CRADICK ALVA	739 N CAPITOL AV
586	1009381986	EDR GAS STATIONS	CRADICK ALVA	739 N CAPITOL AVE
587	S116506366	SCP	DMP CAPITAL LLC	733 N CAPITOL AVE
587	1016870385	ECHO, FINDS	DMP CAPITOL LLC	733 N CAPITOL AVE
588	1009381755	EDR GAS STATIONS	MADDEN-COPPLE CO	729 N CAPITOL AV
588	1009381756	EDR GAS STATIONS	MADDEN-COPPLE CO	729 N CAPITOL AVE
589	1009381693	EDR GAS STATIONS		725 N CAPITOL AVE
590	1009381678	EDR GAS STATIONS		724 N CAPITOL AVE
591	1016815870	ECHO, FINDS	COMMERCIAL STRUCTURE	720 N CAPITOL AVE
592	1009381978	EDR GAS STATIONS	LEBOWITZ ERWIN C	738 N ILLINOIS
592	1009381979	EDR GAS STATIONS	SAFEWAY BRAKE SHOP	738 N ILLINOIS ST
593	1009381731	EDR GAS STATIONS	EQUIPMENT SERVICE CO	727 N ILLINOIS
593	1009381732	EDR GAS STATIONS	EQUIPMENT SERVICE CO	727 N ILLINOIS ST
594	1000464029	RCRA-NLR, FINDS, ECHO, IHW	CHURCH BROTHERS DOWNTOWN	724 N ILLINOIS
595	1009381645	EDR GAS STATIONS	JOHNSON ANDREW C	723 N ILLINOIS
596	1009381554	EDR GAS STATIONS	AUTOMOTIVE PARTS AND ELECTRIC SERVICE CORP	721 N ILLINOIS
596	1009381555	EDR GAS STATIONS	AUTOMOTIVE PARTS AND ELECTRIC SERVICE CORP	721 N ILLINOIS ST
597	1009381461	EDR GAS STATIONS	CHEVROLET ARTHUR	719 N ILLINOIS
597	1009381462	EDR GAS STATIONS	CHEVROLET ARTHUR	719 N ILLINOIS ST
598	1009380987	EDR GAS STATIONS	CHURCH BROS BODY SERVICE	705 N ILLINOIS
598	1009380988	EDR GAS STATIONS	BRINDLE ANDREW	705 N ILLINOIS ST
599	1009380880	EDR GAS STATIONS		702 N ILLINOIS ST
600	1009380824	EDR GAS STATIONS	FEDERAL AUTO SUPPLY CO INC	701 N CAPITOL AV
601	1009380825	EDR GAS STATIONS	GENERAL MOTOR SERVICE CO INC	701 N ILLINOIS
601	1009380826	EDR GAS STATIONS	GENERAL MOTOR SERVICE CO INC	701 N ILLINOIS ST
602	S109949614	SWRCY	CENTRAL CHRISTIAN CHURCH	701 N DELAWARE ST.
603	1000161963	ECHO, FINDS, RCRA-NLR	ZIEBART	650 N SENATE AVE
604	U003950896	CLI, L_REG_NO, UST	GOODYEAR ASC 6720	627 N DELAWARE ST
605	1009379257	EDR GAS STATIONS	HATFIELD MOTORS INC	626 N CAPITOL AV
605	1009379258	EDR GAS STATIONS	HATFIELD MOTORS INC	626 N CAPITOL AVE
606	1009379274	EDR GAS STATIONS	HATFIELD MOTORS INC	627 N CAPITOL AV
606	1009379275	EDR GAS STATIONS	HATFIELD MOTORS INC	627 N CAPITOL AVE
607	1009379218	EDR GAS STATIONS	HATFIELD MOTORS INC	624 N CAPITOL AV
607	1009379219	EDR GAS STATIONS	HATFIELD MOTORS INC	624 N CAPITOL AVE
608	1009379237	EDR GAS STATIONS	HATFIELD MOTORS INC	625 N CAPITOL AV
608	1009379238	EDR GAS STATIONS	HATFIELD MOTORS INC	625 N CAPITOL AVE
609	1009379179	EDR GAS STATIONS	HATFIELD MOTORS INC	623 N CAPITOL AV
609	1009379180	EDR GAS STATIONS	HATFIELD MOTORS INC	623 N CAPITOL AVE
610	1009379324	EDR GAS STATIONS	SIMPSON RALPH W	630 N SENATE AV
610	1009379325	EDR GAS STATIONS	SIMPSON RALPH W	630 N SENATE AVE
611	1009379289	EDR GAS STATIONS	BEINEKE EVERETT	628 N SENATE AV
611	1009379290	EDR GAS STATIONS	BEINEKE EVERETT	628 N SENATE AVE
612	1000510199	RCRA-NLR, CLI, IHW, AIR EMISSIONS (EMI)	DESIGN PRINTING CO	626 N ILLINOIS ST

Map ID	ID	Database	Name	Address
613	1000371158	FINDS, RCRA-NLR, ECHO	SHERWIN WILLIAMS CO 9318	618 NO CAPITOL AVE
613	1016412198	FINDS, ECHO	SHERWIN WILLIAMS COMPANY	618 N CAPITOL AVE
614	1009379695	EDR GAS STATIONS	SANDERS JACK	643 N ILLINOIS
614	1009379696	EDR GAS STATIONS	SANDERS JACK	643 N ILLINOIS ST
615	1009347096	EDR DRY CLEANERS	LONEY SADIE MRS	610 N ILLINOIS
615	1009347097	EDR DRY CLEANERS	LONEY SADIE MRS	610 N ILLINOIS ST
616	1009378884	EDR GAS STATIONS	H T ELECTRIC CO	614 N CAPITOL AV
617	1009347389	EDR DRY CLEANERS	ELMASIAN HARRY	627 N ILLINOIS
618	1009379182	EDR GAS STATIONS	FISHER JOHN M	623 N ILLINOIS
618	1009379183	EDR GAS STATIONS	BRISKIN T & R CO	623 N ILLINOIS ST
619	1009378824	EDR GAS STATIONS	H T ELECTRIC CO	612 N CAPITOL AV
619	1009378825	EDR GAS STATIONS	H T ELECTRIC CO	612 N CAPITOL AVE
620	1009378854	EDR GAS STATIONS	H T ELECTRIC CO	613 N CAPITOL AV
621	1009379010	EDR GAS STATIONS	WOLF I AUTO PARTS AND TIRE CO	619 N ILLINOIS
622	1009347196	EDR DRY CLEANERS	HAYES J MART	613 N ILLINOIS
622	1009347197	EDR DRY CLEANERS	HAYES J MART	613 N ILLINOIS ST
623	1009347041	EDR DRY CLEANERS	AUSTIN CLEANERS	607 N ILLINOIS
623	1009347042	EDR DRY CLEANERS	AUSTIN CLEANERS	607 N ILLINOIS ST
624	U000194428	L_REG_NO, UST	SIGMA THETA TAU INC	550 W NORTH ST
625	1000451403	FINDS, ECHO, RCRA-NLR, RCRA-TSDF, IHW	INDIANA BELL TELEPHONE COMPANY DBA SBC	250 W NORTH ST
626	S108162006	IHW, DRYCLEANERS	VENTURE RESTORATION LLC	602 N CAPITOL AVE
626	1015079516	EDR DRY CLEANERS		602 N CAPITOL AVE
626	1009378420	EDR GAS STATIONS	AUTOMOTIVE SERVICE CO	602 N CAPITOL AV
626	1000418140	FINDS, RCRA-SQG, ECHO, IHW	DEERING CLEANERS	602 N CAPITOL AVE
627	1001213950	RCRA-NLR, IHW	AT&T CORP	112 W NORTH ST
627	U001082818	UST	AT&T INDIANAPOLIS N20338	112 W NORTH ST
628	1009378212	EDR GAS STATIONS	AUTOMOTIVE SERVICE CO	600 N CAPITOL AV
629	1009378341	EDR GAS STATIONS	AUTOMOTIVE SERVICE CO	601 N CAPITOL AV
630	1009361722	EDR GAS STATIONS	MADDEN-COPPLE CO	209 W NORTH
630	1009361723	EDR GAS STATIONS	MADDEN-COPPLE CO	209 W NORTH ST
631	1009377127	EDR GAS STATIONS	INDIANAPOLIS AUTO PARTS AND TIRE CO	545 N CAPITOL AV
632	1009377066	EDR GAS STATIONS	INDIANAPOLIS AUTO PARTS AND TIRE CO	543 N CAPITOL AV
633	1009377104	EDR GAS STATIONS	INDIANAPOLIS AUTO PARTS AND TIRE CO	544 N CAPITOL AV
634	1009376891	EDR GAS STATIONS	TIRE SERVICE CO	540 N CAPITOL AV
634	1009376892	EDR GAS STATIONS	TIRE SERVICE CO	540 N CAPITOL AVE
635	1009376828	EDR GAS STATIONS	A-1 AUTO RADIATOR CO	535 N CAPITOL AV
636	1009376671	EDR GAS STATIONS	SPEEDWAY GARAGE	531 N CAPITOL AV
637	1009376794	EDR GAS STATIONS		534 N CAPITOL AVE
637	1009376795	EDR GAS STATIONS	STEINHART E W CO	534 N CAPITOL AVE
637	1016795606	ECHO, FINDS	COOPER TIRE	534 N CAPITOL AVE
637	S106746126	CHMIRS, SCP	COOPER TIRE	534 NORTH CAPITAL AVENUE
638	1009376575	EDR GAS STATIONS	SPEEDWAY GARAGE	529 N CAPITOL AV
639	1009376729	EDR GAS STATIONS	SPEEDWAY GARAGE	532 N CAPITOL AV
640	1009376548	EDR GAS STATIONS	SPEEDWAY GARAGE	527 N CAPITOL AV

Map ID	ID	Database	Name	Address
640	1009376549	EDR GAS STATIONS	FROST MOTOR SERVICE	527 N CAPITOL AVE
641	1009376594	EDR GAS STATIONS	SPEEDWAY GARAGE	530 N CAPITOL AV
642	1009376490	EDR GAS STATIONS	SPEEDWAY GARAGE	525 N CAPITOL AV
643	1009376562	EDR GAS STATIONS	SPEEDWAY GARAGE	528 N CAPITOL AV
644	1009376426	EDR GAS STATIONS	SPEEDWAY GARAGE	523 N CAPITOL AV
645	1009376515	EDR GAS STATIONS	SPEEDWAY GARAGE	526 N CAPITOL AV
645	1009376516	EDR GAS STATIONS	COLE MOTOR CO	526 N CAPITOL AVE
646	1009376322	EDR GAS STATIONS	SPEEDWAY GARAGE	521 N CAPITOL AV
647	1009376460	EDR GAS STATIONS	SPEEDWAY GARAGE	524 N CAPITOL AV
648	1009376186	EDR GAS STATIONS	SPEEDWAY GARAGE	519 N CAPITOL AV
649	1009376373	EDR GAS STATIONS	SPEEDWAY GARAGE	522 N CAPITOL AV
650	1009376135	EDR GAS STATIONS	SPEEDWAY GARAGE	517 N CAPITOL AV
651	1009376226	EDR GAS STATIONS	SPEEDWAY GARAGE	520 N CAPITOL AV
652	1009376073	EDR GAS STATIONS	BRAKE SUPPLY CO	515 N CAPITOL AV
652	1009376074	EDR GAS STATIONS	BRAKE SUPPLY CO	515 N CAPITOL AVE
653	1009376161	EDR GAS STATIONS	GOLDBERG LOUIS	518 N CAPITOL AV
653	1009376162	EDR GAS STATIONS	INDIANAPOLIS AUTO PARTS AND TIRE CO	518 N CAPITOL AVE
654	1009376109	EDR GAS STATIONS	MCPHERSON AUTO SALES	516 N CAPITOL AV
654	1009376110	EDR GAS STATIONS	MC PHERSON AUTO SALES	516 N CAPITOL AVE
655	1009345842	EDR DRY CLEANERS	MOY JAS	520 N ILLINOIS
655	1009345843	EDR DRY CLEANERS	MOY JAS	520 N ILLINOIS ST
656	1009346320	EDR DRY CLEANERS	NANCE JOHN W	547 N SENATE AV
657	1009376966	EDR GAS STATIONS	PRESSLEY JOHN M	541 N SENATE AV
657	1009376967	EDR GAS STATIONS	PRESSLEY JOHN M	541 N SENATE AVE
658	1009376876	EDR GAS STATIONS	COHN BROS AUTO CO	539 N SENATE AV
658	1009376877	EDR GAS STATIONS	DOTYS BODY & FENDER SHOP	539 N SENATE AVE
659	1009375706	EDR GAS STATIONS	TIMBERLAKE-MACHAN CO	508 N CAPITOL AV
660	1004488069	ECHO, RCRA-NLR, FINDS, IHW	AMERICAN STATES INSURANCE	500 N MERIDIAN ST
660	1000751696	UST	SAFECO INSURANCE CO	500 N MERIDIAN ST
661	1009362962	EDR GAS STATIONS	BILLY GRIMES TIRE CO	222 W MICHIGAN
661	1009362963	EDR GAS STATIONS	GRIMES BILLY TIRE CO	222 W MICHIGAN ST
661	U003950926	UST	AUTOMOTIVE ARMATURE	222 W MICHIGAN ST
662	1009362410	EDR GAS STATIONS	COCKERHAM BROS GARAGE	214 N ROANOKE ST
663	S112149567	AUL, BROWNFIELDS	AUL PARKING LOT	W MICHIGAN ST & N SENATE AVE
664	1009375549	EDR GAS STATIONS	EUREKA AUTO PARTS AND TIRE CO	503 N ILLINOIS
665	1009352570	EDR GAS STATIONS	AUTOMOTIVE ARMATURE CO INC	106 W MICHIGAN
666	1004484097	FINDS, ECHO	AT & T	500 N CAPITOL
667	1009364437	EDR GAS STATIONS	JOE S MARATHON SERVICE	245 W MICHIGAN ST
668	1009362481	EDR GAS STATIONS	HURLEY DAVID	215 W MICHIGAN
668	1009362482	EDR GAS STATIONS	ENGINE REBUILDERS INC	215 W MICHIGAN ST
669	1009352673	EDR GAS STATIONS	AUTOMOTIVE ARMATURE CO INC	107 W MICHIGAN
670	1009352430	EDR GAS STATIONS	AUTOMOTIVE ARMATURE CO INC	105 W MICHIGAN
670	1009352431	EDR GAS STATIONS	RICK S PIT STOP	105 W MICHIGAN ST
671	1009373421	EDR GAS STATIONS	SMARTT BRINEY REAR	440 N SENATE AV

Map ID	ID	Database	Name	Address
671	1009373422	EDR GAS STATIONS	THOMAS ALEX REAR	440 N SENATE AVE
672	1009344331	EDR DRY CLEANERS	GEM LAUNDRY CO	426 N SENATE AV
673	U001082365	UST	RYTEX PROPERTY	S/E CORNER SENATE & MICHIGAN
674	1000249493	FINDS, ECHO, RCRA-NLR, IHW	ADDIES 45 MINUTE CLEANERS	451 INDIANA AVE
675	S108702385	AUL, BROWNFIELDS	TRIANGULAR PARCEL SITE	420 N SENATE AVE
676	1009373786	EDR GAS STATIONS	ECONOMY AUTO PAINTING CO	449 N CAPITOL AV 3D FL
677	1009373811	EDR GAS STATIONS	GULLING AUTO ELECTRIC INC	450 N CAPITOL AV
677	1009373812	EDR GAS STATIONS	ECONOMY AUTO PAINTING CO	450 N CAPITOL AV 3D FL
677	1009373813	EDR GAS STATIONS	GULLING AUTO ELECTRIC CO	450 N CAPITOL AVE
678	1009373759	EDR GAS STATIONS	ECONOMY AUTO PAINTING CO	448 N CAPITOL AV 3D FL
679	1009373760	EDR GAS STATIONS	EUREKA AUTO PARTS AND TIRE CO	448 N ILLINOIS
679	1009373761	EDR GAS STATIONS	EUREKA AUTO PARTS AND TIRE CO	448 N ILLINOIS ST
680	1009344702	EDR DRY CLEANERS	MOY KWONG	446 N ILLINOIS
680	1009344703	EDR DRY CLEANERS	MOY KWONG	446 N ILLINOIS ST
681	1000703832	RCRA-NLR, ECHO, FINDS	RYTEX CO	440 N CAPITOL AVE
682	1016812460	FINDS, ECHO	GTE MOBILNET	433 N CAPITOL AVE
683	1009344596	EDR DRY CLEANERS	HAMER FLORENCE R	441 N ILLINOIS
683	1009344597	EDR DRY CLEANERS	HAMER FLORENCE R	441 N ILLINOIS ST
684	1016799017	FINDS, ECHO	VACANT STORAGE	431 N CAPITOL AVE
685	1009344473	EDR DRY CLEANERS	HAAGEMA PAUL	433 N ILLINOIS
686	1009372920	EDR GAS STATIONS	LATHROP-MCFARLAND CO	423 N CAPITOL AV
687	1009372790	EDR GAS STATIONS	LATHROP-MOYER CO THE OLDSMOBILE AND VIKING	421 N CAPITOL AV
688	1009372601	EDR GAS STATIONS	LATHROP-MOYER CO THE OLDSMOBILE AND VIKING	419 N CAPITOL AV
688	1009372602	EDR GAS STATIONS	TERSTEGGE-HOLLOWELL CO INC	419 N CAPITOL AVE
689	1009344339	EDR DRY CLEANERS	GEM LAUNDRY CO	427 N SENATE AV
690	1009344312	EDR DRY CLEANERS	GEM LAUNDRY CO	425 N SENATE AV
690	1009344313	EDR DRY CLEANERS	TIFFANY LAUNDRY INC	425 N SENATE AVE
690	1009344319	EDR DRY CLEANERS	TIFFANY LAUNDRY INC	425-4271327 N SENATE AVE
691	1009372866	EDR GAS STATIONS	AUTO INN OF INDIANAPOLIS INC	422 N ILLINOIS
692	1008402780	RCRA-CESQG	INDIANA WAR MEMORIAL COMMISSION	431 N MERIDIAN
693	1009372967	EDR GAS STATIONS	LATHROP-MCFARLAND CO	424 N CAPITOL AV
694	1009372492	EDR GAS STATIONS	EISEMANN IGNITION SERVICE CO	415 N CAPITOL
694	1009372493	EDR GAS STATIONS	EISEMANN IGNITION SERVICE CO	415 N CAPITOL AV
694	1009372494	EDR GAS STATIONS	EISEMANN IGNITION SERVICE CO	415 N CAPITOL AVE
695	1009372862	EDR GAS STATIONS	LATHROP-MCFARLAND CO	422 N CAPITOL AV
696	1009372644	EDR GAS STATIONS	LATHROP-MOYER CO THE OLDSMOBILE AND VIKING	420 N CAPITOL AV
697	1009372582	EDR GAS STATIONS	LATHROP-MOYER CO THE OLDSMOBILE AND VIKING	418 N CAPITOL AV
698	1009371973	EDR GAS STATIONS	PETERSON-KEYES AUTO CO	405 N CAPITOL AV
699	1009371900	EDR GAS STATIONS	PETERSON-KEYES AUTO CO	403 N CAPITOL AV
700	1009371707	EDR GAS STATIONS	PETERSON-KEYES AUTO CO	401 N CAPITOL AV
700	1004499097	FINDS, ECHO	ALIG & ASSOCIATION INC	401 N CAPITOL AVE
700	U003969009	UST	ALIG & ASSOC INC	401 N CAPITOL AVE
701	1009344042	EDR DRY CLEANERS	SING WILLIE	417 N ILLINOIS
701	1009344043	EDR DRY CLEANERS	HONG MOY	417 N ILLINOIS AV

Map ID	ID	Database	Name	Address
701	1009344044	EDR DRY CLEANERS	HONG MOY	417 N ILLINOIS ST
702	1009371943	EDR GAS STATIONS	PETERSON-KEYES AUTO CO	404 N CAPITOL AV
703	1009371819	EDR GAS STATIONS	PETERSON-KEYES AUTO CO	402 N CAPITOL AV
704	1009371561	EDR GAS STATIONS	NASH SERVICE E L SHAVER CO	400 N CAPITOL AV
704	1009371562	EDR GAS STATIONS	LOSEY-NASH MOTOR CO	400 N CAPITOL AVE
704	1004488028	ECHO, FINDS	ACTION BUSINESS EQUIP	400 N CAPITAL AVE
704	U003093855	UST	ACTION BUSINESS EQUIPMENT	400 N. CAPITAL AVE.
705	1009372496	EDR GAS STATIONS	TREXLER S AUTO SERVICE	415 N ILLINOIS
705	1009372497	EDR GAS STATIONS	TREXLER S AUTO SERVICE	415 N ILLINOIS ST
706	1009343962	EDR DRY CLEANERS	ELITE CLEANING CO	413 N ILLINOIS
706	1009372407	EDR GAS STATIONS	TREXLER S AUTO SERVICE	413 N ILLINOIS
706	1009372408	EDR GAS STATIONS	TREXLER S AUTO SERVICE	413 N ILLINOIS ST
707	1009343742	EDR DRY CLEANERS	KEE SING (CHINESE)	406 N ILLINOIS ST
708	1009343714	EDR DRY CLEANERS	AVENUE LOUNGE	404 INDIANA AV
709	1009371695	EDR GAS STATIONS	NICKSON SHELL SERVICE	401 INDIANA AVE
710	1009311953	FINDS, RCRA-SQG, ECHO, IHW	RINK SAVOY LP	402 N ILLINOIS ST
711	1009357430	EDR GAS STATIONS	KUHN A J & SON REAR	146 W VERMONT
711	1009357431	EDR GAS STATIONS	KUHN A J & SON REAR	146 W VERMONT ST
712	1000463522	ECHO, FINDS, RCRA-NLR, IHW	INDIANAPOLIS PLATING CORPORATION	425 W VERMONT ST
713	1009370051	EDR GAS STATIONS	JONES-WHITAKER SALES CO	353 N CAPITOL AV
713	1009370052	EDR GAS STATIONS	JONES-WHITAKER SALES CO	353 N CAPITOL BLVD
714	1009370000	EDR GAS STATIONS	JONES-WHITAKER SALES CO	352 N CAPITOL AV
714	1009370001	EDR GAS STATIONS	JONES-WHITAKER SALES CO	352 N CAPITOL BLVD
715	1009369926	EDR GAS STATIONS	JONES-WHITAKER SALES CO	351 N CAPITOL AV
715	1009369927	EDR GAS STATIONS	JONES-WHITAKER SALES CO	351 N CAPITOL BLVD
716	1009362643	EDR GAS STATIONS	JONES EARL	219 W VERMONT
716	1009362644	EDR GAS STATIONS	JONES EARL	219 W VERMONT ST
717	1009369815	EDR GAS STATIONS	JONES-WHITAKER SALES CO	350 N CAPITOL AV
717	1009369816	EDR GAS STATIONS	JONES-WHITAKER SALES CO	350 N CAPITOL BLVD
718	1009369771	EDR GAS STATIONS	JONES-WHITAKER SALES CO	349 N CAPITOL AV
718	1009369772	EDR GAS STATIONS	JONES-WHITAKER SALES CO	349 N CAPITOL BLVD
719	1009369753	EDR GAS STATIONS	JONES-WHITAKER SALES CO	348 N CAPITOL AV
719	1009369754	EDR GAS STATIONS	JONES-WHITAKER SALES CO	348 N CAPITOL BLVD
720	1009369718	EDR GAS STATIONS	JONES-WHITAKER SALES CO	346 N CAPITOL AV
720	1009369719	EDR GAS STATIONS	JONES-WHITAKER SALES CO	346 N CAPITOL BLVD
721	1009369740	EDR GAS STATIONS	JONES-WHITAKER SALES CO	347 N CAPITOL AV
721	1009369741	EDR GAS STATIONS	JONES-WHITAKER SALES CO	347 N CAPITOL BLVD
722	1009369658	EDR GAS STATIONS	JONES-WHITAKER SALES CO	344 N CAPITOL AV
722	1009369659	EDR GAS STATIONS	JONES-WHITAKER SALES CO	344 N CAPITOL BLVD
723	1009369691	EDR GAS STATIONS	JONES-WHITAKER SALES CO	345 N CAPITOL AV
723	1009369692	EDR GAS STATIONS	JONES-WHITAKER SALES CO	345 N CAPITOL BLVD
724	1009369617	EDR GAS STATIONS	JONES-WHITAKER SALES CO	343 N CAPITOL AV
724	1009369618	EDR GAS STATIONS	JONES-WHITAKER SALES CO	343 N CAPITOL BLVD
725	1009369313	EDR GAS STATIONS	DEMOS JAS J	339 N CAPITOL AV

Map ID	ID	Database	Name	Address
725	1009369314	EDR GAS STATIONS	AUTO RADIATOR REPAIR AND SUPPLY CO	339 N CAPITOL AVE
726	1009369059	EDR GAS STATIONS	MESSMER & BRETHAUER	332 N CAPITOL AV
726	1009369060	EDR GAS STATIONS	MESSMER & BRETHAUER	332 N CAPITOL AVE
727	1009342858	EDR DRY CLEANERS	KRAUSS PAUL H CO LAUNDRY	359 INDIANA AV
728	1009342865	EDR DRY CLEANERS	DOYLE VERNON L	360 INDIANA AV
728	1009342866	EDR DRY CLEANERS	BRADSHAW LEANERS	360 INDIANA AVE
729	1009342850	EDR DRY CLEANERS	REDD GEO N	357 INDIANA AV
729	1009342851	EDR DRY CLEANERS	BRANCH	357 INDIANA AVE
730	1009342927	EDR DRY CLEANERS	MOY CHAS	361 N ILLINOIS
730	1009342928	EDR DRY CLEANERS	MOY CHAS	361 N ILLINOIS ST
731	S110776743	BROWNFIELDS	INDIANAPOLIS CARD MART	355 N INDIANA AVE
731	1009342835	EDR DRY CLEANERS	BRADSHAW CLEANERS	355 INDIANA AVE
732	1009342696	EDR DRY CLEANERS	NAILING & WOODSON	349 INDIANA AV
732	1009342697	EDR DRY CLEANERS	NAILING & WOODSON	349 INDIANA AVE
733	1009369129	EDR GAS STATIONS	SPEEDWAY MOTORS	333 N CAPITOL AV
733	1009369130	EDR GAS STATIONS	WAVERLEY AUTO RENEWAL	333 N CAPITOL AVE
734	1009342651	EDR DRY CLEANERS	BLAINE GUY U	343 INDIANA AV
734	1009342652	EDR DRY CLEANERS	BLAINE GUV U	343 INDIANA AVE
735	1009342498	EDR DRY CLEANERS	LEONG WILLIE	340 INDIANA AV
735	1009342499	EDR DRY CLEANERS	LEONG WILLIE	340 INDIANA AVE
736	1009342434	EDR DRY CLEANERS	CUNNINGHAM VIRGIL	335 INDIANA AV
736	1009342435	EDR DRY CLEANERS	CUNNINGHAM VIRGIL	335 INDIANA AVE
737	1009369181	EDR GAS STATIONS	S & S AUTO LAUNDRY	334 N ILLINOIS
737	1009369182	EDR GAS STATIONS	WASHINGTON AUTO SALES CO	334 N ILLINOIS ST
738	1009342368	EDR DRY CLEANERS	FAME LAUNDRY CO	332 N ILLINOIS
738	1009369061	EDR GAS STATIONS	S & S AUTO LAUNDRY	332 N ILLINOIS
739	1009369132	EDR GAS STATIONS	S & S AUTO LAUNDRY	333 N ILLINOIS
740	1009368847	EDR GAS STATIONS	S & S BODY & FENDER REPAIR	330 N ILLINOIS
740	1009368848	EDR GAS STATIONS	CITIZENS AUTO GARAGE CO	330 N ILLINOIS ST
741	1009368253	EDR GAS STATIONS	JONES EARL L	318 N SENATE AV
741	1009368254	EDR GAS STATIONS	MOTOR RITE GARAGE	318 N SENATE AVE
742	U003577560	HMRI, BROWNFIELDS, UST	INDIANAPOLIS NEWSPAPERS INC.	307 N PENNSYLVANIA ST
742	S113900707	SCP	PACIFIC & SOUTHERN CO	307 NORTH PENNSYLVANIA ST.
743	1009341932	EDR DRY CLEANERS	MCDANIEL VIRGIL	317 INDIANA AV
743	1009341933	EDR DRY CLEANERS	MC DANIEL VIRGIL	317 INDIANA AVE
744	1009341862	EDR DRY CLEANERS	LEONG WILLIE	314 INDIANA AV
744	1009341863	EDR DRY CLEANERS	LEONG WILLIE	314 INDIANA AVE
745	1009341890	EDR DRY CLEANERS	JACKSON EDW	315 INDIANA AV
745	1009341891	EDR DRY CLEANERS	BEARD FRANK	315 INDIANA AVE
746	1009341831	EDR DRY CLEANERS	DODSON LUNDY	313 INDIANA AV
747	1009368278	EDR GAS STATIONS	CAPITOL BRAKE SERVICE CO	319 N CAPITOL AV
747	1009368279	EDR GAS STATIONS	CAPITOL BRAKE SERVICE CO	319 N CAPITOL AVE
748	1009341581	EDR DRY CLEANERS	STONE SAMUEL R	308 INDIANA AV
749	1009367977	EDR GAS STATIONS	CARR AUTO PLACE	312 N SENATE AV

Map ID	ID	Database	Name	Address
749	1009367978	EDR GAS STATIONS	CARR AUTO PLACE	312 N SENATE AVE
750	1009368227	EDR GAS STATIONS	CAPITOL BRAKE SERVICE CO	317 N CAPITOL AV
750	1009368228	EDR GAS STATIONS	CAPITOL BRAKE SERVICE CO	317 N CAPITOL AVE
751	S109950323	SWRCY	MARSH THE MARKETPLACE	320 NORTH NEW JERSEY
751	S109950324	SWRCY	MARSH THE MARKETPLACE	320 NORTH NEW JERSEY STREET
751	S109950478	SWRCY	O'MALIA'S	320 N. NEW JERSEY
752	1009339410	EDR DRY CLEANERS	LEE JIM	232 INDIANA AVE
752	1009339528	EDR DRY CLEANERS	RYAN ERNEST T	236 INDIANA AVE
752	1009339560	EDR DRY CLEANERS	GEM LAUNDRY CO	238 INDIANA AV
752	1009340059	EDR DRY CLEANERS	NICHOLAS HARRY	252 INDIANA AVE
753	1009341833	EDR DRY CLEANERS	LAWRENCE PETE	313 N ILLINOIS
753	1009341834	EDR DRY CLEANERS	LAWRENCE PETE	313 N ILLINOIS ST
754	1009367489	EDR GAS STATIONS	COLE MOTOR CAR CO SERVICE STATION	304 N SENATE AV
755	1000762408	L_REG_NO, UST	IUPUI	520 W NEW YORK ST
756	1009367533	EDR GAS STATIONS	COLE MOTOR CAR CO LOCAL SERVICE STATION	305 N SENATE AV
757	1009367365	EDR GAS STATIONS	COLE MOTOR CAR CO SERVICE STATION	302 N SENATE AV
758	1009367441	EDR GAS STATIONS	COLE MOTOR CAR CO SERVICE STATION	303 N SENATE AV
759	1009367249	EDR GAS STATIONS	COLE MOTOR CAR CO SERVICE STATION	301 N SENATE AV
760	1009363303	EDR GAS STATIONS	CAPITOL BRAKE SERVICE CO	230 W NEW YORK
760	1009363304	EDR GAS STATIONS	CAPITOL BRAKE SERVICE CO	230 W NEW YORK ST
761	1009341339	EDR DRY CLEANERS	HOOVER BROS	301 INDIANA TRUST BLDG
762	1009341440	EDR DRY CLEANERS	SAMULOWITZ MATTHEW F	303 N ILLINOIS
762	1009341441	EDR DRY CLEANERS	SAMULOWITZ MATTHEW F	303 N ILLINOIS ST
763	1000388125	ECHO, FINDS, RCRA-NLR, IHW, L_REG_NO, UST	IN STATE OF MOTOR POOL	425 W NEW YORK ST
764	1009356008	EDR GAS STATIONS	WARREN AUTO SERVICE	132 W NEW YORK
765	1009355469	EDR GAS STATIONS	ACME GARAGE	128 W NEW YORK
766	1009355374	EDR GAS STATIONS	ACME GARAGE	126 W NEW YORK
767	1000451400	FINDS, ECHO, RCRA-NLR, IHW	TUCHMAN CLEANERS NO 19	301 N ILLINOIS
768	U001959095	UST	CAPITOL & NY SW CORNER OF LOT	227 W NEW YORK ST
769	U002114206	UST	STATE OF INDIANA/PARKING LOT	225 W NEW YORK ST
770	1009355415	EDR GAS STATIONS	ACME GARAGE	127 W NEW YORK
771	1009354710	EDR GAS STATIONS	UNION SEVENTY-SIX SERVICE STATION	121 W NEW YORK ST
772	S108161872	CHMIRS, SCP, DRYCLEANERS	TUCHMAN CLEANERS	304 E. NEW YORK ST.
773	S117891218	BROWNFIELDS	LOCKERBIE PROPERTY EAST	302 N EAST ST
774	S117891219	BROWNFIELDS	LOCKERBIE PROPERTY NEW YORK	437 E NEW YORK ST
775	1009365035	EDR GAS STATIONS	KEATON RAYMOND E	256 N CAPITOL AV
775	1009365036	EDR GAS STATIONS	KEATON RAYMOND E	256 N CAPITOL AVE
776	1009364525	EDR GAS STATIONS	KARSTEDT J G	248 N CAPITOL AV
777	1009339809	EDR DRY CLEANERS	PARIS CLEANERS	243 N ILLINOIS
778	1009339603	EDR DRY CLEANERS	FOUR HOUR LAUNDRY	240 N ILLINOIS
778	1009339604	EDR DRY CLEANERS	REX ONE HOUR CLEANERS	240 N ILLINOIS ST
779	1009339703	EDR DRY CLEANERS	KRAUSS PAUL H CO LAUNDRY	241 N ILLINOIS
780	1009339562	EDR DRY CLEANERS	FOUR HOUR LAUNDRY	238 N ILLINOIS
780	1009339563	EDR DRY CLEANERS	FOUR HOUR LAUNDRY	238 N ILLINOIS ST

Map ID	ID	Database	Name	Address
781	1009339530	EDR DRY CLEANERS	PARIS CLEANERS	236 N ILLINOIS
781	1009339531	EDR DRY CLEANERS	PARIS CLEANERS	236 N ILLINOIS ST
782	1009339507	EDR DRY CLEANERS	POULOS ANEST H	235 N ILLINOIS
782	1009339508	EDR DRY CLEANERS	POULOS ANEST H	235 N ILLINOIS ST
783	1009339412	EDR DRY CLEANERS	YOW LEE	232 N ILLINOIS
783	1009339413	EDR DRY CLEANERS	YOW LEE	232 N ILLINOIS ST
784	1009339464	EDR DRY CLEANERS	UNITED CLEANERS INC CASH AND CARRS STORES	233 N ILLINOIS
785	1009339255	EDR DRY CLEANERS	PARIS DRY CLEANERS & STEAM DYE WORKS	230 N ILLINOIS
786	1009339203	EDR DRY CLEANERS	HONG LEE	226 N ILLINOIS
786	1009339204	EDR DRY CLEANERS	SING SAM	226 N ILLINOIS ST
787	1009338759	EDR DRY CLEANERS	BRANCH	216 N ILLINOIS ST
788	1009338653	EDR DRY CLEANERS	SIMON DOLLAR CLEANERS	213 N ILLINOIS
788	1009338654	EDR DRY CLEANERS	SIMON DOLLAR CLEANERS	213 N ILLINOIS ST
789	S109596988	AUL, BROWNFIELDS	FIVE INDIANA SQUARE PROPERTY	241 N PENNSYLVANIA ST
790	1009362628	EDR GAS STATIONS	WOLF ALBERT A REAR	219 N CAPITOL AV
791	U001080737	L_REG_NO, UST	PIERSON STREET ASSOCIATES LTD	251 N ILLINOIS ST STE 150
792	1009338321	EDR DRY CLEANERS	BRANCHES	207 N ILLINOIS ST
793	1009338268	EDR DRY CLEANERS	CHERPAS JOHN	205 N ILLINOIS
793	1009338269	EDR DRY CLEANERS	CHERPAS JOHN	205 N ILLINOIS ST
794	1009338142	EDR DRY CLEANERS	CURLEY S	202 N ILLINOIS
794	1009338143	EDR DRY CLEANERS	CURLEY S	202 N ILLINOIS ST
794	1009361331	EDR GAS STATIONS	FIRESTONE SERVICE STATION	202 N ILLINOIS
794	1009361332	EDR GAS STATIONS	FIRESTONE SERVICE STATION	202 N ILLINOIS ST
795	1009338292	EDR DRY CLEANERS	RYAN ERNEST	206 N CAPITOL AV
795	1009338293	EDR DRY CLEANERS	RYAN ERNEST T	206 N CAPITOL AVE
796	U001078917	UST	FIRESTONE TIRE & RUBBER COMPANY	200 N ILLINOIS
797	U003114017	L_REG_NO, UST	NBD BANK	1 INDIANA SQ #7043
798	1009361151	EDR GAS STATIONS	WAYNE ANTHONY OIL CO	201 N CAPITOL AV
798	1009361152	EDR GAS STATIONS	ANTHONY WAYNE OIL CORP	201 N CAPITOL AVE
799	1000511276	UST	AUL TOWER	1 AMERICAN SQUARE
800	S117572445	BROWNFIELDS	PARKING LOT	222 N ALABAMA ST
801	1000104190	RCRA-NLR	IND BELL TEL CO	240 N MERIDIAN ST
801	1000392736	RCRA-NLR, IHW	AT AND T LONG LINES INDIANAPOLIS IND	240 N MERIDIAN ST
801	1000463820	ECHO, RCRA-CESQG, FINDS, IHW	IND BELL TEL CO N20108	240 N MERIDIAN ST
801	1000104189	ECHO, RCRA-NLR, FINDS, IHW	INDIANA BELL TELEPHONE CO INC	240 N MERIDIAN ST
801	U004020443	L_REG_NO, CHMIRS, HMRI, UST	AT&T INDIANAPOLIS N20108	240 N MERIDIAN ST
802	1009338059	EDR DRY CLEANERS	GREGG & SON INC	201 N ILLINOIS ST
802	1015305439	EDR GAS STATIONS		201 N ILLINOIS ST
803	U004187999	L_REG_NO, UST	AT&T INDIANA TELEPHONE	220 N MERIDIAN ST
804	1009355184	EDR GAS STATIONS	LYNN GARAGE REAR	124 W OHIO
804	1009355185	EDR GAS STATIONS	LYNN GARAGE REAR	124 W OHIO ST
805	1009354099	EDR GAS STATIONS	HOSS JOHN R	116 W OHIO
805	1009354100	EDR GAS STATIONS	HOSS JOHN R	116 W OHIO ST
806	1009336519	EDR DRY CLEANERS	FORSHAM HILDY	154 N ILLINOIS

Map ID	ID	Database	Name	Address
807	1004700910	ECHO, RCRA-CESQG, FINDS, IHW	GENERAL SVCS ADMIN	46 E OHIO ST
808	1004499665	ECHO, FINDS	GREYHOUND LINES INC	127 N CAPITOL AVE
808	S116004987	RGA LUST	GREYHOUND LINES INC	127 N CAPITOL AVE
808	S116004989	RGA LUST	GREYHOUND LINES	127 N CAPITOL AVE
808	U000184996	L_REG_NO, UST	GREYHOUND LINES INC	127 N CAPITOL AVE
809	1005443480	RCRA-NLR, FINDS, ECHO, IHW	IN ST MUSEUM	202 N ALABAMA ST
810	1000292607	ECHO, RCRA-NLR, FINDS, IHW	HEALTH AND HOSPITAL CORP OF MARION CO	222 E OHIO RM 301B
811	1000907871	FINDS, RCRA-NLR, ECHO, CLI, IHW	IN ST TEACHERS ASSOC	124 N CAPITOL AVE
812	1014953330	RCRA-LQG	CVS PHARMACY 6607	105 E OHIO ST
813	1000201790	RCRA-NLR, FINDS, ECHO, IHW, L_REG_NO, UST	NATIONAL PRINTFAST	600 E. OHIO ST.
814	S108161871	DRYCLEANERS	MILTO CLEANERS & LAUNDRY	31 W OHIO STREET
815	U003949972	L_REG_NO, UST	DOWNTOWN CITGO	441 E OHIO ST
816	1009357526	EDR GAS STATIONS	DOWNTOWN GARAGE	150 S SENATE AV
817	1009357313	EDR GAS STATIONS	CHURCH BROS	144 S SENATE AV
817	1009357314	EDR GAS STATIONS	CHURCH BROS	144 S SENATE AVE
818	1000756391	L_REG_NO, CHMIRS, UST	TWO MARKET SQUARE CENTER	251 E OHIO ST
819	U003577834	L_REG_NO, UST	MARKET SQUARE CENTER BLDG	151 N DELAWARE
820	1009335228	EDR DRY CLEANERS	PAPPAS BROS	130 N ILLINOIS
820	1009335229	EDR DRY CLEANERS	STAR SERVICE SHOP	130 N ILLINOIS ST
821	1009338106	EDR DRY CLEANERS	THREE J S COIN LAUNDRY	2015 W WABASH ST
821	1009349040	EDR DRY CLEANERS	TRAILER CITY CLEANERS	7777 W WABASH ST
821	1009363166	EDR GAS STATIONS	DOAN S BOB MARATHON SERVICE	2247 W WABASH ST
821	1009381741	EDR GAS STATIONS	NEWBY TEXACO STATION	7279 W WABASH ST
822	S118153140	BROWNFIELDS	LAZ PARKING LOT	131 N ALABAMA ST
822	S109684824	VCP	131 N. ALABAMA	131 N. ALABAMA STREET
823	1009356004	EDR GAS STATIONS	HAINES-PARKER BRAKE SERVICE	132 S SENATE AV
823	1009356005	EDR GAS STATIONS	HAINES BRAKE SERVICE	132 S SENATE AVE
824	1014953329	RCRA-LQG	CVS PHARMACY 6604	175 N ILLINOIS ST
825	1009355577	EDR GAS STATIONS	CHRISTIE MACHINE WORKS	130 S SENATE AV
825	1009355578	EDR GAS STATIONS	CHRISTIE MACHINE WORKS	130 S SENATE AVE
826	S109844536	BROWNFIELDS	IDEM FOR TPI	100 N SENATE AVE RM 1275
826	1004700450	RCRA-CESQG, FINDS, ECHO, IHW, CHMIRS, HMRI, CEDS	INDIANA DOT (I-69 SECTION 4)	100 N. SENATE AVENUE
826	S114458818	OISC	INDIANA STATE DEPT OF HEALTH	100 N SENATE AVE N855
827	S111679095	AUL, BROWNFIELDS, SCP	WAYNE BANK & TRUST	117 N EAST ST
828	1009335212	EDR DRY CLEANERS	MCINTIRE JOHN D	129 N ILLINOIS
829	1009334587	EDR DRY CLEANERS	VICTORY SERVICE SHOP	119 N ILLINOIS
830	1000510433	FINDS, ECHO, RCRA-NLR, IHW	BISCOE INC	118 N DELAWARE ST
831	1009335465	EDR DRY CLEANERS	FRENCH STEAM DYE WORKS	132 MONUMENT CIR
832	1009335226	EDR DRY CLEANERS	ALEXANDER PETER K	130 MONUMENT CIR
833	1001301958	L_REG_NO, CHMIRS	BANK ONE	110 N EAST ST
834	1009335123	EDR DRY CLEANERS	CRIDER JOHN	126 MONUMENT CIR
835	1009373037	EDR GAS STATIONS	ROSS BROS	426 N SCIOTO
836	S110325490	AUL, BROWNFIELDS	BANK ONE PARKING GARAGE	101 N NEW JERSEY ST
837	1009357068	EDR GAS STATIONS	ELM GARAGE	142 W MARKET

Map ID	ID	Database	Name	Address
838	1000104344	RCRA-CESQG, FINDS, ECHO, IHW, DRYCLEANERS	ADAMS MARK HOTEL	120 W MARKET ST
839	S108161865	DRYCLEANERS	SPEEDWAY CLEANING SHOPS INC	111 MONUMENT CIR # 222
839	1000164615	ECHO, FINDS, RCRA-NLR, IHW, HMRI	GALBREATH JOHN W AND CO	111 MONUMENT CIRCLE
840	1015156606	EDR GAS STATIONS		111 MONUMENT CIR
840	S112254939	OISC	INDIANAPOLIS DOWNTOWN INC	111 MONUMENT CIRCLE STE 1900
841	U003142151	AUL, L_REG_NO, VCP, UST	CSX TRANSPORTATION INC	136 S STATE ST
842	1001960577	ECHO, FINDS, RCRA-NLR, CLI, IHW	HBE ADAMS MARK HOTEL SITE	133 W MARKET ST
843	1009333793	EDR DRY CLEANERS	LEMCKE SERVICE SHOP	108 E MARKET
843	1009333794	EDR DRY CLEANERS	LEMCKE SERVICE SHOP	108 E MARKET ST
844	1009334554	EDR DRY CLEANERS	BALLINGER DANE C REAR	118 E MARKET
845	1015206996	EDR GAS STATIONS		132 E MARKET ST
846	1009357310	EDR GAS STATIONS	INDIANA PARKING GARAGE	144 E MARKET
847	1009357423	EDR GAS STATIONS	INDIANA GARAGE COMPANY INC	146 E MARKET
848	1009336953	EDR DRY CLEANERS	MODERN CLEANERS	17 W MARKET
848	1009358990	EDR GAS STATIONS	SOCONY VACUUM OIL CO INC	17 W MARKET
849	1009384650	EDR GAS STATIONS	CIRCLE MOTOR INN INC	9 W MARKET
850	1009380688	EDR GAS STATIONS	CIRCLE MOTOR INN INC	7 W MARKET
851	1009351510	EDR GAS STATIONS	MALLORY TEXACO SERVICE	101 N PENNSYLVANIA
851	1009351511	EDR GAS STATIONS	MALLORY TEXACO SERVICE	101 N PENNSYLVANIA ST
852	U003807237	AUL, L_REG_NO, BROWNFIELDS, UST	MARKET SQUARE DEVELOPMENT PROJECT	300 E MARKET ST
853	1009333090	EDR DRY CLEANERS	SCHOEN BROS	1 E MARKET
854	1009340454	EDR DRY CLEANERS	ALEXANDER PETER K	27 E MARKET
854	1009340455	EDR DRY CLEANERS	ALEXANDER PETER K	27 E MARKET ST
855	S109950749	SWRCY, HMRI	96TH STREET TRANSFER STATION	4935 ROBINSON RD
856	1009335528	EDR DRY CLEANERS	BRANCHES	133 E MARKET ST
857	1009357195	EDR GAS STATIONS	INDIANA GARAGE COMPANY INC	143 E MARKET
858	1009357380	EDR GAS STATIONS	INDIANA GARAGE COMPANY INC	145 E MARKET
859	1009357448	EDR GAS STATIONS	INDIANA GARAGE COMPANY INC	147 E MARKET
860	1009358144	EDR GAS STATIONS	MID-WESTERN PETROLEUM CORP	155 E MARKET
860	1009358145	EDR GAS STATIONS	DEL-MAR GARAGE	155 E MARKET 3D 4TH 5TH FLS
861	U003114018	UST	STATE HWY GARAGE	502 W MARKET ST
862	U000185696	UST	CENTRAL GARAGE - IDOH	510 W MARKET
863	S108890700	CHMIRS, SCP	CARPENTERS LOCAL UNION 60	531 E MARKET ST
864	1006807567	ECHO, FINDS, RCRA-NLR, IHW	WILLIAM H BLOCK CO BLDG	50 N ILLINOIS ST
865	1000245798	RCRA-NLR, IHW	INDIANA SOLDIERS AND SAILORS MONUMENT	DOWNTOWN MONUMENT CIRCLE
866	1009376885	EDR GAS STATIONS	CIRCLE MOTOR INN	54 MONUMENT CIR 4TH-5TH-6TH FLS
867	1009346719	EDR DRY CLEANERS	FRENCH STEAM DYE WORKS	59 MONUMENT CIR
867	1009346720	EDR DRY CLEANERS	FRENCH STEAM DYE WORKS	59 MONUMENT CIRCLE
868	1015549525	EDR GAS STATIONS		55 MONUMENT CIR
869	1009345270	EDR DRY CLEANERS	FRENCH STEAM DYE WORKS	49 MONUMENT CIR
869	1009345271	EDR DRY CLEANERS	FRENCH STEAM DYE WORKS	49 MONUMENT CIRCLE
870	1009341972	EDR DRY CLEANERS	FAME LAUNDRY CO	32 N CAPITOL
870	1009341973	EDR DRY CLEANERS	FAME LAUNDRY CO	32 N CAPITOL AV
871	1009342245	EDR DRY CLEANERS	FAME LAUNDRY CO	33 N CAPITOL

Map ID	ID	Database	Name	Address
871	1009342246	EDR DRY CLEANERS	FAME LAUNDRY CO	33 N CAPITOL AV
872	1009341258	EDR DRY CLEANERS	FAME LAUNDRY CO	30 N CAPITOL
872	1009341259	EDR DRY CLEANERS	FAME LAUNDRY CO	30 N CAPITOL AV
873	1009341614	EDR DRY CLEANERS	FAME LAUNDRY CO	31 N CAPITOL
873	1009341615	EDR DRY CLEANERS	FAME LAUNDRY CO	31 N CAPITOL AV
874	1009340730	EDR DRY CLEANERS	FAME LAUNDRY CO	28 N CAPITOL
874	1009340731	EDR DRY CLEANERS	FAME LAUNDRY CO	28 N CAPITOL AV
875	1009341015	EDR DRY CLEANERS	FAME LAUNDRY CO	29 N CAPITOL
875	1009341016	EDR DRY CLEANERS	FAME LAUNDRY CO	29 N CAPITOL AV
876	1004701164	FINDS, RCRA-CESQG, ECHO, IHW	JONES LANG LASALLE	450 E WASHINGTON ST INI-3113
877	1004699828	RCRA-CESQG, FINDS, ECHO, IHW	BACK IN A FLASH	26 MONUMENT CIR
878	1009340463	EDR DRY CLEANERS	FAME LAUNDRY CO	27 N CAPITOL
878	1009340464	EDR DRY CLEANERS	FAME LAUNDRY CO	27 N CAPITOL AV
879	1000463822	ECHO, FINDS, RCRA-NLR, IHW, CHMIRS	IPL E W STOUT STATION DOWNTOWN OFFICE	25 MONUMENT CIRCLE
880	1009373407	EDR GAS STATIONS	DEL-MAR GARAGE	44 N DELAWARE
881	1009351526	EDR GAS STATIONS	DILLINGER HUBERT M	101 S SENATE AV
881	1009351527	EDR GAS STATIONS	DILLINGER HUBERT M	101 S SENATE AVE
882	1009337601	EDR DRY CLEANERS	HARRISON TAILOR SHOP	19 N CAPITOL AV
882	1009337602	EDR DRY CLEANERS	HARRISON TAILOR SHOP	19 N CAPITOL AVE
883	1000509968	RCRA-NLR, ECHO, FINDS, IHW	CIRCLE CENTER MALL PROJECT	30 W COURT
884	1015251675	EDR GAS STATIONS		16 N ILLINOIS ST
885	1000245717	ECHO, FINDS, RCRA-NLR, IHW	INDIANAPOLIS POLICE DEPT	50 N ALABAMA ST
886	1009368222	EDR GAS STATIONS	MIKELS EARL E	317 E COURT
886	1009368223	EDR GAS STATIONS	MIKELS EARL E	317 E COURT ST
887	1009341017	EDR DRY CLEANERS	PALACE SALON	29 N PENNSYLVANIA
887	1009341018	EDR DRY CLEANERS	PALACE SALON	29 N PENNSYLVANIA ST
888	1015116218	EDR GAS STATIONS		1 N CAPITOL AVE
889	S109845013	SCP	INDIANA STATE MUSUEM	402 WEST WASHINGTON ST
889	1004699958	ECHO, FINDS, RCRA-CESQG, IHW, CHMIRS	INDIANA GOVERNMENT CENTER	402 W WASHINGTON
889	S112254887	OISC	IDNR DIV ENTOMOLOGY & PLANT PATHOLOGY	402 W WASHINGTON ST RM W290
889	S112254891	OISC	IDNR DIV OF FISH & WILDLIFE-IDS	402 W WASHINGTON ST RM W273
889	S112254896	OISC	IDNR DIV OF FORESTRY-IDS	402 W WASHINGTON ST RM 296W
890	S109236529	BROWNFIELDS	MARRIOTT WEST WASHINGTON	501 W WASHINGTON ST
891	1009348116	EDR DRY CLEANERS	STEELE ROY E	7 N PENNSYLVANIA
891	1009348117	EDR DRY CLEANERS	GUGENHEIM JOS E	7 N PENNSYLVANIA ST
892	1016820855	FINDS, ECHO	STATE CAPITAL BUILDING	200 W WASHINGTON ST
893	1009336250	EDR DRY CLEANERS	INDIANA HAT CLEANERS	150 W WASHINGTON
893	1009336251	EDR DRY CLEANERS	INDIANA HAT CLEANERS	150 W WASHINGTON ST
894	1009336104	EDR DRY CLEANERS	INDIANA SERVICE SHOP INC	144 W WASH ST
894	1009336105	EDR DRY CLEANERS	INDIANA SERVICE SHOP	144 W WASHINGTON
894	1009336106	EDR DRY CLEANERS	INDIANA SERVICE SHOP INC	144 W WASHINGTON ST
895	S109950059	SWRCY	INDIANAPOLIS REPERTORY THEATRE	140 W. WASHINGTON ST.
895	1000510421	FINDS, RCRA-CESQG, ECHO, CLI, IHW	INDIANA REPERTORY THEATRE	140 W WASHINGTON ST
896	1009341974	EDR DRY CLEANERS	BEST LAUNDRY THE	32 N SENATE AV

Map ID	ID	Database	Name	Address
897	1009341260	EDR DRY CLEANERS	BEST GRAND LAUNDRY	30 N SENATE AV
898	1009340178	EDR DRY CLEANERS	BEST-GRAND LAUNDRY	26 N SENATE
898	1009340179	EDR DRY CLEANERS	BEST GRAND LAUNDRY	26 N SENATE AV
898	1009340180	EDR DRY CLEANERS	BEST-GRAND LAUNDRY	26 N SENATE AVE
898	1009340182	EDR DRY CLEANERS	BEST GRAND LAUNDRY	26-302555 N SENATE AVE
898	1009340732	EDR DRY CLEANERS	BEST-GRAND LAUNDRY THE	28 N SENATE AV
898	1009340733	EDR DRY CLEANERS	BEST GRAND LAUNDRY THE (STEAM)	28 N SENATE AVE
899	1009341616	EDR DRY CLEANERS	BEST-GRAND LAUNDRY THE	31 N SENATE AV
899	1009367703	EDR GAS STATIONS	EWALD SPRING SERVICE CO	31 S SENATE AV
899	1009367704	EDR GAS STATIONS	EWALD SPRING SERVICE CO	31 S SENATE AVE
900	1009340467	EDR DRY CLEANERS	BEST-GRAND LAUNDRY THE	27 N SENATE AV
900	1009341019	EDR DRY CLEANERS	BEST GRAND LAUNDRY	29 N SENATE AV
901	1009356535	EDR GAS STATIONS	KISSEL-SKILES CO INC	14 N SENATE AV
902	1015733909	RCRA-NLR, CERCLIS-NFRAP, IHW	HUB STATES CORP	419 E WASHINGTON
903	S104904494	CHMIRS		2 NORTH MERIDIAN ST
904	1009333107	EDR DRY CLEANERS	GREGG & SON INC	10 N PENNSYLVANIA
905	U003142123	UST	INDIANA STATE BUILDING COMMISSN	311 W WASHINGTON SUITE 103
906	S116001858	RGA LUST	CITY OF INDIANAPOLIS-DEHD	30 W WASHINGTON
906	U001082235	L_REG_NO, UST	CITY OF INDIANAPOLIS-DEHD	30 W WASHINGTON
907	1009335739	EDR DRY CLEANERS	AYRES L S & CO	14 W WASHINGTON
908	1009334615	EDR DRY CLEANERS	AYRES L S & CO	12 W WASHINGTON
909	1009333109	EDR DRY CLEANERS	AYRES L S & CO	10 W WASHINGTON
910	1009349192	EDR DRY CLEANERS	AYRES L S & CO	8 W WASHINGTON
911	S106567126	AUL, BROWNFIELDS	CAPITAL COMMONS/SIMON HEADQUARTERS	225 W WASHINGTON ST
912	1009346827	EDR DRY CLEANERS	AYRES L S & CO	6 W WASHINGTON
913	1009343521	EDR DRY CLEANERS	AYRES L S & CO	4 W WASHINGTON
914	1009337939	EDR DRY CLEANERS	AYRES L S & CO	2 W WASHINGTON
915	1014998438	EDR DRY CLEANERS		155 W WASHINGTON ST
916	1009335729	EDR DRY CLEANERS	HOWARD C B CO THE	14 E WASHINGTON
917	1009336596	EDR DRY CLEANERS	HOWARD C B CO THE	16 E WASHINGTON
918	1009333098	EDR DRY CLEANERS	AYRES L S & CO	1-154411 W WASHINGTON ST
918	1009333099	EDR DRY CLEANERS	AYRES L S & CO	1-159441 W WASHINGTON ST
918	1008372934	RCRA-NLR, IHW	GOODMAN-TAYLOR RENOVATION	26 W WASHINGTON ST
918	1008219440	ECHO, FINDS	GOODMAN-TAYLOR RENOVATION	26 W WASHINGTON ST
919	S109239016	HMRI	WORLDCOM IDSTIN	115 W WASHINGTON ST STE 340
919	S110063992	HMRI	MCI IDSTIN	115 W WASHINGTON ST STE 340
919	1004497991	FINDS, ECHO	MCI WORLD COM	115 W WASHINGTON ST
919	1016806859	FINDS, ECHO	MCI IDSTIN	115 W WASHINGTON ST STE 340
919	S104323287	CHMIRS		115 W WASHINGTON ST
919	1006331327	MLTS	CHRISTOPHER B. BURKE ENGINEER., LTD	115 W. WASHINGTON ST./7(F)
920	1009341620	EDR DRY CLEANERS	FIVE MINUTE SHOP	31 S ILLINOIS
920	1009341621	EDR DRY CLEANERS	FIVE MINUTE SHOP	31 S ILLINOIS ST
921	1009376883	EDR GAS STATIONS	MONTGOMERY VIRGIL R	54 E WASHINGTON
922	1004494505	ECHO, FINDS	NATIONAL CITY CENTER	101 W WASHINGTON ST

Map ID	ID	Database	Name	Address
922	S116009261	RGALUST	NATIONAL CITY CENTER	101 W WASHINGTON ST
922	U000190023	L_REG_NO, HMRI, UST	NATIONAL CITY CENTER	101 W WASHINGTON ST
923	1009368836	EDR GAS STATIONS	KNIGHTS OF RAG & RUB	33 N ALABAMA
924	1009334626	EDR DRY CLEANERS	VONNEGUT HARDWARE CO	120 E WASHINGTON
925	1009334883	EDR DRY CLEANERS	VONNEGUT HARDWARE CO	122 E WASHINGTON
926	1009335007	EDR DRY CLEANERS	VONNEGUT HARDWARE CO	124 E WASHINGTON
927	1009342445	EDR DRY CLEANERS	UNITED LAUNDRIES INC OFFICE	336 E WASHINGTON
927	1009342446	EDR DRY CLEANERS	UNITED LAUNDRIES & DRY CLEANERS INC	336 E WASHINGTON ST
928	1016796568	ECHO, FINDS	LAWYERS TITLE BUILDING	140 E WASHINGTON ST
929	1016803655	ECHO, FINDS	OFFICE SPACE	146 E WASHINGTON ST
930	1009343802	EDR DRY CLEANERS	OCCIDENTAL CLEANERS	41 W WASH
931	1016803762	FINDS, ECHO	INDIANA BELL TELEPHONE COMPANY DBA SBC	224 E WASHINGTON ST
932	S109844516	BROWNFIELDS	INDIANAPOLIS CW ASSESSMENT	200 E WASHINGTON ST RM 1242
932	S110062779	BROWNFIELDS	INDIANAPOLIS FMG CLEANUP	200 E WASHINGTON ST RM 2042
932	1004699169	ECHO, FINDS, RCRA-CESQG	INDIANAPOLIS MARION CO BLDNG AUTHORITY	200 E WASHINGTON
932	S112254941	OISC	INDIANAPOLIS MARION COUNTY BLDG AUTHORITY	200 E WASHINGTON ST RM G9
932	S118153361	OISC	INDIANAPOLIS MARION COUNTY BLDG AUTHORITY	200 E WASHINGTON ST ROOM T-311
932	1016798543	FINDS, ECHO	INDIANAPOLIS FMG CLEANUP	200 E WASHINGTON ST RM 2042
932	1016805306	FINDS, ECHO	INDIANAPOLIS CW ASSESSMENT	200 E WASHINGTON ST RM 1242
933	1009336244	EDR DRY CLEANERS	AYRES L S & CO	15 W WASHINGTON
934	1009335222	EDR DRY CLEANERS	AYRES L S & CO	13 W WASHINGTON
935	1009333882	EDR DRY CLEANERS	AYRES L S & CO	11 W WASHINGTON
936	1009350175	EDR DRY CLEANERS	AYRES L S & CO	9 W WASHINGTON
937	S112149568	BROWNFIELDS	FORMER INDIANA BELL TELEPHONE CO	450 E WASHINGTON ST
938	1009344854	EDR DRY CLEANERS	ZILSON CHRIS	454 E WASHINGTON
938	1009344855	EDR DRY CLEANERS	ZILSON CHRIS	454 E WASHINGTON ST
939	S109844683	SCP	CAPITOL IMPROVEMENT BOARD	10 S. CAPITOL
939	1016804038	ECHO, FINDS	CAPITOL IMPROVEMENT BOARD	10 S CAPITOL AVE
939	S106545414	CHMIRS		10 S CAPITAL
940	1009348123	EDR DRY CLEANERS	AYRES L S & CO	7 W WASHINGTON
941	1009345366	EDR DRY CLEANERS	AYRES L S & CO	5 W WASHINGTON
942	1009344528	EDR DRY CLEANERS	GONG YIM LUM	438 E WASHINGTON
942	1009344529	EDR DRY CLEANERS	CHAN PAUL S	438 E WASHINGTON ST
943	1009373417	EDR GAS STATIONS	GREEN EARL	440 E WASHINGTON
943	1009373418	EDR GAS STATIONS	GREEN EARL	440 E WASHINGTON ST
944	1009341250	EDR DRY CLEANERS	AYRES L S & CO	3 W WASHINGTON
945	1009333097	EDR DRY CLEANERS	AYRES L S & CO	1 W WASHINGTON
945	1008226263	ECHO, FINDS	PARISIAN	1 W WASHINGTON
945	1008226061	FINDS, ECHO	L. S. AYRES BUILDING	1 WEST WASHINGTON,
946	1009343928	EDR DRY CLEANERS	PANG GEE	412 E WASHINGTON
946	1009343929	EDR DRY CLEANERS	HOP SING	412 E WASHINGTON ST
947	1010564053	RCRA-NLR	FUTURE BROADBENT COMPANY HEADQUARTERS	117 E WASHINGTON ST
947	1010696522	ECHO, FINDS	FUTURE BROADBENT COMPANY HEADQUARTERS	117 E WASHINGTON ST
948	1009336230	EDR DRY CLEANERS	HANCE-SHICKEL DYE & DRY CLEANING SERVICE	15 E WASH

Map ID	ID	Database	Name	Address
948	1009336231	EDR DRY CLEANERS	HOWARD C B CO THE	15 E WASHINGTON
949	1009343794	EDR DRY CLEANERS	SPOTLESS CLEANERS	41 E WASH
950	1009385002	EDR GAS STATIONS	MONTGOMERY VIRGIL R	91 E WASHINGTON ST
951	1009334752	EDR DRY CLEANERS	VONNEGUT HARDWARE CO	121 E WASHINGTON
952	1009334965	EDR DRY CLEANERS	VONNEGUT HARDWARE CO	123 E WASHINGTON
953	1009356325	EDR GAS STATIONS	ARCADE MOTOR INN INC	135 E WASHINGTON
954	1009342214	EDR DRY CLEANERS	WRIGHT SUSAN B MRS	327 E WASHINGTON
955	1016816873	FINDS, ECHO	RBE PROPERTIES LLC	141 E WASHINGTON ST
956	S117891629	SCP	INDYGO TRANSFER STATION	201 E WASHINGTON ST
956	1018113183	ECHO	INDYGO TRANSFER	201 E WASHINGTON ST
956	1017817245	FINDS	INDYGO TRANSFER	201 E WASHINGTON ST
956	U004240132	UST	INDYGO TRANSIT CENTER	201 E WASHINGTON ST
957	1009364743	EDR GAS STATIONS	WELLS THOS A H	251 E WASHINGTON
958	1016799519	ECHO, FINDS	INDIANA BELL TELEPHONE COMPANY DBA SBC	11 S MERIDIAN ST STE 434
958	1016806854	ECHO, FINDS	DONGUS CREGOR MESSICK LALLEY & CRAMER	11 S MERIDIAN ST STE 160
959	S103804021	CHMIRS		EMBASSY SWEETS DOCK AREA
960	1009338849	EDR DRY CLEANERS	H & S CLEANERS	22 S CAPITOL AV
960	1009338850	EDR DRY CLEANERS	CLASSIC CLEANERS	22 S CAPITOL AVE
961	S103362092	CHMIRS		34TH & FALL CREEK PARKWAY
961	S103805057	CHMIRS		1625 BULA ST
962	S109237713	CHMIRS		22 S ILLINOIS ST
963	S103362490	CHMIRS		222 S DOWNER-(REAR)
964	1016823774	FINDS, ECHO	JEFFERSON PLAZA	1 VIRGINIA AVE
965	1009341262	EDR DRY CLEANERS	SCHWARTZ JACOB	30 S ILLINOIS
965	1009341263	EDR DRY CLEANERS	SCHWARTZ JACOB	30 S ILLINOIS ST
966	1016800332	FINDS, ECHO	MARATHON OIL COMPANY UNIT 2001	50 S MERIDIAN ST
967	1016818558	FINDS, ECHO	WESTIN HOTEL	50 S CAPITOL AVE
968	S106957638	CHMIRS		46 S ILLINOIS ST
969	1004700563	FINDS, RCRA-NLR, ECHO, IHW, AUL, VCP	BEVERIDGE PAPER MILL	717 W WASHINGTON ST
970	1009346202	EDR DRY CLEANERS	PAPPAS BROS	54 S ILLINOIS
970	1009346203	EDR DRY CLEANERS	PAPPAS BROS	54 S ILLINOIS ST
971	1009370196	EDR GAS STATIONS	ARCADE MOTOR INN INC	36 VIRGINIA AV
972	U003969408	L_REG_NO, HMRI, UST	INDIANAPOLIS DOWNTOWN HELIPORT	51 S. NEW JERSEY ST.
973	S104903349	CHMIRS		1 VIRGINIA AVE SUITE 800
974	1009356536	EDR GAS STATIONS	NEWPORT & KELLEY	14 S ALABAMA
974	1009356537	EDR GAS STATIONS	NEWPORT & KELLEY	14 S ALABAMA ST
975	1009358298	EDR GAS STATIONS	MORRISON & GLENN	16 S ALABAMA
975	1009358299	EDR GAS STATIONS	MORRISON & GLENN	16 S ALABAMA ST
976	1009344540	EDR DRY CLEANERS	MAISOLL & SON	44 VIRGINIA AV
977	1005653252	FINDS, ECHO	DLZ	CENTURY BLDG 36 S PENNSYLVANIA ST SUITE 360
977	1001210454	MLTS	SEG ENGINEERS & CONSULTANTS, INC.	36 SOUTH PENNSYLVANIA STREET
978	94405730	ERNS		LILLY CORPORATE CENTER BUILDING 25-46 DELAWARE ST
979	U003095233	L_REG_NO, CHMIRS, UST	WHITE RIVER STATE PARK DEV COMM	801 W WASHINGTON ST
980	S116623239	AIR EMISSIONS (EMI)	ARAMARK UNIFORM & CAREER APPAREL LLC	40 S ALABAMA ST

Map ID	ID	Database	Name	Address
980	1004494331	ECHO, FINDS, AIRS (AFS)	MARION COUNTY JAIL & SHERIFFS DEPT	40 S ALABAMA ST
980	1000755453	UST	MARION COUNTY JAIL	40 S ALABAMA ST
981	1009369069	EDR GAS STATIONS	KLINE MOTOR SERVICE	332 W MARYLAND
982	1009368741	EDR GAS STATIONS	BROWN THEO E	326 W MARYLAND
983	1009368670	EDR GAS STATIONS	BROWN THEO E	324 W MARYLAND
984	1009363881	EDR GAS STATIONS	CAPITOL GARAGE	236 W MARYLAND
985	1009338385	EDR DRY CLEANERS	WAH LEE	210 W MARYLAND
986	1009338342	EDR DRY CLEANERS	WING PANG	208 W MARYLAND
986	1009338343	EDR DRY CLEANERS	WING PANG	208 W MARYLAND ST
987	1009335687	EDR DRY CLEANERS	CHIN PARK	138 W MARYLAND
988	1009368303	EDR GAS STATIONS	ANTHONY WAYNE OIL CORP	32 W MARYLAND
989	1009368702	EDR GAS STATIONS	BROWN THEO E	325 W MARYLAND
990	1009341940	EDR DRY CLEANERS	FRENCH STEAM DYE WORKS	317 W MARYLAND
990	1009341941	EDR DRY CLEANERS	FRENCH STEAM DYE WORKS	317 W MARYLAND ST
991	S106744334	CHMIRS		28 E MARYLAND
992	1009334516	EDR DRY CLEANERS	GOBLURGER S M	117 W MARYLAND
992	1009334517	EDR DRY CLEANERS	GOBLURGER S M	117 W MARYLAND ST
993	1009333759	EDR DRY CLEANERS	MULLER HATTERS	107 W MARYLAND
993	1009333760	EDR DRY CLEANERS	MULLER HATTERS	107 W MARYLAND ST
994	1015517211	EDR GAS STATIONS		49 W MARYLAND ST
994	2004709997	ERNS		49 WEST MARYLAND
994	1010317863	RCRA-NLR, IHW	CIRCLE CENTRE MALL	49 W MARYLAND ST
994	1004499330	ECHO, FINDS	CIRCLE CENTRE MALL	49 W MARYLAND ST
995	1009343061	EDR DRY CLEANERS	GRAND TAILORS & CLEANERS	37 W MARYLAND
995	1009343062	EDR DRY CLEANERS	GRAND TAILORS & CLEANERS	37 W MARYLAND ST
996	1009342705	EDR DRY CLEANERS	FRANKE ANDREW C	35 W MARYLAND
997	1016795888	FINDS, ECHO	INDIANAPOLIS CITY	27 W MARYLAND ST
998	1004489588	ECHO, FINDS	BUSINESS FURNITURE CORP	101 S PENNSYLVANIA ST
999	1009362951	EDR GAS STATIONS	MARION COUNTY GARAGE	222 E MARYLAND
1000	1009333440	EDR DRY CLEANERS	HATFIELD ELECTRIC CO INC	102 S MERIDIAN
1000	1009351887	EDR GAS STATIONS	HATFIELD ELECTRIC CO INC	102 S MERIDIAN
1001	1009333527	EDR DRY CLEANERS	HATFIELD ELECTRIC CO INC	103 S MERIDIAN
1001	1009352119	EDR GAS STATIONS	HATFIELD ELECTRIC CO INC	103 S MERIDIAN
1002	1009354697	EDR GAS STATIONS	OHIO OIL CO	121 E MARYLAND
1003	1000976453	MLTS	INDIANAPOLIS-MARION COUNTY	147 EAST MARYLAND
1004	1009333613	EDR DRY CLEANERS	HATFIELD ELECTRIC CO INC	104 S MERIDIAN
1004	1009352292	EDR GAS STATIONS	HATFIELD ELECTRIC CO INC	104 S MERIDIAN
1005	1009333903	EDR DRY CLEANERS	CHICAGO STEAM DYE WORKS	110 S ILLINOIS
1006	1009334208	EDR DRY CLEANERS	MOY LOUIS	112 S ILLINOIS
1006	1009334209	EDR DRY CLEANERS	MOY LOUIS	112 S ILLINOIS ST
1007	1009334462	EDR DRY CLEANERS	LEVINSON JOS	116 S ILLINOIS
1007	1009334463	EDR DRY CLEANERS	LEVINSON JOS	116 S ILLINOIS ST
1008	U004198395	L_REG_NO, UST	CANTERBURY HOTEL	123 S ILLINOIS ST
1009	U001079725	UST	BUSINESS FURNITURE CORPORATION	111 S PENNSYLVANIA ST

Map ID	ID	Database	Name	Address
1010	1009335017	EDR DRY CLEANERS	TOP HAT DRY CLEANERS	124 S ILLINOIS ST
1011	S103802339	IHW, CHMIRS, HMRI, BROWNFIELDS	RCA DOME	100 S CAPITOL AVE
1011	1000108485	ECHO, RCRA-NLR, FINDS, IHW	VERIZON WIRELESS INDIANA CONVENTION CENTER	100 S CAPITOL AVE
1011	U004226879	L_REG_NO, UST	INDIANA CONVENTION CENTER	100 S CAPITOL AVE
1012	1009351885	EDR GAS STATIONS	A & B SERVICE	102 S CAPITOL AV
1012	1009351886	EDR GAS STATIONS	ADAMS BERT	102 S CAPITOL AVE
1013	1009369334	EDR GAS STATIONS	LOCKARD WILLARD	34 CHESAPEAKE
1014	1009355277	EDR GAS STATIONS	MERCANTILE GARAGE	125 S PENNSYLVANIA
1015	1009368833	EDR GAS STATIONS	LOCKARD WILLARD	33 CHESAPEAKE
1016	1009369784	EDR GAS STATIONS	LOCKARD WILLARD	35 CHESAPEAKE
1016	1009369796	EDR GAS STATIONS	WAYNE ANTHONY OIL CORP BR	35 W CHESAPEAKE
1017	1004700226	RCRA-CESQG, IHW	CAPITAL IMPROVEMENT BD	118 S DELAWARE
1018	1009335894	EDR DRY CLEANERS	FAME LAUNDRIES INC STEAM	141 S ILLINOIS
1018	1009335895	EDR DRY CLEANERS	FAME LAUNDRY & DRY CLEANING	141 S ILLINOIS ST
1019	1009355175	EDR GAS STATIONS	KING JAS B	124 S CAPITOL AV
1020	1000463547	RCRA-CESQG, IHW, AUL, L_REG_NO, BROWNFIELDS, VCP, UST	LILLY IND USA INC PERFECTION PAINT	715 E MARYLAND ST
1021	1009356396	EDR GAS STATIONS	MEIER ELECTRIC AND MACHINE CO	136 S MERIDIAN
1021	1009356397	EDR GAS STATIONS	MEIER ELECTRIC AND MACHINE CO	136 S MERIDIAN ST
1022	1009334891	EDR DRY CLEANERS	WALSH THOS D	122 VIRGINIA AVE
1023	1009355574	EDR GAS STATIONS	CARBURETOR & IGNITION SERVICE CO	130 S CAPITOL AV
1023	1009355575	EDR GAS STATIONS	CARBURETOR & IGNITION SERVICE CO	130 S CAPITOL AVE
1024	1009336214	EDR DRY CLEANERS	POULIS JOHN	149 S ILLINOIS
1024	1009336215	EDR DRY CLEANERS	SWAN CLEANING & LAUNDRY	149 S ILLINOIS ST
1025	1009336341	EDR DRY CLEANERS	PANTEX LAUNDRY	151 S ILLINOIS
1025	1009336342	EDR DRY CLEANERS	PANTEX LAUNDRY	151 S ILLINOIS ST
1026	S106567121	AUL, BROWNFIELDS	TOWN HOMES & RETAIL BLDG. PROPOSED	151 S EAST ST
1026	U001959066	UST	MG&B PARTNERSHIP	151 S EAST ST
1027	1009353313	EDR GAS STATIONS	MAUPIN GEO W	111 S ALABAMA
1027	1009353314	EDR GAS STATIONS	MAUPIN GEO W	111 S ALABAMA ST
1028	1009357312	EDR GAS STATIONS	MCKINNEY THOS A	144 S ALABAMA
1028	1004490097	ECHO, FINDS	INDOT DIV FUELING SITE	144 S ALABAMA
1028	S116006121	RGA LUST	INDPLS DOT DOWNTOWN FUEL SITE	144 S ALABAMA
1028	S116006129	RGA LUST	INDPLS DOT DOWNTOWN FUEL SITE	144 S ALABAMA
1028	1000514384	L_REG_NO, UST	INDPLS DOT DOWNTOWN FUEL SITE	144 S ALABAMA
1029	1009356003	EDR GAS STATIONS	A ONE DOWNTOWN CAR CARE CENTER (IN CAR CARE)	132 S DELAWARE ST
1030	S118360025	BROWNFIELDS	NOPPENBURGER PROPERTIES	115 119 S DAVIDSON ST
1031	1000510999	L_REG_NO, UST	A1 DOWNTOWN CAR CARE	134 S DELAWARE ST
1032	1009336102	EDR DRY CLEANERS	KAKAVECOS JAS A	144 S ILLINOIS
1032	1009336103	EDR DRY CLEANERS	KAKAVECOS JAS A	144 S ILLINOIS ST
1033	1009367737	EDR GAS STATIONS	KLINE MOTOR SERVICE	310 W GEORGIA
1034	1009336169	EDR DRY CLEANERS	UNITED LAUNDRIES INC	146 S ILLINOIS
1035	1009354242	EDR GAS STATIONS	GARRETT FRED L	118 E GEORGIA
1035	1009354243	EDR GAS STATIONS	GARRETT FRED L	118 E GEORGIA ST
1036	U003515079	UST	INDIANA SPORTS CORP	201 S CAPITOL AVE

Map ID	ID	Database	Name	Address
1037	S108985950	BROWNFIELDS	RCA DOME WALKWAY	200 S CAPITOL AVE
1038	1009367698	EDR GAS STATIONS	INDIANA TERMINAL GARAGE	31 E GEORGIA
1038	1000353173	RCRA-CESQG, CLI, IHW, HMRI	CSX TRANSPORTATION INCORPORATED	31 E GEORGIA ST
1038	1000104346	RCRA-NLR	IND BELL TEL CO CONRAIL	31 E GEORGIA
1039	1000825229	FINDS, ECHO, RCRA-NLR, IHW, L_REG_NO, UST	A BORINSTEIN INC	200 S EAST ST
1040	1009361718	EDR GAS STATIONS	GUARANTEE TIRE & RUBBER CO	209 S ILLINOIS
1041	1000245799	FINDS, RCRA-NLR, ECHO, IHW	INDIANA BELL TELEPHONE COMPANY DBA SBC	225 S EAST ST
1041	U004002741	UST	SOUTHEAST DEVELOPMENT PARTNERSHP	549 E GEORGIA ST
1042	U000747099	UST	CITY OF INDIANAPOLIS-DEHD	SQUARE 175 30 W GEOGRIA
1043	1004483641	FINDS, ECHO	B & O RAILROAD BUILDING	220 VIRGINIA AVE
1044	1014923392	RCRA-NLR	CSXT OVERPASS	250 S PENNSYLVANIA AVE
1045	1010317768	RCRA-CESQG	ROBERT'S PHOTO	255 S MERIDIAN
1046	1004700601	FINDS, ECHO, RCRA-NLR, IHW	RR BRIDGE DELAWARE ST	200 S DELAWARE ST
1047	1001960596	FINDS, RCRA-NLR, ECHO, CLI, IHW	RAIL ROAD BRIDGE	300 S MERIDIAN ST
1048	1009373341	EDR GAS STATIONS	ELYEA HARRY	435 E LOUISIANA
1048	1009373342	EDR GAS STATIONS	ELYEA HARRY	435 E LOUISIANA ST
1049	1004490463	ECHO, FINDS	INDIANAPOLIS OFFICE SUPPLY	270 VIRGINIA AVE
1049	1000514927	UST	INDIANAPOLIS OFFICE SUPPLY	270 VIRGINIA AVE
1050	1009339810	EDR DRY CLEANERS	GALO CLEANERS & DYERS	243 VIRGINIA AV
1050	1009339811	EDR DRY CLEANERS	GALO CLEANERS & DYERS	243 VIRGINIA AVE
1051	1009367886	EDR GAS STATIONS	ALTEMEYER LOUIS	311 S ALABAMA
1051	1009367887	EDR GAS STATIONS	ALTEMEYER LOUIS	311 S ALABAMA ST
1052	1009367019	EDR GAS STATIONS	J & J MOTOR EXCHANGE	300 S EAST ST
1053	S109950060	SWRCY	INDIANAPOLIS SHREDDING COMPANY	311 S SHELBY ST.
1053	S105274558	SWRCY, CHMIRS	INDIANA AUTO SHREDDING	311 S SHELBY
1054	1009367271	EDR GAS STATIONS	TERRY CLYDE L	301 VIRGINIA AV
1054	1009367272	EDR GAS STATIONS	TERRY CLYDE L	301 VIRGINIA AVE
1054	1004493286	ECHO, FINDS	SHELL SERVICE STATION	301 VIRGINIA AVENUE
1054	S116004163	RGA LUST	FORMER SHELL SERVICE STATION	301 VIRGINIA AVENUE
1054	S116011651	RGA LUST	SHELL (FORMERLY)	301 VIRGINIA AVENUE
1054	U001082836	L_REG_NO, UST	FORMER SHELL SERVICE STATION	301 VIRGINIA AVENUE
1055	1000382167	RCRA-NLR, ECHO, FINDS, IHW, L_REG_NO, UST	HOOSIER EQUIPMENT SERVICE INC	320 S COLLEGE AVE
1056	1009341606	EDR DRY CLEANERS	SMILEY SUE	309 VIRGINIA AV
1056	1009341607	EDR DRY CLEANERS	SMILEY SUE	309 VIRGINIA AVE
1057	1009342654	EDR DRY CLEANERS	COHEN PAUL	343 VIRGINIA AV
1057	1009342655	EDR DRY CLEANERS	COHEN PAUL	343 VIRGINIA AVE
1058	1005510997	FINDS, ECHO	FIFTH WHEEL TAVERN	345 VIRGINIA AVE
1059	1001232172	FINDS, CORRACTS, RCRA-TSDF, ECHO, RCRA-CESQG, IHW	CARL E MOST & SON INC	401 W SOUTH ST
1060	U003142086	L_REG_NO, UST	USPS INDPLS MAIN POST OFFICE	125 WEST SOUTH STREET
1061	1009368245	EDR GAS STATIONS	JACK & SONS AUTO WRECKER SERVICE	318 E SOUTH ST
1062	1009376116	EDR GAS STATIONS	FENDER JACOB	516 OGDEN
1063	1009372635	EDR GAS STATIONS	ELYEA HARRY E	420 E SOUTH
1063	1009372636	EDR GAS STATIONS	HUNTER MELVIN R	420 E SOUTH ST
1064	U004001739	UST	ELI LILLY & COMPANY	201 E SOUTH ST

Map ID	ID	Database	Name	Address
1065	1009342184	EDR DRY CLEANERS	MALAMOS JAMES	324 VIRGINIA AV
1066	1009386810	EDR GAS STATIONS	HOOSIER PETROLEUM CO INC HOOSIER PETE STATIONS LOC	VIRGINIA AV AND SOUTH
1067	1009342204	EDR DRY CLEANERS	STERLING LAUNDRY CO	326 VIRGINIA AV
1067	1009342205	EDR DRY CLEANERS	BRANCH	326 VIRGINIA AVE
1068	1004700600	RCRA-NLR, FINDS, ECHO, IHW	RR BRIDGE VIRGINIA AVE	330 S VIRGINIA AVE
1069	1009342417	EDR DRY CLEANERS	COMBS CURTIS	334 VIRGINIA AV
1069	1009342418	EDR DRY CLEANERS	COMBS CURTIS	334 VIRGINIA AVE
1070	U000194211	UST	JACK'S AUTO	401 S COLLEGE
1071	1009369822	EDR GAS STATIONS	ROARK HARRY M	350 VIRGINIA AV
1071	1009369823	EDR GAS STATIONS	ROARK HARRY M	350 VIRGINIA AVE
1071	1016796086	ECHO, FINDS	INDIANAPOLIS CITY	350 E VIRGINIA AVE
1072	U003093748	UST	VISUAL SIGN CO INC	401 S ALABAMA
1073	1000293318	RCRA-NLR, IHW	ELI LILLY AND CO BIO CHEM MFG	LILLY CORPORATE CTR
1074	1000464703	ECHO, FINDS, RCRA-NLR, BROWNFIELDS	MITCHUM SCHAEFER INC	430 S PENNSYLVANIA
1075	1000753719	L_REG_NO, UST	CARL ERNSTING CONST CO INC	1226 DELOSS ST
1076	1000301311	RCRA-NLR, CORRACTS, RCRA-TSDF, CERCLIS-NFRAP, RAATS, IHW, AIR EMISSIONS (EMI), HMRI	DIAMOND CHAIN CO	402 KENTUCKY AVE
1077	1009373252	EDR GAS STATIONS	PRO TUNE UP	432 VIRGINIA AVE
1078	1009373633	EDR GAS STATIONS	SHARP HARRY A CO INC	443 VIRGINIA AV
1078	1000513393	RCRA-NLR, ECHO, FINDS, IHW	NDS	443 VIRGINIA AVE
1079	1015495907	EDR GAS STATIONS		438 VIRGINIA AVE
1080	1009344725	EDR DRY CLEANERS	HITZ & LONG	449 VIRGINIA AV
1081	1009344718	EDR DRY CLEANERS	NEW SYSTEM LAUNDRY THE	448 VIRGINIA AV
1081	1009344719	EDR DRY CLEANERS	NEW SYSTEM LAUNDRY THE	448 VIRGINIA AVE
1081	1009373765	EDR GAS STATIONS	SHARP HARRY A CO INC	448 VIRGINIA AVE
1082	1009344734	EDR DRY CLEANERS	HITZ BENJ F	450 VIRGINIA AV
1083	S106957474	CHMIRS, SCP	R&K ENTERPRISES	16 E. HENRY ST.
1084	1001297776	L_REG_NO, CHMIRS	CALDERON TEXTILES	23 W HENRY ST
1085	1000509899	FINDS, RCRA-NLR, ECHO, IHW, BROWNFIELDS	SHIRLEY ENGRAVING CO INC	460 VIRGINIA AVE
1086	1009374152	EDR GAS STATIONS	WANGELIN-SHARP CO	460 VIRGINIA AV
1087	U003603556	L_REG_NO, UST	ELLER MEDIA	511 MADISON AVE
1088	1009374291	EDR GAS STATIONS	WANGELIN-SHARP CO	462 VIRGINIA AV
1089	1009374136	EDR GAS STATIONS	ANDERSON S BILL SPRING SERVICE INC SPRINGS WHEEL A	459 VIRGINIA AV
1090	1009374361	EDR GAS STATIONS	WANGELIN-SHARP CO	464 VIRGINIA AV
1091	1009374238	EDR GAS STATIONS	WANGELIN-SHARP CO	461 VIRGINIA AV
1092	1009374330	EDR GAS STATIONS	WANGELIN-SHARP CO	463 VIRGINIA AV
1093	1009374378	EDR GAS STATIONS	WANGELIN-SHARP CO	465 VIRGINIA AV
1094	S107152004	HMRI, BROWNFIELDS	AT & T MOBILITY LUCUS OIL STADIUM	500 S CAPITOL AVE
1095	1001232160	FINDS, ECHO, RCRA-NLR, IHW	BOTKINS ESTATE	501 VIRGINIA AVE
1095	S116000715	RGA LUST	BOTKINS ESTATE	501 VIRGINIA AVE
1095	U003294713	L_REG_NO, UST	BOTKINS ESTATE	501 VIRGINIA AVE
1096	1009345999	EDR DRY CLEANERS	RED SEAL DRY CLEANERS	526 E WARSAW
1097	1009346024	EDR DRY CLEANERS	RED SEAL DRY CLEANERS	528 E WARSAW
1098	1009346046	EDR DRY CLEANERS	RED SEAL DRY CLEANERS	530 E WARSAW
1099	1009346121	EDR DRY CLEANERS	NU LIFE PRODUCTS CLEANERS	532 E WARSAW ST

Map ID	ID	Database	Name	Address
1100	1009345576	EDR DRY CLEANERS	EAGLE CLEANERS	507 VIRGINIA AV
1100	1009345577	EDR DRY CLEANERS	EAGLE CLEANERS	507 VIRGINIA AVE
1101	1000762791	L_REG_NO, UST	VENEZIA BROTHERS	502 S EAST ST
1102	1009345985	EDR DRY CLEANERS	RED SEAL DRY CLEANERS	525 E WARSAW
1102	1009345991	EDR DRY CLEANERS	RED SEAL DRY CLEANERS	525-31 E WARSAW ST
1103	1009346009	EDR DRY CLEANERS	RED SEAL DRY CLEANERS	527 E WARSAW
1104	1009346034	EDR DRY CLEANERS	RED SEAL DRY CLEANERS	529 E WARSAW
1105	1009346085	EDR DRY CLEANERS	ARISTO DRY CLEANERS	531 E WARSAW
1105	1009346086	EDR DRY CLEANERS	SMITH GARMENT CLEANERS	531 E WARSAW ST
1106	1000464035	RCRA-NLR, ECHO, FINDS, IHW	COMMERCIAL SEWER CLEANING CO INC	531 VIRGINIA AVE
1107	1009376898	EDR GAS STATIONS		540 VIRGINIA AVE
1107	1004488021	ECHO, FINDS	DOWNTOWN CAR CARE	540 VIRGINIA AVE
1107	1000510997	UST	A1 DOWNTOWN CAR CARE	540 VIRGINIA AVE
1108	1009377106	EDR GAS STATIONS	BUNOH HAROLD J	544 VIRGINIA AV
1109	1009377147	EDR GAS STATIONS	HOLDING HAROLD J	546 VIRGINIA AV
1109	1009377148	EDR GAS STATIONS	HOLDING HAROLD J	546 VIRGINIA AVE
1110	1000388126	CORRACTS, RCRA-NLR, RCRA-TSDF, IHW, VCP	IN DEPT OF ADM-KY ST WHSE	601 KENTUCKY AVE
1111	1009348787	EDR DRY CLEANERS	STERLING LAUNDRY CO	736 LEXINGTON AV
1112	1009348794	EDR DRY CLEANERS	STERLING LAUNDRY CO	738 LEXINGTON AV
1113	1009348803	EDR DRY CLEANERS	STERLING LAUNDRY CO	740 LEXINGTON AV
1114	1009350956	EDR DRY CLEANERS	STERLING LAUNDRY CO	LEXINGTON AV AND PINE
1115	1009348776	EDR DRY CLEANERS	STERLING LAUNDRY CO INC	735 LEXINGTON AV
1115	1009348777	EDR DRY CLEANERS	STERLING LAUNDRY CO	735 LEXINGTON AV AT PINE
1115	1009348778	EDR DRY CLEANERS	STERLING LAUNDRY CO INC (STEAM)	735 LEXINGTON AVE
1115	1009348780	EDR DRY CLEANERS	STERLING LAUNDRY CO	735-741 LEXINGTON AVE
1115	U001079071	UST	MECHANICS LAUNDRY & SUPPLY INC	735 LEXINGTON BOX 428
1116	1009348792	EDR DRY CLEANERS	STERLING LAUNDRY CO	737 LEXINGTON AV
1117	1009348797	EDR DRY CLEANERS	STERLING LAUNDRY CO	739 LEXINGTON AV
1118	1009348811	EDR DRY CLEANERS	STERLING LAUNDRY CO	741 LEXINGTON AV
1119	1009349381	EDR DRY CLEANERS	SOUTH MARGT MRS	808 LEXINGTON AV
1119	1009349382	EDR DRY CLEANERS	SOUTH MARGT MRS	808 LEXINGTON AVE
1120	1009375767	EDR GAS STATIONS	MATTREL LOUIS	510 E MERRILL
1120	1009375768	EDR GAS STATIONS	MATTREL LOUIS	510 E MERRILL ST
1121	1009378427	EDR GAS STATIONS	COSTELLO JERRY F	602 S EAST
1121	1009378428	EDR GAS STATIONS	COSTELLO JERRY F	602 S EAST ST
1122	U003209568	L_REG_NO	VENEZIA BROTHERS	477 E MERRILL
1123	1009378646	EDR GAS STATIONS	VENEZIA FRANK	608 S EAST
1124	1009347303	EDR DRY CLEANERS	BRANCHES	620 VIRGINIA AVE
1125	1000463560	RCRA-NLR, CERCLIS-NFRAP, CORRACTS, CLI, IHW	LILLY INDUSTRIAL COATINGS INCORPORATED	666 SOUTH CALIFORNIA STREET
1126	1009379514	EDR GAS STATIONS	MUELLER A G NASH SALES	635 VIRGINIA AV
1127	1000463767	RCRA-NLR, FINDS, ECHO, IHW, AUL, BROWNFIELDS	THREADED ROD CO INC	1029 FLETCHER AVE
1128	1009347524	EDR DRY CLEANERS	NEW SYSTEM DRY CLEANERS	636 VIRGINIA AV
1128	1009347525	EDR DRY CLEANERS	NEW SYSTEM DRY CLEANERS	636 VIRGINIA AVE
1129	1009368668	EDR GAS STATIONS	ROBBINS MERLE	324 S NOBLE

Map ID	ID	Database	Name	Address
1130	1009339544	EDR DRY CLEANERS	TRAGESSER JOS B	237 N NOBLE
1130	1009342399	EDR DRY CLEANERS	MECHANICS LAUNDRY & SUPPLY INC	333 N NOBLE
1130	1009371723	EDR GAS STATIONS	THUNEMAN CLEM L	401 S NOBLE
1130	1009372498	EDR GAS STATIONS	ZINSMEISTER JACOB REAR	415 N NOBLE
1131	1009347558	EDR DRY CLEANERS	WING WOO	640 VIRGINIA AV
1132	S110776722	AUL, BROWNFIELDS	FORMER CLEANERS	701 SHELBY ST
1133	1009379754	EDR GAS STATIONS		646 VIRGINIA AVE
1134	1016818133	FINDS, ECHO	FORTECH INCORPORATED	652 VIRGINIA AVE
1135	1000463544	ECHO, RCRA-NLR, FINDS, IHW	ACCU TEMP LLC	660 VIRGINIA AVE
1136	1009381908	EDR GAS STATIONS	GODWIN S YELLOW FRONT GARAGE	733 VIRGINIA AV
1136	1009381909	EDR GAS STATIONS	GODWIN S YELLOW FRONT GARAGE	733 VIRGINIA AVE
1137	1009348791	EDR DRY CLEANERS	SCOTT CHARLES M	736 VIRGINIA AV
1138	1009348575	EDR DRY CLEANERS	FIA-ROSE CLEANERS INC	720 N NOBLE
1139	1009382161	EDR GAS STATIONS	SOUTH SIDE SALES	748 VIRGINIA AV
1140	1009348707	EDR DRY CLEANERS	IDEAL LAUNDRY	727 N NOBLE
1141	1009382337	EDR GAS STATIONS	GREER ROBT M	760 VIRGINIA AV
1141	1009382338	EDR GAS STATIONS	KENNINGTON ARTH R	760 VIRGINIA AVE
1142	1009348790	EDR DRY CLEANERS	ANGLE ALICE H MRS	736 N NOBLE
1143	1009382419	EDR GAS STATIONS	DRUDING THEO J	765 VIRGINIA AV
1143	1009382420	EDR GAS STATIONS	DRUDING THEO J	765 VIRGINIA AVE
1144	1000187522	RCRA-TSDF, CORRACTS, RCRA-NLR, FINDS, ECHO, IHW, BROWNFIELDS, VCP	MCCARTY STREET WAREHOUSE PROPERTY	545 W MCCARTY ST
1145	1009382483	EDR GAS STATIONS	MARTIN CARL W	771 E MC CARTY ST
1145	1009382484	EDR GAS STATIONS	MARTIN CARL W	771 E MCCARTY
1146	U001321925	L_REG_NO, UST	BELL, LARRY E	743 SHELBY ST
1147	1009349373	EDR DRY CLEANERS	DUNDEE CLEANERS	807 VIRGINIA AV
1147	1009349374	EDR DRY CLEANERS	DUNDEE CLEANERS	807 VIRGINIA AVE
1148	1009383471	EDR GAS STATIONS	WHITE HERSCHEL E	818 GROVE
1148	1009383472	EDR GAS STATIONS	HERRINGTON HOBERT J	818 GROVE AVE
1149	1009384064	EDR GAS STATIONS	VIRGINIA MOTOR & BODY CO	849 VIRGINIA AV
1149	1009384065	EDR GAS STATIONS	WILSON GROVER	849 VIRGINIA AVE
1150	1009349803	EDR DRY CLEANERS	GLOVER S O	840 VIRGINIA AV
1150	1009349804	EDR DRY CLEANERS	GLOVER S CLEANERS & HATTERS	840 VIRGINIA AVE
1151	1009383819	EDR GAS STATIONS	MODESITT & GIBSON	832 GROVE
1151	1009383820	EDR GAS STATIONS	MODESITT & GIBSON	832 GROVE AVE
1152	1009384340	EDR GAS STATIONS	ESSEX IRWIN L	865 VIRGINIA AV
1152	1009384341	EDR GAS STATIONS	BARTLETT RUSSELL	865 VIRGINIA AVE
1153	1009350035	EDR DRY CLEANERS	VIRGINIA DRY CLEANING AND DYE WORKS	871 VIRGINIA AV
1154	1009350022	EDR DRY CLEANERS	LEE WM W CHINESE	870 VIRGINIA AV
1154	1009350023	EDR DRY CLEANERS	LEE WM W	870 VIRGINIA AVE
1155	1009350043	EDR DRY CLEANERS	VIRGINIA DRY CLEANING AND DYE WORKS	873 VIRGINIA AV
1155	1009384401	EDR GAS STATIONS	BUTTZ CLAUDE C	873 VIRGINIA AV
1155	1009384402	EDR GAS STATIONS	VIRGINIA RUBBER CO	873 VIRGINIA AVE
1156	1009350053	EDR DRY CLEANERS	VIRGINIA DRY CLEANING AND DYE WORKS	875 VIRGINIA AV
1157	1009350049	EDR DRY CLEANERS	WERKING HENRY A	874 VIRGINIA AV

Map ID	ID	Database	Name	Address
1158	1009352322	EDR GAS STATIONS	CARSON WM REAR	1041 HOSBROOK
1158	1009352323	EDR GAS STATIONS	CARSON WM REAR	1041 HOSBROOK ST
1159	1007570149	RCRA-NLR, CLI, IHW, AUL, CHMIRS	FORMER JW FLYNN BLDGS	902-920 VIRGINIA AVE
1159	1007732115	FINDS, ECHO	FORMER JW FLYNN BLDGS	902-920 VIRGINIA AVE
1160	1009350219	EDR DRY CLEANERS	PANG HONG H	901 VIRGINIA AV
1160	1009350220	EDR DRY CLEANERS	PANG HONG H	901 VIRGINIA AVE
1161	1009350447	EDR DRY CLEANERS	HOLLANDER BROS	914 VIRGINIA AV
1161	1009350448	EDR DRY CLEANERS	HOLLANDER BROS	914 VIRGINIA AVE
1161	1009350450	EDR DRY CLEANERS	HOLLANDER BROS	914-9166747 VIRGINIA AVE
1162	1009350471	EDR DRY CLEANERS	HOLLANDER BROS	916 VIRGINIA AV
1163	1009385265	EDR GAS STATIONS	ALLEN LEE T	918 VIRGINIA AV
1164	1009385307	EDR GAS STATIONS	BUTCHER ARIEL A	920 VIRGINIA AV
1164	1009385308	EDR GAS STATIONS	BUTCHER ARIEL A	920 VIRGINIA AVE
1165	1009350464	EDR DRY CLEANERS	HOLLANDER BROS	915 VIRGINIA AV
1166	1009385247	EDR GAS STATIONS	ALLEN LEE T	917 VIRGINIA AV
1167	1009385283	EDR GAS STATIONS	ALLEN LEE T	919 VIRGINIA AV
1168	S107710209	HMRI	WHITE CASTLE SYSTEM	921 VIRGINIA AVE.
1168	1007202407	RCRA-NLR, IHW, HMRI	WHITE CASTLE SYSTEM INC	921 VIRGINIA AVE
1168	1007250061	ECHO, FINDS	WHITE CASTLE SYSTEM INC	921 VIRGINIA AVE
1169	1009350545	EDR DRY CLEANERS	WING WOO	923 VIRGINIA AV
1169	1009350546	EDR DRY CLEANERS	WING WOO	923 VIRGINIA AVE
1169	1009385438	EDR GAS STATIONS	ALLEN LEE T	923 VIRGINIA AV
1169	1009385439	EDR GAS STATIONS	ALLEN LEE T	923 VIRGINIA AVE
1170	1009385519	EDR GAS STATIONS	ALLEN LEE T	927 VIRGINIA AV
1171	1009385619	EDR GAS STATIONS	WILSON GROVER	931 VIRGINIA AV
1171	1009385620	EDR GAS STATIONS	WILSON GROVER	931 VIRGINIA AVE
1172	S110325510	BROWNFIELDS	924 SHELBY	924 SHELBY ST
1172	1009385462	EDR GAS STATIONS	TURNER JOHN	924 SHELBY
1172	1009385463	EDR GAS STATIONS	TURNER BROS SERVICE STATION	924 SHELBY ST
1173	1009351295	EDR GAS STATIONS	BEBINGER CHAS S	1001 VIRGINIA AV
1174	1009333266	EDR DRY CLEANERS	COLUMBIA CLEANERS	1008 VIRGINIA AV
1175	1009333308	EDR DRY CLEANERS	LEE WING	1010 VIRGINIA AV
1175	1009333309	EDR DRY CLEANERS	LEE WING	1010 VIRGINIA AVE
1176	1009353190	EDR GAS STATIONS	DARTING HARVEY J	1104 WOODLAWN AV
1177	1009386843	EDR GAS STATIONS	BILLY GRIMES TIRE CO	WOODLAWN AND SHELBY
1178	1009353169	EDR GAS STATIONS	DARTING HARVEY J	1103 WOODLAWN AV
1179	1009353202	EDR GAS STATIONS	GEORGE LAWRENCE S	1105 WOODLAWN AV
1179	1009353203	EDR GAS STATIONS	GEORGE LAWRENCE S	1105 WOODLAWN AVE
1180	S116532666	BROWNFIELDS	COOPS SERVICE CENTER	1015 VIRGINIA AVE
1180	1009351744	EDR GAS STATIONS	FOUNTAIN SQUARE ARCO SERV	1015 VIRGINIA AVE
1180	1004493171	FINDS, ECHO	COOPS SERVICE CENTER	1015 VIRGINIA AVE
1180	U000189877	UST	COOP'S SERVICE CENTER	1015 VIRGINIA AVE
1181	1015137692	EDR GAS STATIONS		1044 WOODLAWN AVE
1182	1009333472	EDR DRY CLEANERS	CRESCENT CLEANERS CO INC	1022 VIRGINIA AV

Map ID	ID	Database	Name	Address
1183	1009333490	EDR DRY CLEANERS	LEE WING	1024 VIRGINIA AV
1184	1009351740	EDR GAS STATIONS	D & D AUTO STOP	1015 SHELBY
1184	1009351741	EDR GAS STATIONS	D & D AUTO STOP	1015 SHELBY ST
1185	1009333500	EDR DRY CLEANERS	HOLLANDER BROS	1026 VIRGINIA AV
1185	1009333501	EDR DRY CLEANERS	HOLLANDER BROS	1026 VIRGINIA AVE
1186	1009333630	EDR DRY CLEANERS	KROEGER HERMAN	1042 WOODLAWN
1186	1009333631	EDR DRY CLEANERS	KROEGER HERMAN	1042 WOODLAWN AV
1186	1009333632	EDR DRY CLEANERS	GLOVER S CLEANERS & HATTERS	1042 WOODLAWN AVE
1186	1009333633	EDR DRY CLEANERS	KROEGER HERMAN	1042 WOODLAWN DR
1187	1009352172	EDR GAS STATIONS	MILES JAS	1031 SHELBY
1187	S109095219	AUL, BROWNFIELDS	FOUNTAIN SQUARE THEATRE BUILDING	1031 SHELBY ST
1188	1009333495	EDR DRY CLEANERS	WERKING HENRY A	1025 VIRGINIA AV
1188	1009333496	EDR DRY CLEANERS	WERKING HENRY A	1025 VIRGINIA AVE
1189	1009333560	EDR DRY CLEANERS	WING LEE	1034 VIRGINIA AV
1189	1009333561	EDR DRY CLEANERS	WING LEE	1034 VIRGINIA AVE
1189	1009352219	EDR GAS STATIONS	BARLOW BROS	1034 VIRGINIA AV
1189	1009352220	EDR GAS STATIONS	REEVES WARD W	1034 VIRGINIA AVE
1189	1016818058	ECHO, FINDS	MACS AUTO SALES	1034 VIRGINIA AVE
1190	1009352203	EDR GAS STATIONS	PARISH REGINALD A	1033 SHELBY
1191	1009333683	EDR DRY CLEANERS	FOUNTAIN SQUARE AUTOMATIC LAUNDRY	1052 VIRGINIA AV
1191	1009333684	EDR DRY CLEANERS	FOUNTAIN SQUARE AUTOMATIC LAUNDRY	1052 VIRGINIA AVE
1192	U003093304	L_REG_NO, UST	FOUNTAIN SQUARE EXPRESS	1440 E PROSPECT
1193	U001078217	UST	SHARP'S MARATHON	1324 PROSPECT
1194	1009334280	EDR DRY CLEANERS	GREGG & SON INC	1126 PROSPECT
1194	1009353690	EDR GAS STATIONS	FEESER FRANK S CO INC	1126 PROSPECT
1195	1009354016	EDR GAS STATIONS	BEALS MOBIL GAS SERVICE	1150 PROSPECT ST
1196	S105202449	VCP	KENTUCKY FRIED CHICKEN	1501 E. PROSPECT
1196	S112234561	AUL	KENTUCKY FRIED CHICKEN	1501 PROSPECT ST
1197	1009334122	EDR DRY CLEANERS	UNITED CLEANERS	1113 PROSPECT
1197	1009334123	EDR DRY CLEANERS	UNITED CLEANERS	1113 PROSPECT ST
1198	1009351460	EDR GAS STATIONS	HOPKINS CLEBURN C	1008 PROSPECT
1199	1009351644	EDR GAS STATIONS	DARTING HARVEY J	1012 PROSPECT
1199	1009351645	EDR GAS STATIONS	DARTING HARVEY J	1012 PROSPECT ST
1200	1009334227	EDR DRY CLEANERS	JORDAN & LOWEN	1120 SHELBY
1200	1009353573	EDR GAS STATIONS	WONDERS WM	1120 SHELBY
1201	1009351637	EDR GAS STATIONS	STEWART GEORGE W	1012 E MORRIS ST
1202	1009352131	EDR GAS STATIONS	JOHNSON NELSON	1030 E MORRIS
1203	1009334251	EDR DRY CLEANERS	WALTERS HOWARD A	1123 SHELBY
1204	1009334342	EDR DRY CLEANERS	ALLEN LETITIA A	1135 SHELBY
1205	U001079370	L_REG_NO, UST	SPEEDWAY 6138	1207 S EAST ST
1206	1009334400	EDR DRY CLEANERS	WALTERS HOWARD A	1145 SHELBY
1207	1009353742	EDR GAS STATIONS	ANGERER FRANCIS L	1130 SHELBY
1208	1009334435	EDR DRY CLEANERS	WALTERS HOWARD A	1151 SHELBY
1209	1009334442	EDR DRY CLEANERS	WALTERS HOWARD A	1155 SHELBY

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1210	1000245736	FINDS, ECHO, RCRA-NLR, CLI	INDIANAPOLIS FIRE DEPT MAINT DIV	1024 SANDERS AV
1210	U001321937	UST	INDPLS FIRE DEPT MAINT DIV	1024 E SANDERS ST
1211	S110479678	BROWNFIELDS	WHEELER ARTS	1035 SANDERS ST
1212	1009354798	EDR GAS STATIONS	OKEY CHAS W	1213 OLIVE
1212	1009354799	EDR GAS STATIONS	OKEY CHAS W	1213 OLIVE ST
1213	1009335116	EDR DRY CLEANERS	WEHRLING CLARENCE A	1259 SHELBY
1214	1001493121	ECHO, FINDS, RCRA-NLR, CLI, IHW, CHMIRS, SCP	SE NEIGHBORHOOD DEVELOPMENT	1234 BARTH AVE
1214	U003603528	UST	ABANDONED FACILITY	1234 BARTH AVE
1215	1009355676	EDR GAS STATIONS	WATERMAN OLIVER	1302 SHELBY
1216	1016798969	ECHO, FINDS	CARBURETOR EXCHANGE	1302 SHELBY ST
1217	1015204747	EDR GAS STATIONS		1310 OLIVE ST
1218	S106914460	AUL, BROWNFIELDS	SE NEIGHBORHOOD DEVELOPMENT	1030 ORANGE ST
1219	1009356230	EDR GAS STATIONS	HARTSOCK ROY M	1336 SHELBY
1220	1009356279	EDR GAS STATIONS	CHAMPLIN STATION	1340 SHELBY ST
1220	S103801278	CHMIRS		1340 SHELBY STREET
1221	1009357306	EDR GAS STATIONS	RHODES MOTOR SERVICE	1439 SHELBY
1222	1009336115	EDR DRY CLEANERS	SHELBY CLEANERS & TAILORS	1441 SHELBY
1223	1009336122	EDR DRY CLEANERS	MAWWE WM F	1443 SHELBY
1224	1017715316	ECHO	IN DOT BRIDGE I-65 111 05696	1525 SHELBY ST
1224	1016148294	FINDS, RCRA-NLR	IN DOT BRIDGE I-65 111 05696	1525 SHELBY ST
1225	1009336294	EDR DRY CLEANERS	DOLCE JOS V	1504 SHELBY
1226	1009358824	EDR GAS STATIONS	MINER & SCHUTTER	1635 SHELBY
1227	S103802805	CHMIRS		1624 SHELBY ST
1228	1009358832	EDR GAS STATIONS		1638 SHELBY ST
1228	1004495662	FINDS, ECHO	NELSONS STANDARD SERVICE 34	1638 SHELBY ST
1228	U004002231	L_REG_NO, UST	NELSON'S MARATHON	1638 SHELBY ST
1229	1015259286	EDR GAS STATIONS		1640 SHELBY ST
1230	1000244387	RCRA-NLR, ECHO, FINDS, IHW	US HUD ENVIRONET INC	920 MINNESOTA ST E
1231	1009337377	EDR DRY CLEANERS	EGGERT CLARA MRS	1811 SHELBY
1232	S107598778	BROWNFIELDS	CLAUS' GERMAN SAUSAGE & MEATS	1821-1849 S SHELBY ST
1232	1016811644	ECHO, FINDS	CLAUS' GERMAN SAUSAGE & MEATS	1821-1849 S SHELBY ST
1233	1009360047	EDR GAS STATIONS	SHELBY STORAGE & AUTO SERVICE	1825 SHELBY
1234	S106851893	ECSI, DEL PART 201	FORMER M METALS	1824 & 1829 S. DAWSON ST.
1235	1009360215	EDR GAS STATIONS	GRISMORE FRANK	1862 SHELBY
1236	1009337583	EDR DRY CLEANERS	STALEY SAML D	1875 SHELBY
1237	1009360240	EDR GAS STATIONS	MILLER SERVICE STATIONS	1877 SHELBY
1238	1009360241	EDR GAS STATIONS	DURHAM JOS P	1878 SHELBY
1239	1000762288	L_REG_NO, UST	TUBULAR SALES-DIV OF TAYLOR	1901 LINDEN
1240	1006807670	ECHO, RCRA-NLR, FINDS, CLI, IHW, AUL, SCP	DYNALOY INC	1535 E NAOMI ST
1240	U000185603	L_REG_NO, UST	T D J INC	1535 E NAOMI ST
1241	1014202195	CERCLIS	MIDWEST CONCRETE PUMPING	1011 E. BEECHER STREET
1242	U003209561	L_REG_NO	CULLIGAN FIRE PROTECTION	BETWEEN 601 & 901 BEECHER ST
1243	S108834042	AIR EMISSIONS (EMI), BROWNFIELDS, VCP, SCP	STEVE GIESE	1545 VAN BUREN ST
1243	1016170624	CERCLIS	HOLCOMB & HOKE WAREHOUSE FIRE	1545 VAN BUREN STREET

Map ID	ID	Database	Name	Address
1243	1000179542	ECHO, FINDS, CERCLIS-NFRAP, RCRA-SQG, IHW	HOLCOMB & HOKE MFG CO INC	1545 VAN BUREN ST
1244	1009360714	EDR GAS STATIONS	STITH PETROLEUM CO OFFICE	1935 SHELBY
1245	S105588763	BROWNFIELDS	BEMIS BAG FACILITY	1902-53 BARTH AVE
1246	1000463538	RCRA-NLR, ECHO, FINDS, IHW	BEMIS CO INC	1940 BARTH AVE
1247	S114543494	SWTIRE	SELECT PALLETS	
1248	1000464056	ECHO, RCRA-NLR, FINDS, IHW	BAGGETT TIRE CO	2020 SHELBY ST
1248	U001080290	UST	NELSON GUM	2020 SHELBY
1249	S103356584	CHMIRS		2053 SHELBY
1250	1016805575	ECHO, FINDS	FOUR UNIT APARTMENT	2134 SHELBY ST
1251	1004699976	RCRA-CESQG, IHW, AUL	WARECO SERVICE STA #670	2165 SHELBY
1251	1000757730	L_REG_NO, UST	WARECO SYSTEM OF IOWA	2165 S SHELBY ST
1252	S108531039	CHMIRS		RAYMOND AND SHELBY
1253	1016805268	FINDS, ECHO	INDIANAPOLIS CITY	W RAYMOND ST & S SHELBY ST
1254	1008402754	RCRA-CESQG, IHW	INDOT 865 STR5694 NB&SB	I65 & RAYMOND ST
1255	1009362589	EDR GAS STATIONS	STAMM PAUL W	2178 SHELBY
1255	1005657227	ECHO, FINDS	CITY OF INDIANAPOLIS	RAYMOND & SHELBY
1255	S106350370	L_REG_NO	CITY OF INDIANAPOLIS	RAYMOND AND SHELBY
1256	1009355107	EDR GAS STATIONS	WILLIAMS GARAGE REAR	1233 E RAYMOND ST
1257	1009362615	EDR GAS STATIONS	COLLINS WALTON A	2180 SHELBY
1258	1015140907	EDR GAS STATIONS		1055 E RAYMOND ST
1258	U004221390	L_REG_NO, UST	RAYMOND BP	1055 E RAYMOND ST
1259	1004483655	FINDS, ECHO	CVS PHARMACY	2215 SHELBY ST
1260	S109845472	SCP	STYGALL	2214 SHELBY ST
1260	1016816249	ECHO, FINDS	STYGALL	2214 SHELBY ST
1261	1009362812	EDR GAS STATIONS	SHELBY MOTOR INN	2207 SHELBY
1262	S111381760	VCP	SWC OF RAYMOND AND SHELBY STREETS	1046-1048 E. TABOR, 1037-1045 E. RAYMOND, 2216 S. SHELBY ST.
1263	1009339088	EDR DRY CLEANERS	GECKLER GEO M	2229 SHELBY
1264	1009339120	EDR DRY CLEANERS	OCHILTREE CLEANERS	2238 SHELBY
1265	1016821088	ECHO, FINDS	LITTLE CAESARS PIZZA	2245 SHELBY ST
1266	1009363362	EDR GAS STATIONS	MARTINDALE WM R	2301 SHELBY
1267	1009363503	EDR GAS STATIONS	GARFIELD TEXACO SERVICE STATION	2310 SHELBY
1268	1009339420	EDR DRY CLEANERS	PRISCENK MARY MRS	2320 SHELBY
1268	1009363647	EDR GAS STATIONS	HAUG SERVICE GARAGE	2320 SHELBY
1269	1009334927	EDR DRY CLEANERS	PROBST BROTHERS	1222 WADE
1270	1009339444	EDR DRY CLEANERS	MASTER CLEANERS	2324 SHELBY
1270	1009363687	EDR GAS STATIONS	POLLEN JEFFERSON M	2324 SHELBY
1271	1009363710	EDR GAS STATIONS	POLEN JEFFERSON M	2326 SHELBY
1272	1009334917	EDR DRY CLEANERS	PROBST BROTHERS	1221 WADE
1273	1009334934	EDR DRY CLEANERS	PROBST BROTHERS	1223 WADE
1274	1009334951	EDR DRY CLEANERS	GECKLER GEORGE M	1227 WADE
1275	1009334958	EDR DRY CLEANERS	ANDERSON DAVID	1229 WADE
1275	1009334959	EDR DRY CLEANERS	ANDERSON DAVID	1229 WADE ST
1276	1015347971	EDR GAS STATIONS		2329 SHELBY ST
1277	1016799662	FINDS, ECHO	GARFIELD PARK ARTS CENTER	2450 SHELBY ST

Map ID	ID	Database	Name	Address
1278	S109950730	SWRCY	SHELBY BRANCH LIBRARY	2502 SHELBY ST.
1279	1009340248	EDR DRY CLEANERS	KROEGER JOHN P	2606 SHELBY
1280	S103804696	CHMIRS		2602 SHELBY ST
1281	1009340339	EDR DRY CLEANERS	GREEN PAUL V	2623 SHELBY
1282	1009340358	EDR DRY CLEANERS	BARRETT GARMENT CLEANERS	2627 SHELBY
1283	1009365449	EDR GAS STATIONS	NICKS JOHN M	2633 SHELBY
1284	S118153138	BROWNFIELDS	TUBE PROCESSING CORP NORTHERN SUBPLOT	1125 CRUFT ST
1285	1009365415	EDR GAS STATIONS	GARFIELD GARAGE	2628 SHELBY
1286	S116158125	SCP	ALERT CLEANERS BLDG	2659 SHELBY STREET
1287	1012179054	RCRA-NLR, IHW	TPC DARKO SITE	2659 S. SHELBY ST.
1287	1004483373	FINDS, ECHO	ALERT CLEANERS BUILDING	2659 SHELBY ST
1288	U001080014	UST	TUBE PROCESSING	2659 SHELBY ST
1289	1009340423	EDR DRY CLEANERS	DARKO & SONS	2659 SHELBY
1289	1009365534	EDR GAS STATIONS	CRANE CLARENCE	2659 SHELBY
1290	1009340419	EDR DRY CLEANERS	DARKO & SONS	2658 SHELBY
1290	1009340421	EDR DRY CLEANERS	DARKO & SONS	2658-603615 SHELBY CT
1291	1009340430	EDR DRY CLEANERS	DARKO & SONS	2660 SHELBY
1292	1007570141	RCRA-CESQG, IHW	INDOT I65 & NELSON ST & BEAN CK	1452 NELSON ST
1293	1000463541	ECHO, RCRA-CESQG, FINDS, IHW, HMRI	CTP DIV - NELSON ST	1146 NELSON ST
1293	S109844624	CLI, CHMIRS, CEDS, SCP	TUBE PROCESSING CORPORATION	1146 NELSON ST
1294	1009365627	EDR GAS STATIONS	MORRIS SUPER ROSE STATION	2701 SHELBY
1294	1004499421	FINDS, ECHO	MORRIS SUPER ROSE SERVICE STN	2701 SHELBY ST
1294	U001079077	L_REG_NO, UST	JIM PERKINS/MORRIS SUPER ROSE SV	2701 SHELBY ST
1295	S117891393	OISC	ALLISONS AFFORDABLE PEST CONTROL	2730 MANKER ST
1296	1009366364	EDR GAS STATIONS	COLLINS ALBERT L	2835 SHELBY
1297	1009366420	EDR GAS STATIONS	DENNY SERVICE STATION	2863 SHELBY
1298	1015034865	EDR DRY CLEANERS		2863 CARSON AVE
1299	1009333208	EDR DRY CLEANERS	STOTTS LAUNDRY EQUIPMENT	1005 E BERWYN ST
1300	1004486815	FINDS, ICIS, ECHO	NICOLETTE IND INC MODERN	2919 SHELBY ST
1301	1000104321	ECHO, FINDS, RCRA-NLR, IHW, CHMIRS, HMRI	AT & T INDIANA TELEPHONE	2941 SHELBY ST
1302	1009366842	EDR GAS STATIONS		2944 SHELBY ST
1303	1009366866	EDR GAS STATIONS	CLARK OSCAR W	2951 SHELBY
1304	1009334387	EDR DRY CLEANERS	TROY WASHETTE	1142 E TROY AVE
1305	1009354192	EDR GAS STATIONS	ED S CERTIFIED GAS STATION	1170 E TROY AVE
1305	U001079698	UST	PHILLIPS 66 COMPANY 015856	1170 E TROY AVE
1306	1015167251	EDR GAS STATIONS		1147 E TROY AVE
1307	1015167461	EDR GAS STATIONS		1149 E TROY AVE
1308	1004700072	RCRA-NLR, IHW, CHMIRS	WAKE UP 6231	3001 CARSON
1308	U000188838	L_REG_NO, UST	WAKE-UP #6321	3001 CARSON
1309	U003759526	AUL, L_REG_NO, UST	BERNARD SADOWSKY	1340 S SHELBY ST
1309	1016812298	ECHO, FINDS	BERNARD SADOWSKY	1340 S SHELBY ST
1309	S116000345	RGALUST	BERNARD SADOWSKY	1340 S SHELBY ST
1310	1004700976	RCRA-CESQG, FINDS, ECHO, IHW	MOOREHOUSE BODY SHOP INC	939 E TROY AVE
1311	U003095217	L_REG_NO, UST	SCHUSTER'S BLOCK INC	901 E TROY AVE

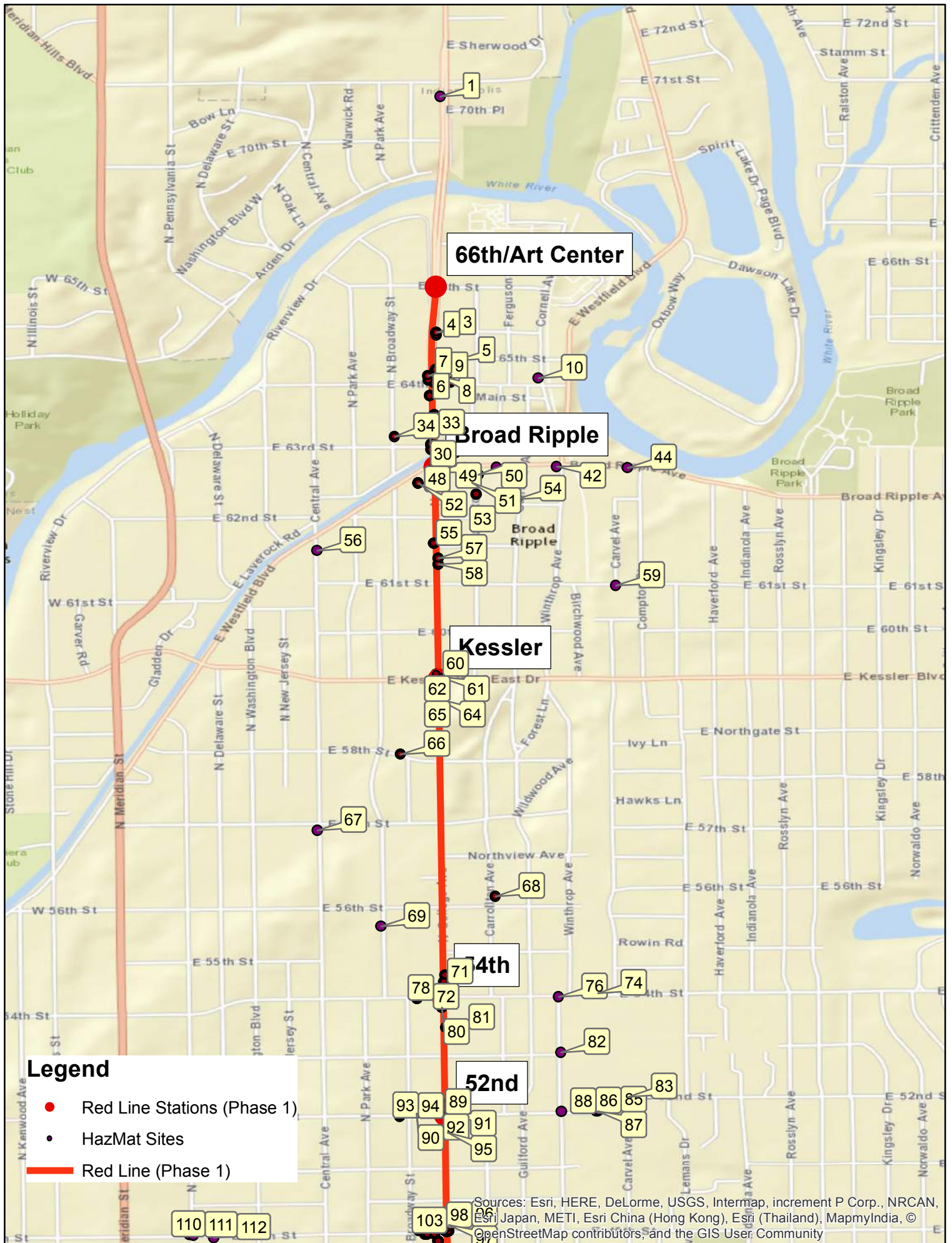
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1312	1016801243	FINDS, ECHO	AMERITECH	1548 S SHELBY ST
1313	1004494445	ECHO, FINDS	MCCLURE SERVICE STATION #39	1625 S SHELBY
1313	U003094163	UST	MCCLURE OIL CORP INDIANAPOLIS	1625 S SHELBY AVE
1314	1004701053	FINDS, ECHO, RCRA-CESQG, IHW	UNITED SIGN	1857 S SHELBY ST
1315	1004700987	RCRA-CESQG, ECHO, FINDS, IHW	JAMCO AUTO BODY REPAIR	1875 S SHELBY ST
1316	1016801752	FINDS, ECHO	AUTO SALES	1870 S SHELBY ST
1317	1004490032	FINDS, ECHO	WAREHOUSE INDIANAPOLIS HOUSING AGENCY	1935 S SHELBY ST
1317	S116003076	RGA LUST	DMD/DIV OF HOUSING	1935 S SHELBY ST
1317	1000514282	L_REG_NO, UST	DMD/DIV OF HOUSING	1935 S SHELBY ST
1318	1016811423	ECHO, FINDS	COMMERCIAL STRUCTURE	2043 S SHELBY ST
1318	1016817614	ECHO, FINDS	COMMERCIAL STRUCTURE	2041 S SHELBY ST
1319	S104903175	HMRI	SPEEDWAY 6368	2053 S SHELBY ST
1319	1004700075	RCRA-NLR, ECHO, FINDS, IHW, CHMIRS	SPEEDWAY 6368	2053 S SHELBY
1319	1016053251	ECHO, FINDS	SPEEDWAY SVC STA 6367	2053 S SHELBY ST
1319	S116012427	RGA LUST	SPEEDWAY #6368	2053 S SHELBY AVE
1319	S116014886	RGA LUST	WAKE-UP #6368	2053 S SHELBY AVE
1319	U003093757	L_REG_NO, UST	SPEEDWAY #6368	2053 S SHELBY AVE
1320	S116014923	RGA LUST	WARE CORP OF IOWA	2165 S SHELBY ST
1320	S116014925	RGA LUST	WARECO SYSTEM OF IOWA	2165 S SHELBY ST
1321	1014953107	RCRA-LQG	CVS PHARMACY 2311	2215 S SHELBY ST
1322	1000245735	ECHO, RCRA-NLR, IHW	INDIANAPOLIS DEPT OF PUBLIC WORKS	2450 S SHELBY ST
1322	1017806295	FINDS	INDIANAPOLIS DEPARTMENT OF PUBLIC WORKS	2450 S SHELBY ST
1323	S109951115	SWRCY	WEYERHAEUSER RECYCLING	3000 SHELBY ST.
1323	1009367058	EDR GAS STATIONS	GARV S AUTO HEAD REPAIR	3000 SHELBY ST
1323	1004498260	ECHO, FINDS	MERCHANDISE WAREHOUSE CO INC	3000 S SHELBY ST
1323	1008387943	ECHO, FINDS	GERADAU AMERISTEEL INDIANAPOLIS	3000 S SHELBY ST
1323	1008373006	ECHO, FINDS, RCRA-CESQG, IHW, AIR EMISSIONS (EMI)	MID-STATES ASPHALT	3000 S SHELBY
1324	1009367096	EDR GAS STATIONS	KINMAN FRED	3001 SHELBY
1324	1009367097	EDR GAS STATIONS	KINNAN GARAGE	3001 SHELBY ST
1325	2002622469	ERNS		3020 1/2 SOUTH SHELBY ST
1326	1015403582	EDR GAS STATIONS		3015 SHELBY ST
1326	1016798682	FINDS, ECHO	UNCLE BUCKS AUTO SALES	3015 S SHELBY ST
1327	1015405158	EDR GAS STATIONS		3029 SHELBY ST
1328	1009367522	EDR GAS STATIONS	WORTMAN JESSE	3049 SHELBY
1329	1009367858	EDR GAS STATIONS		3109 SHELBY ST
1329	1016818356	ECHO, FINDS	BILLS TRANSMISSION EXCHANGE	3109 SHELBY ST
1330	S108986093	AUL, CHMIRS, SCP	ZINK DIST CO.	3150 S. SHELBY ST.
1330	1016813126	FINDS, ECHO	ZINK DIST COMPANY	3150 S SHELBY ST
1331	1015415869	EDR GAS STATIONS		3127 SHELBY ST
1332	1015154963	EDR GAS STATIONS		1105 MARTIN ST
1333	S105679206	CHMIRS		3300 SOUTH SHELBY
1334	2008427235	HMIRS	3330 S. SHELBY ST.	3330 S. SHELBY ST.
1334	2008428337	HMIRS	3330S. SHELBY ST.	3330S. SHELBY ST.
1334	2008431436	HMIRS	3330 S. SHELBY ST.	3330 S. SHELBY ST.

Map ID	ID	Database	Name	Address
1334	2008440378	HMIRS	3330 S. SHELBY ST.	3330 S. SHELBY ST.
1334	2008443412	HMIRS	3330 S. SHELBY ST.	3330 S. SHELBY ST.
1334	2008444927	HMIRS	3330 S. SHELBY ST.	3330 S. SHELBY ST.
1334	2008447324	HMIRS	3330 S. SHELBY ST.	3330 S. SHELBY ST.
1334	2008449528	HMIRS	3330 S. SHELBY ST.	3330 S. SHELBY ST.
1334	2008452684	HMIRS	3330 S. SHELBY ST.	3330 S. SHELBY ST.
1334	2008453236	HMIRS	3330 S. SHELBY ST.	3330 S. SHELBY ST.
1334	2008453755	HMIRS	3330 S. SHELBY ST.	3330 S. SHELBY ST.
1334	2009043648	HMIRS	3330 S. SHELBY ST.	3330 S. SHELBY ST.
1334	2009043684	HMIRS	3330 S. SHELBY ST.	3330 S. SHELBY ST.
1334	2009044426	HMIRS	3330 S. SHELBY ST.	3330 S. SHELBY ST.
1334	2009044818	HMIRS	3330 S. SHELBY ST.	3330 S. SHELBY ST.
1334	2009050395	HMIRS	3330 S. SHELBY ST.	3330 S. SHELBY ST.
1334	2009052566	HMIRS	3330 S. SHELBY ST.	3330 S. SHELBY ST.
1334	2009056626	HMIRS	3330 S. SHELBY ST.	3330 S. SHELBY ST.
1334	2009057978	HMIRS	3330 S. SHELBY ST.	3330 S. SHELBY ST.
1334	2010104924	HMIRS	3330 S. SHELBY ST.	3330 S. SHELBY ST.
1334	2010106300	HMIRS	3330 S. SHELBY ST.	3330 S. SHELBY ST.
1334	2011004312	HMIRS	3330 S. SHELBY ST.	3330 S. SHELBY ST.
1334	2011008290	HMIRS	3330 S. SHELBY ST.	3330 S. SHELBY ST.
1334	2012103628	HMIRS	3330 S. SHELBY ST.	3330 S. SHELBY ST.
1334	2012105228	HMIRS	3330 SOUTH SHELBY STREET	3330 SOUTH SHELBY STREET
1334	2012106616	HMIRS	3330 S. SHELBY ST.	3330 S. SHELBY ST.
1334	2012108424	HMIRS	3330 SOUTH SHELBY STREET	3330 SOUTH SHELBY STREET
1334	2012109013	HMIRS	3330 SOUTH SHELBY STREET	3330 SOUTH SHELBY STREET
1334	2012110165	HMIRS	3330 SOUTH SHELBY STREET	3330 SOUTH SHELBY STREET
1334	2012110171	HMIRS	3330 SOUTH SHELBY STREET	3330 SOUTH SHELBY STREET
1334	2012111997	HMIRS	3330 SOUTH SHELBY STREET	3330 SOUTH SHELBY STREET
1334	2012113012	HMIRS	3330 SOUTH SHELBY STREET	3330 SOUTH SHELBY STREET
1334	2013049181	ERNS		3330 SOUTH SHELBY ST
1334	2013051842	ERNS		3330 SOUTH SHELBY ST.
1334	2014069987	ERNS		3330 SHELBY STREET
1334	1010564085	RCRA-SQG	SAIA MOTOR FREIGHT	3330 S SHELBY ST
1334	1004488095	FINDS, ECHO	OHIO CONNECTION	3330 SHELBY ST
1334	1015790013	FINDS, ECHO	SAIA MOTOR FREIGHT	3330 S SHELBY ST
1334	S113812926	CHMIRS		3330 SOUTH SHELBY ST INDIANAPOLIS, IN
1334	S116674536	CHMIRS		3330 SHELBY ST INDIANAPOLIS, IN
1334	S113812776	CHMIRS, HMRI	SAIA MOTOR FREIGHT	3330 S SHELBY ST
1334	U004226695	UST	AMERICAN FREIGHT SYSTEM INC	3330 SHELBY ST
1335	S111278557	IHW, AUL, BROWNFIELDS, SCP	ZIPP EXPRESS INC	3340 S SHELBY
1335	1001201980	RCRA-NLR, ECHO, FINDS, CHMIRS	ZIPP EXPRESS INC	3340 S SHELBY
1335	1016053264	ECHO, FINDS	MILLENIUM CONTRACTORS	3340 SHELBY ST
1335	S116015463	RGA LUST	ZIPP EXPRESS INC	3340 S SHELBY ST
1335	U004187970	L_REG_NO, UST	ZIPP EXPRESS INC	3340 S SHELBY ST

Map ID	ID	Database	Name	Address
1335	S104902529	CHMIRS		3340 SOUTH SHELBY STREET
1336	1016816690	ECHO, FINDS	TEBCO	3343 S SHELBY ST
1337	1009369209	EDR GAS STATIONS	LEWIS RUSSELL M	3347 OLIVE ST
1338	1015438992	EDR GAS STATIONS		3435 SHELBY ST
1339	S105861903	CHMIRS		3439 SOUTH SHELBY
1340	1009342669	EDR DRY CLEANERS	RESTORATION CO INC	3441 SHELBY ST
1340	1004701116	FINDS, ECHO, RCRA-NLR, IHW	TRINITY ENV GROUP INC	3441 S SHELBY ST
1341	S116766290	VCP	THE OFFICE FURNITURE MART	3448 SOUTH SHELBY STREET
1341	1016870406	FINDS, ECHO	THE OFFICE FURNITURE MART	3448 S SHELBY ST
1342	S111339403	SCP	OFFICE FURNITURE MART	3448 S SHELBY ST
1342	S111869460	CHMIRS		MARION COUNTY 3448 S SHELBY ST INDIANAPOLIS, IN 46227
1343	1015439879	EDR GAS STATIONS		3450 SHELBY ST
1344	1015439961	EDR GAS STATIONS		3452 SHELBY ST
1345	1009369768	EDR GAS STATIONS	HARDIN OIL STATION	3485 SHELBY ST
1346	S109844638	CHMIRS, BROWNFIELDS, SCP	BIG DADDY'S	3444 S MADISON AVE
1347	1015442836	EDR GAS STATIONS		3501 SHELBY ST
1348	1015132609	EDR GAS STATIONS		1028 E SUMNER AVE
1349	1000754363	L_REG_NO, UST	D & B CONSTRUCTORS INC	1010 E SUMNER
1350	S109949808	SWRCY	ECONOMY COMPUTERS	840 E. SUMNER AVE.
1351	1001123610	FINDS, ECHO, RCRA-NLR, IHW, CHMIRS	UCR INC	826 E SUMNER AVE
1352	1014915044	CERCLIS, PRP	ADVANCE PLATING WORKS	1005 EAST SUMNER AVENUE
1352	1007093337	RCRA-NLR, CLI, IHW	ADVANCE PLATING WORKS	1005 E SUMNER AVE
1353	1000463724	RCRA-SQG, CLI, IHW, AUL, L_REG_NO, AIR EMISSIONS (EMI), HMRI, UST	KENNEDY TANK AND MFG CO INC	833 E SUMNER AVE
1354	U001082589	L_REG_NO, UST	SEPARATORS INC	747 E SUMMER AVE
1355	1009369900	EDR GAS STATIONS	BOLLMAN H BERT	3506 SHELBY
1355	1009369901	EDR GAS STATIONS	BOLLMAN H BERT	3506 SHELBY ST
1356	1009512357	FTTS, HIST FTTS	CISCO COMPAINES	3610 SHELBY ST
1356	1016816325	ECHO, FINDS	CISCO COMPANIES	3610 SHELBY ST
1357	U004002465	L_REG_NO, UST	SANDERS CLEANERS & LAUNDRY INC	3709 MADISON AVE
1357	S108161979	CLI, SCP, DRYCLEANERS	FORMER SANDERS CLEANERS	3709 MADISON AVENUE
1358	S110171495	AIR EMISSIONS (EMI), CHMIRS	CTP CORP., DIVISION OF TUBE PROCESSING CORPORATION	3750 S SHELBY ST
1358	2008909104	ERNS		3750 SOUTH SHELBY
1358	2009909104	ERNS		3750 SOUTH SHELBY
1358	S109238576	HMRI	CTP	3750 S. SHELBY
1358	S106956399	AUL, CHMIRS, VCP	CTP CORPORATION	3750 SHELBY ST
1358	1016075328	ECHO, FINDS	CTP	3750 SHELBY ST
1358	S116001190	RGALUST	C T P DIVISION OF TUBE PROC CORP	3750 SHELBY STREET
1358	S116002666	RGALUST	CTP CORPORATION	3750 SHELBY STREET
1358	U003577743	L_REG_NO, UST	CTP CORPORATION	3750 SHELBY STREET
1358	1000464706	RCRA-LQG, CLI, IHW, HMRI	CTP DIVISION SHELBY ST.	3750 SHELBY ST.
1358	1005453747	TRIS	CTP	3750 S SHELBY ST
1359	1016870362	ECHO, FINDS	CTP TOOL ROOM	3802 S SHELBY ST
1360	U003968901	L_REG_NO, UST	MOBILE DRILLING CO	3807 MADISON AVE
1361	1009371012	EDR GAS STATIONS	LANDRIGAN S SINCLAIR SERVICE STATION	3807 SHELBY ST

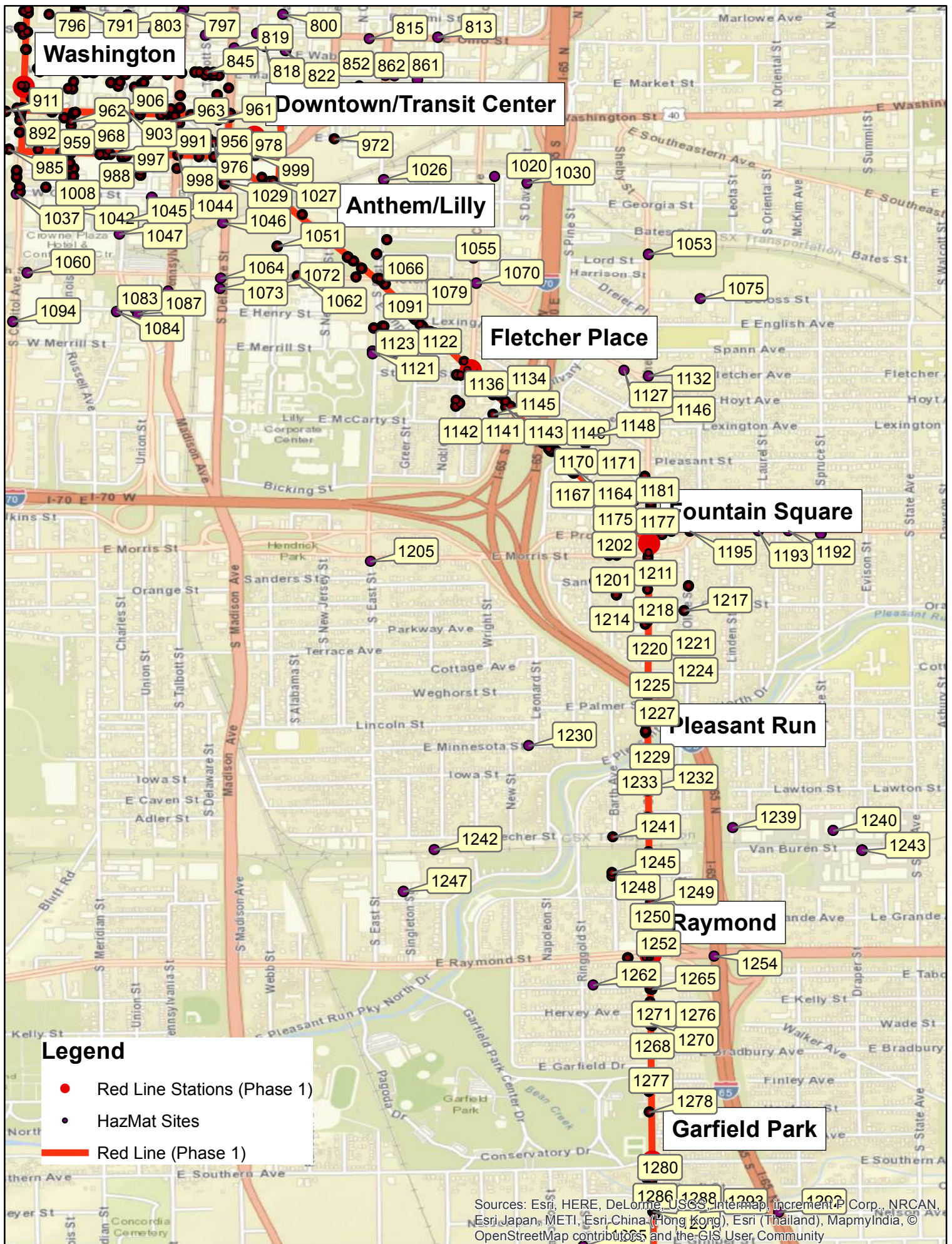
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1362	1000425035	FINDS, ECHO, RCRA-NLR, IHW, L_REG_NO, UST	LIQUID TRANSPORT CORP	3901 MADISON AVE
1363	1009343505	EDR DRY CLEANERS	HOLIDAY HOUSE THE	3987 SHELBY ST
1364	1014916713	RCRA-CESQG	WALGREENS 2952	4001 MADISON AVE
1365	1000464482	RCRA-NLR, AUL, HMRI	SPEEDWAY 5511	4002 S MADISON
1365	U001078653	L_REG_NO, UST	SPEEDWAY 5511	4002 S MADISON AVE
1366	1012179140	ECHO, FINDS, ICIS, RCRA-CESQG	UNIVERSITY OF INDIANAPOLIS	1400 E HANNA AVE
1366	1000510633	L_REG_NO, AIR EMISSIONS (EMI), CHMIRS, HMRI, BROWNFIELDS, OISC, SCP, UST	UNIVERSITY OF INDIANAPOLIS	1400 E HANNA AVE
1367	S116759993	SCP	UNIVERSITY OF INDIANAPOLIS	1643 E. HANNA AVE.
1368	1004484693	ECHO, FINDS	DEPT OF PUBLIC WORKS	HANNA & SHELBY
1369	1009343564	EDR DRY CLEANERS	CAMELOT COIN LAUNDRY	4002 SHELBY ST
1370	1009351466	EDR GAS STATIONS	MARATHON SERVICE STATION	1009 E HANNA AV
1370	1009351467	EDR GAS STATIONS	MARATHON SERVICE STATION	1009 E HANNA AVE
1371	1015473593	EDR GAS STATIONS		4037 WEAVER AVE
1372	U001079758	UST	PERRY TOWNSHIP FIRE DEPT	4132 MADISON AVE

IndyGo Red Line Rapid Transit Project – Phase 1
NEPA DCE Appendix G3: HazMat Analysis
Figure 1











IndyGo Red Line Rapid Transit Project – Phase 1

NEPA DCE Appendix H: Review of Parks and Trails within ¼ Mile of Proposed Alignment

September 2016

Introduction

The project study area was examined to determine the location of public parks and recreational areas along the proposed Red Line corridor. The proposed alignment lies within a one quarter mile walking shed of 25 existing parks and greenways, plus the Indianapolis Cultural Trail, as shown in Table 1 and Figure 1. No parklands, wildlife refuges, or recreational areas will be taken or negatively impacted as a result of this project.

Table 1: Parks and Trails within ¼ Mile of Proposed Alignment

Park Name	Managing Entity	Total Area (ac)	Area Within ¼ Mile of Project (ac)	Use
Al E. Polin Park	Indy Parks	1.56	1.56	Active Park
American Legion Mall	Indiana War Memorial Commission	8.53	5.14	Memorial
Barton Park	Indy Parks	6.07	0.09	Active Park
Broadway & 61st Park	Indy Parks	2.71	2.71	Active Park
Canal Walk	Indianapolis Dept. of Metropolitan Development	15.94	12.07	Trail
Cultural Trail	ICT, Inc.	N/A	N/A	Urban Trail
Edna Balz Lacy Park	Indy Parks	2.14	2.14	Active Park
Fall Creek Greenway	Indy Parks	179.00	15.93	Trail
Fountain Square Fountain	Indy Parks	0.02	0.02	Passive Pocket Park
Garfield Park	Indy Parks	122.83	36.56	Active Park
George E. Kessler Park	Indy Parks	1.16	1.15	Passive Park
Hot Shot Tot Lot	Indy Parks	0.14	0.14	Active Pocket Park
Indiana War Memorial	Indiana War Memorial Commission	4.64	2.82	Memorial Museum
Iwc Canal Towpath Greenway	Indianapolis Water Company	19.79	1.40	Trail
Marrot Park Woods Nature Preserve	Indy Parks	78.46	1.01	Nature Preserve

Park Name	Managing Entity	Total Area (ac)	Area Within ¼ Mile of Project (ac)	Use
McCord Park	Indy Parks	0.66	0.52	Passive Pocket Park
Monon Greenway	Indianapolis Dept. of Metropolitan Development	55.85	3.19	Trail
Monument Circle	Indiana War Memorial Commission	2.22	2.22	Memorial
Peace Park	Indy Parks	0.08	0.08	Passive Pocket Park
Pleasant Run Greenway	Indy Parks	30.42	5.38	Trail
Presidential Place	Indy Parks	0.55	0.55	Passive Pocket Park
Ringgold Park	Indy Parks	0.21	0.21	Active Pocket Park
Tarkington Park	Indy Parks	10.31	9.89	Active Park
University Park	Indiana War Memorial Commission	5.33	3.20	Memorial
Veteran's Memorial Plaza	Indiana War Memorial Commission	4.60	2.77	Memorial
Watson Road Bird Preserve	Indy Parks	4.00	3.37	Wildlife Sanctuary

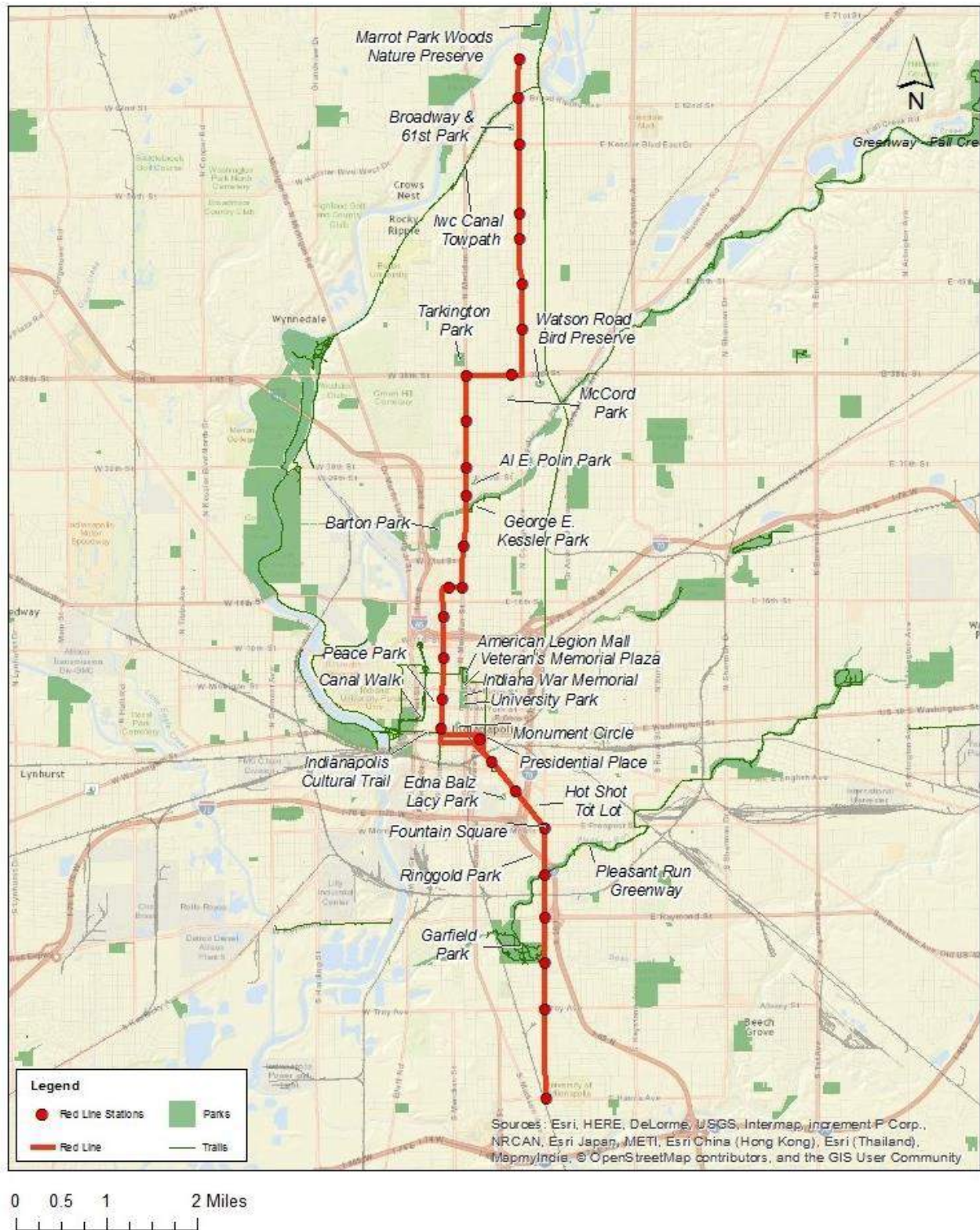


Figure 1: Public Parkland & Recreations Areas

Description of Individual Parks

The Indianapolis parks and trails listed below fall within a ¼ mile walking shed of the proposed Red Line BRT alignment. No impacts to parks and trails are anticipated as a result of the project.

Al E. Polin Park: Acquired in 1973, this park sits on two acres of land. With its recreational amenities, this park, formerly known as Talbot & 29th Park, is perfect for family outings. Al Polin Park features a full basketball court, a playground, and a shelter.

American Legion Mall: The American Legion Mall extends from St. Clair Street to North Street between Meridian and Pennsylvania Streets. On the east side is the American Legion National headquarters, and on the west side is the headquarters of the American Legion's Department of Indiana. Looking to the south from St. Clair Street, the visitor sees the solemn grounds of the Cenotaph in the foreground. The Cenotaph memorializes the nation's first casualty of World War I, Corporal James B. Gresham of Company F, 16th Infantry and Evansville Indiana. In the background rise the World War II, Korean, and Vietnam memorials on the flanks with Veteran's Plaza and the World War Memorial anchoring the vista at its southern end.

Barton Park: Barton Park is a 6-acre neighborhood park with limited access to Fall Creek. Barton Park is a site for Indy Parks' Supervised Play summer program.

Broadway & 61st Park: Acquired in 1928, this 2.69-acre park is nestled in the middle of Broad Ripple. It contains a playground, picnic shelter, sand volleyball court, two tennis courts, and a spray pool.

Canal Walk: The Canal Walk is part of the Indiana Central Canal, which was dug in the early 1800s, in an effort to facilitate interstate commerce. Today, the refurbished Canal Walk (stretching north through White River State Park to 11th Street) serves the downtown community as a waterside promenade for walkers, runners, bikers and sightseers (while the canal itself includes a steady stream of pedal boats, which may be rented west of the Indiana State Museum).

Cultural Trail: Completed in 2013, this is an 8-mile urban trail that connects Indianapolis' six Cultural Districts: Massachusetts Avenue, Fountain Square, The Canal & White River State Park, Indiana Avenue, the Wholesale District, and Broad Ripple. The northeastern terminus meets with the Monon Trail heading north. The southeastern terminus in Fountain Square meets with the Pleasant Run Parkway, and the Trail user may hop on the White River Trail to the northwest.

Edna Balz Lacy Park: Established in 1917 as "Greer Street Park", this park was rededicated in 1995 as the Edna Balz Lacy Family Park, honoring a notable local businesswoman. The two-acre park is one of the jewels in the parks system, an ideal urban park catering to families with children, but also quiet enough to provide some respite from city life. One of the first parks recreation centers ever built in Indianapolis was located here.

Fall Creek Greenway: A 10.5-mile asphalt trail for walking, biking, and jogging that runs along Fall Creek. It connects to multiple trailheads and canoe entrance ramps.

Fountain Square Fountain: A fountain located in Indianapolis' Fountain Square neighborhood.

Garfield Park: Opened in 1873, Garfield Park is the oldest Park in the city. It consists of 122 acres on the near south side of town. The park today has various amenities such as The Garfield Park Conservatory and Sunken Garden, Garfield Arts Center, Burrello Family Center, Garfield Aquatic Center, and the MacAllister Center for the Performing Arts.

George E. Kessler Park: This 1.15 acre park is named after the landscape architect who created the Indianapolis Park and Boulevard Plan in 1909. The park is located next to Fall Creek and contains a landscaped circular walking path and grassy area.

Hot Shot Tot Lot: This is a pocket park in the Fountain Square area. It consists of swings and a slide, with a picnic table and a couple of benches.

Indiana War Memorial: The Indiana War Memorial Museum is inspired by a neoclassical design. It is similar to the Greek architecture of the fifth century. It is a square shrine structure with a pyramidal dome, and has Ionic columns. Its formally designed open spaces and its heroic monuments and statuary all contribute to its grandeur. The main floor houses exhibit space, the administrative offices, two meeting rooms, and the Pershing Auditorium. The meeting rooms and the auditorium are available to for public use for a nominal fee.

Iwc Canal Towpath Greenway: The Central Canal Towpath, also known as the IWC Canal Greenway, features two 19th-century iron bridges that cross the waterway, designated an American Water Landmark. As you follow the tree-lined, crushed limestone path, keep your eyes open for blue heron, ducks, geese and turtles. The trail runs past a number of cultural amenities, including Butler University, Holcomb Gardens and the Indianapolis Museum of Art. The trail is 5.23 miles long.

Marrot Park Woods Nature Preserve: This park features 99.2 acres of natural beauty with a shelter and unpaved trail. Indy Parks' Natural Resource Areas are purposely kept in their original wild state for a true nature experience in an urban environment.

McCord Park: This is a small pocket park with benches and a sundial sculpture.

Monon Greenway: The Monon Trail, completed in 2003, measures approximately 10.4 miles from 10th Street to 96th Street, where it connects with the 5.2-mile Monon Greenway in Carmel. The Monon links commercial districts, schools, parks, the state fairgrounds and a dozen residential neighborhoods. It also has direct connections to the Fall Creek Greenway and the Central Canal Towpath, which leads to the White River Wapahani Trail to form a trail network that reaches to the west side of the downtown district.

Monument Circle: This passive memorial park contains the Soldiers & Sailors Monument, Indiana's official memorial to the Hoosiers that served in the Revolutionary War, the War of 1812, the Mexican War, the Civil War, the Frontier Wars and the Spanish-American War.

Peace Park: The West Indianapolis Peace Park was created in the summer of 2010 to remember community members from the West Side of Indianapolis, who lost their lives to drugs or violence.

Pleasant Run Greenway: The Pleasant Run Trail is currently a 6.9-mile trail that begins at Ellenberger Park, connects to Christian Park and ends at Garfield Park, near the intersection of Raymond Street and Pleasant Run Parkway. The trail meanders along Pleasant Run Creek offering a paved route for walking, bicycling, rollerblading. The Pleasant Run Trail connects recreation facilities such as the Kin Hubbard Memorial and Garfield Park & Conservatory. All three parks have loop trails that provide an additional 2 miles of trail.

Presidential Place: This is a small, passive use greenway adjacent to Washington Street in downtown Indianapolis.

Ringgold Park: This is a small pocket park with benches and a swing set.

Tarkington Park: This is a large park that features multiple tennis courts, a basketball court, and children's playground, as well as passive recreation space. It is slated to undergo a large-scale renovation by Indy Parks.

University Park: University Park is beautifully landscaped with trees, flower beds and decorated with statues. In the center of the park is the Depew Fountain. There are five levels to the fountain. The different tiers are decorated with bronze fish, children playing, frogs and a woman draped in a toga. A sculpture of President Benjamin Harrison (Indiana's only president) stands on the south center edge of the park with statues of Abraham Lincoln at the southeast corner and Schuyler Colfax (Vice President under Grant) in the east center portion of the park. Additional statuary includes Syrinx, the wood nymph on the east side of the fountain listening to the music that Pan, the satyr, is playing on the west side of the fountain.

Veteran's Memorial Plaza: Veterans' Memorial Plaza is located just north of the Indiana War Memorial and was completed in 1930. After its completion the plaza was paved so large groups could gather to listen to bands or watch the colored lights in the fountains, or for any large gathering. Grassy areas were added and trees were planted. On the northern section of the park, our national flag and a flag from each state wave in the breeze. The plaza is one of the downtown area's most popular venues for outdoor events, among them the annual 4th Fest celebrating Independence Day and the Indianapolis Public Schools "Back to School Festival".

Watson Road Bird Preserve: This four-acre natural resource park established in 1925 provides a quaint inner city sanctuary to several bird and butterfly species. The small park area is planted with tall grasses and wildflowers which provide food and host plants for local wildlife.

Results

The proposed Red Line Project Corridor would cross the Cultural Trail, Canal Towpath, and Monon Greenways in multiple locations. At each site trail users cross the street at a crosswalk and continue on the trail on the opposite side. The proposed project would generally be constructed entirely

within current right of way on existing roadways and would have no effect on these trail crossings. The lone exception is where the Cultural Trail crosses Capitol Avenue at Walnut Street. An existing bumpout would be removed and replaced with a center median with a pedestrian and bicycle cutout, which will reduce the distance a pedestrian or cyclist must travel across motor vehicle traffic lanes. The intersection is signalized, allowing for safe crossing movements by trail users, and the proposed project would have no adverse impact on the trail.

The transit service provided by the proposed project would help enhance access to all parklands located within one quarter mile walking shed of the proposed alignment, all of which are labeled in Figure 1. Transit access will be especially bolstered for those parks and trails that are directly adjacent to a proposed station, including the IWC Canal Towpath, Monon Greenway, Cultural Trail, Pleasant Run Greenway, and Garfield Park.

IndyGo Red Line Rapid Transit Project – Phase 1
NEPA DCE Appendix I – Correspondence
with USFWS & IDNR



**U.S. Department
of Transportation
Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-866-0351 (fax)

May 2, 2016

Mr. Scott Pruitt, Field Supervisor
U.S. Fish and Wildlife Service
Bloomington Field Office
620 South Walker Street
Bloomington, IN 47403-2121

ATTN: Ms. Robin McWilliams

Re: IndyGo Red Line Rapid Transit Project, Phase 1
College / 38th / Meridian / 18th / Capitol / Washington and Maryland / Delaware / Virginia / Shelby
From 66th Street to Hannah Avenue
Indianapolis, Marion County, Indiana

Dear Ms. McWilliams:

The Federal Transit Administration (FTA), in cooperation with the Indianapolis Public Transportation Corporation (IndyGo), is developing a project to implement Phase 1 the Red Line Rapid Transit Project (Project), a bus rapid transit (BRT) route in Indianapolis, Marion County, Indiana. Project maps are enclosed showing the proposed project corridor. This letter intends to solicit comments from your agency as part of the environmental review process. You are asked to review this information and provide comments on the ecological resources for which you have jurisdiction or special expertise.

The Project, proposed by IndyGo, is intending to reintroduce transit in a historic transit corridor by creating a 35-mile bus rapid transit (BRT) corridor with 49 stations operating from Westfield in Hamilton County south to Greenwood in Johnson County. The Project will be completed in three phases. As illustrated on the attached maps, Phase 1 of the Red Line Rapid Transit Project is a 13.1-mile long initial operating segment with 28 stations that would operate from 66th Street (just north of Broad Ripple) through Downtown Indianapolis to the University of Indianapolis at Hanna Avenue, as shown in the enclosures. The project connects Downtown Indianapolis and its central business district with neighborhoods along the corridor, extending to suburban communities, connecting hospitals, cultural centers, parks, and government centers.

Land use throughout the project area is consistent with a heavily developed urban environment. In the northern and southern sections of the proposed route, roughly from the beginning of the project (66th Street / College Avenue) to Meridian Street / 18th Street and from Virginia Street / East Street to the project end (Shelby Street / Hannah Avenue), the land use is predominantly medium density residential uses with low to medium density commercial areas interspersed. Within the central portion of the project area, the land use is primarily comprised of commercial and light to heavy industrial uses. Utilities, both aerial and buried, are extant at various areas throughout the length of the project.

In accordance with the project's purpose and need, the proposed project involves converting sections of the existing local street system including College Avenue, 38th Street, Meridian Street, 18th Street, Capitol Avenue, Washington and Maryland Streets (one-way pairs), Delaware Street, Virginia Avenue and Shelby Street to a rapid BRT route. Fifty-nine (59) percent of the Project is proposed to operate on dedicated transit lanes, either center- or curb-running exclusive transit lanes or dedicated business access transit (BAT) lanes

in order to improve travel speeds and provide frequent, reliable service. [BAT lanes are designated specifically for use by buses as well as vehicles entering and exiting businesses.] Specifically, buses will utilize dedicated lanes on the northern portion of the corridor, from Broad Ripple through downtown. The Project would require minor curb realignments near stations and at intersections, though lane widths would be maintained to accommodate traffic flow. The proposed Project also includes one area, along Meridian Street near the intersection of 38th Street, which will require a slight expansion of the existing corridor right of way. Additional areas may be required as the project moves into the final design phase. There are no known displacements that would occur as a result of the project. The remaining 41% of the Project would consist of mixed flow vehicles, lanes shared by both buses and non-transit vehicles.

Work within these sections would mostly be limited to the construction of stations, but may also include re-designation of parking areas and turn lane construction. The design of the stations is currently in progress; however, a ground level rendering of one station and a conceptual sketch are included for reference. A majority of the stations would be center islands that separate the northbound and southbound bus lanes. Eight (8) stations would consist of side stations that service either northbound or southbound bus traffic.

Phase 1 of the proposed Red Line route crosses five bridged waterways, including the Indiana Water Company Canal, Fall Creek, Pleasant Run, Bean Creek and Highland Creek. At this time, no work is proposed to the structures that carry the designated roadway sections over these resources. However, some work to the roadway surface atop the bridge may be required. This work would not extend below the ordinary high water mark of the crossed waterways. In addition, the Virginia Avenue section of the Project crosses Pogue's Run, which is within the stretch of waterway that is conveyed beneath the city via a box culvert conduit. There may be a need to construct drainage outlets from Red Line stations to these waterways; however, detailed drainage design has not advanced to a point where this information is available.

You are asked to review this information and provide any comments you may have relative to anticipated impacts of the Project on areas in which you have jurisdiction or special expertise. To facilitate the development of this Project, you are asked to reply within 30 days of receipt of this letter. If no response is received by that date, it will be assumed you have no comments at the present time. Your timely cooperation in the development of this Project is appreciated.

Thank you for your cooperation and interest in this Project. If you have any questions or would like to discuss in more detail the Project or our agencies' respective roles and responsibilities during the preparation of the environmental documentation, please contact Susan Orona, at (312) 353-3888 or by email at Susan.Orona@dot.gov.

Sincerely,



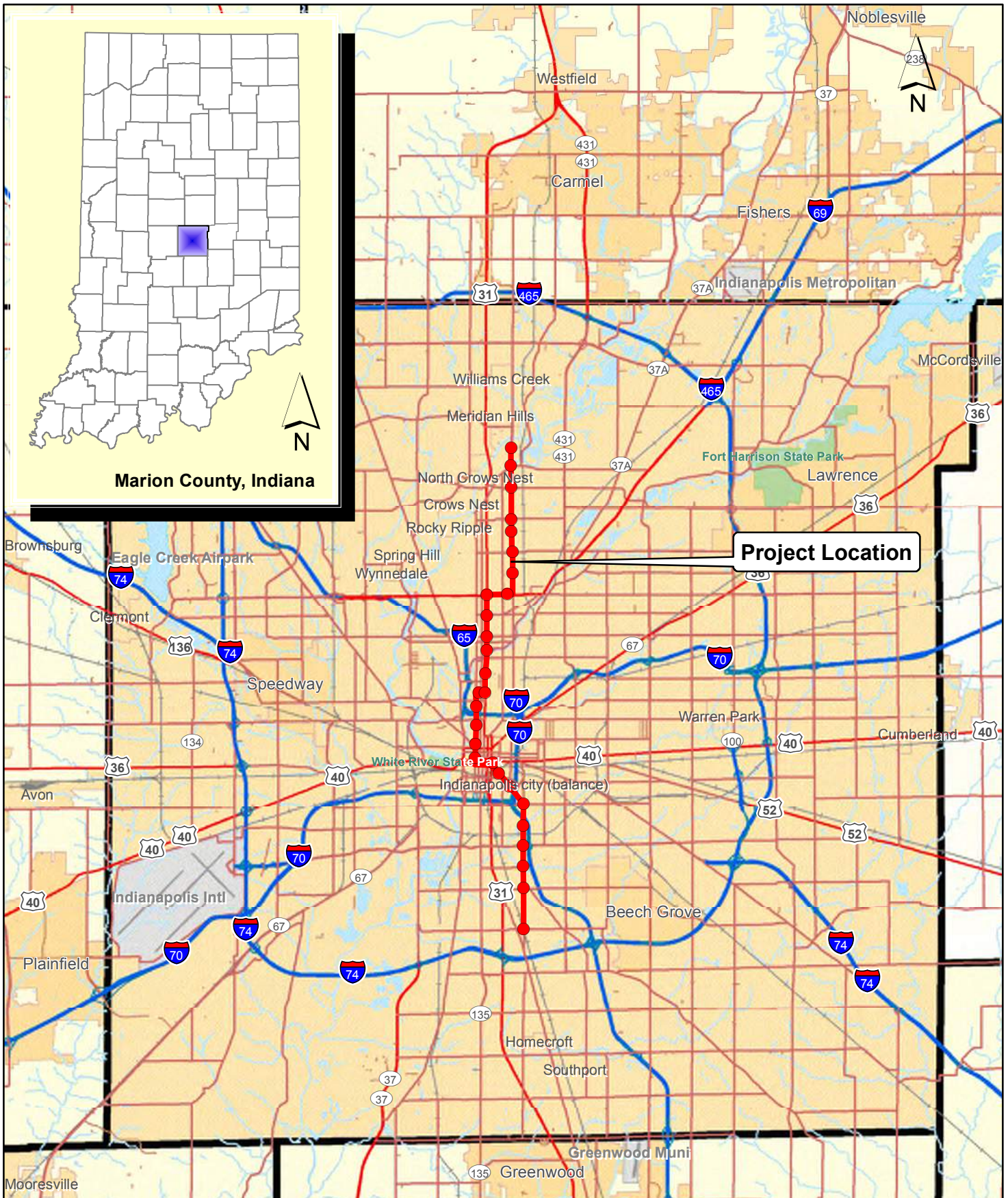
Marisol R. Simón
Regional Administrator

cc: Susan Orona, FTA
Justin Stuehrenberg, IndyGo

Enclosures:

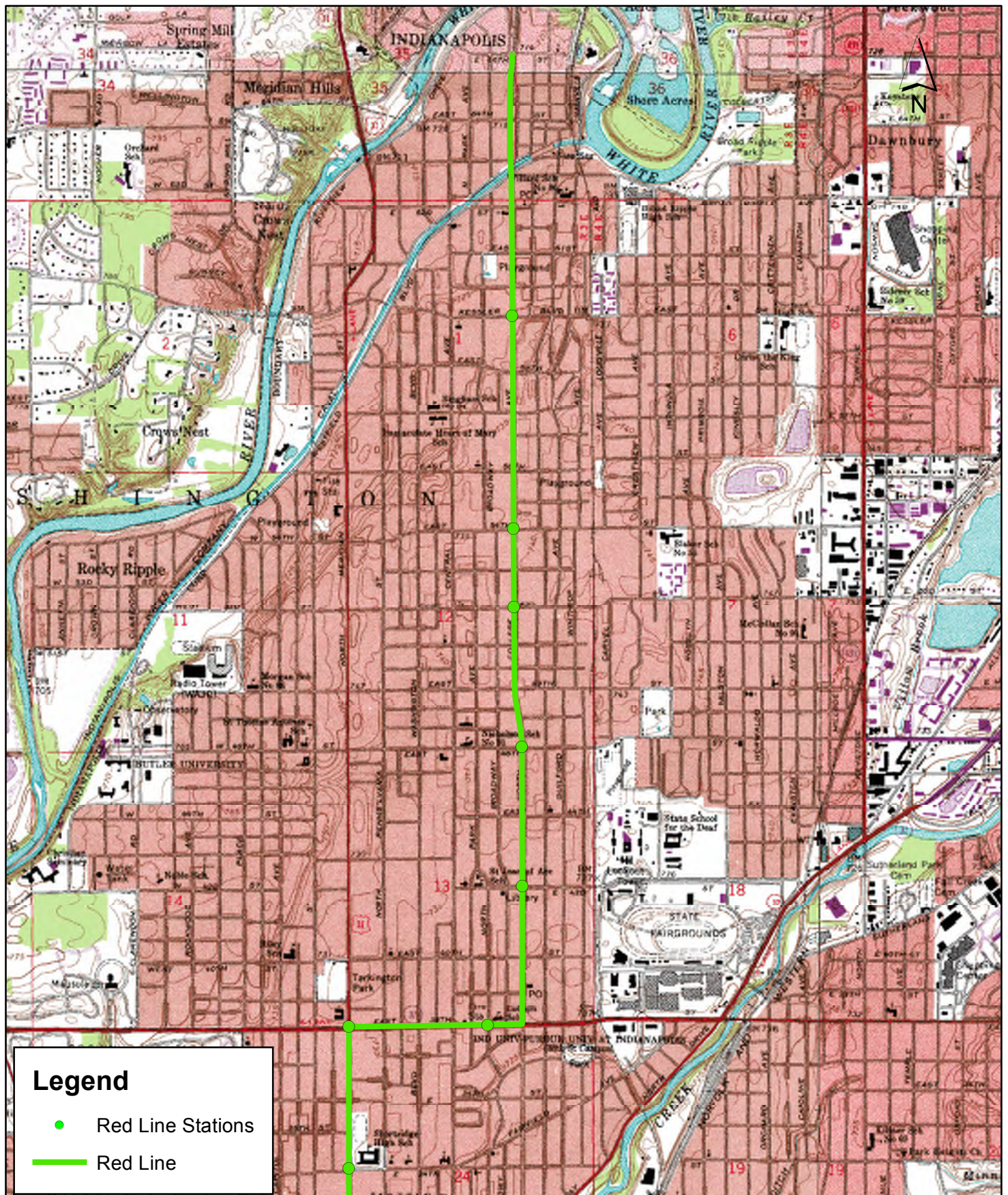
- State/County Location Map
- USGS Quadrangle Map
- 2013 Aerial Photography
- Phase 1 Red Line-BRT Route Map
- Station Rendering / Conceptual Sketch

IndyGo Red Line - State/County Location Map



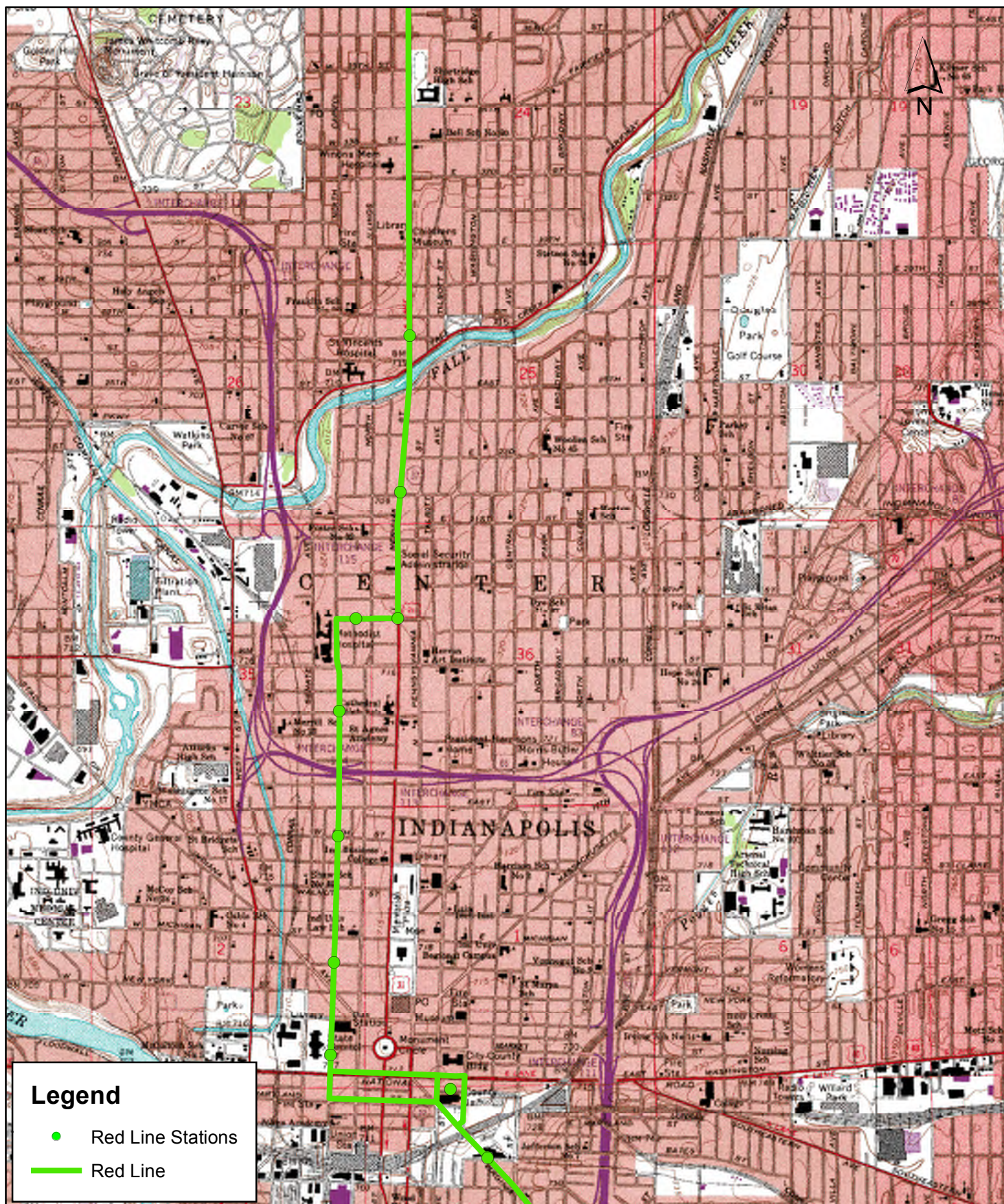
Not to Scale

IndyGo Red Line - USGS Quadrangle Map



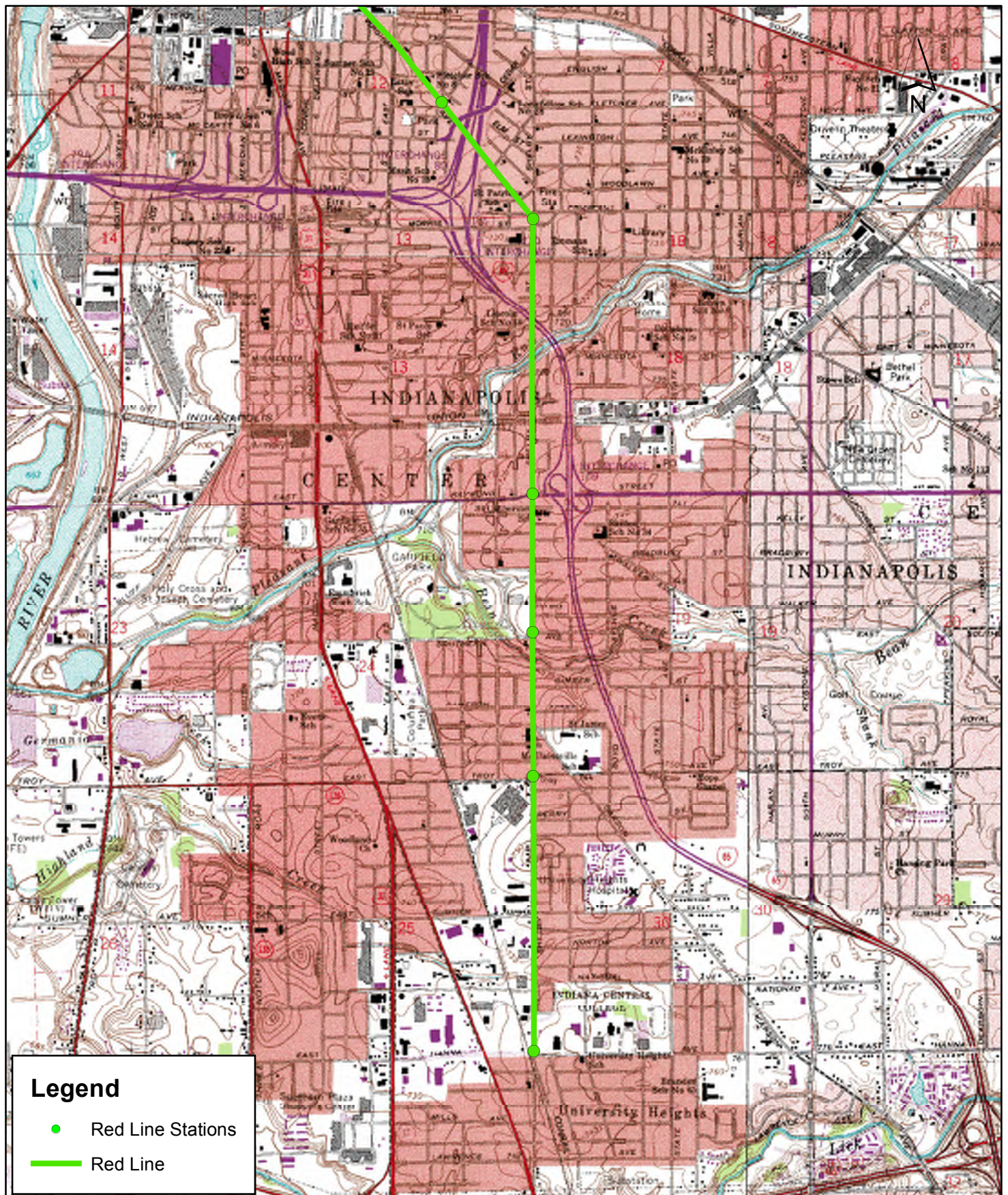
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IndyGo Red Line - USGS Quadrangle Map

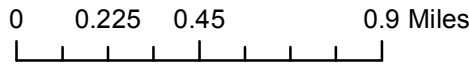
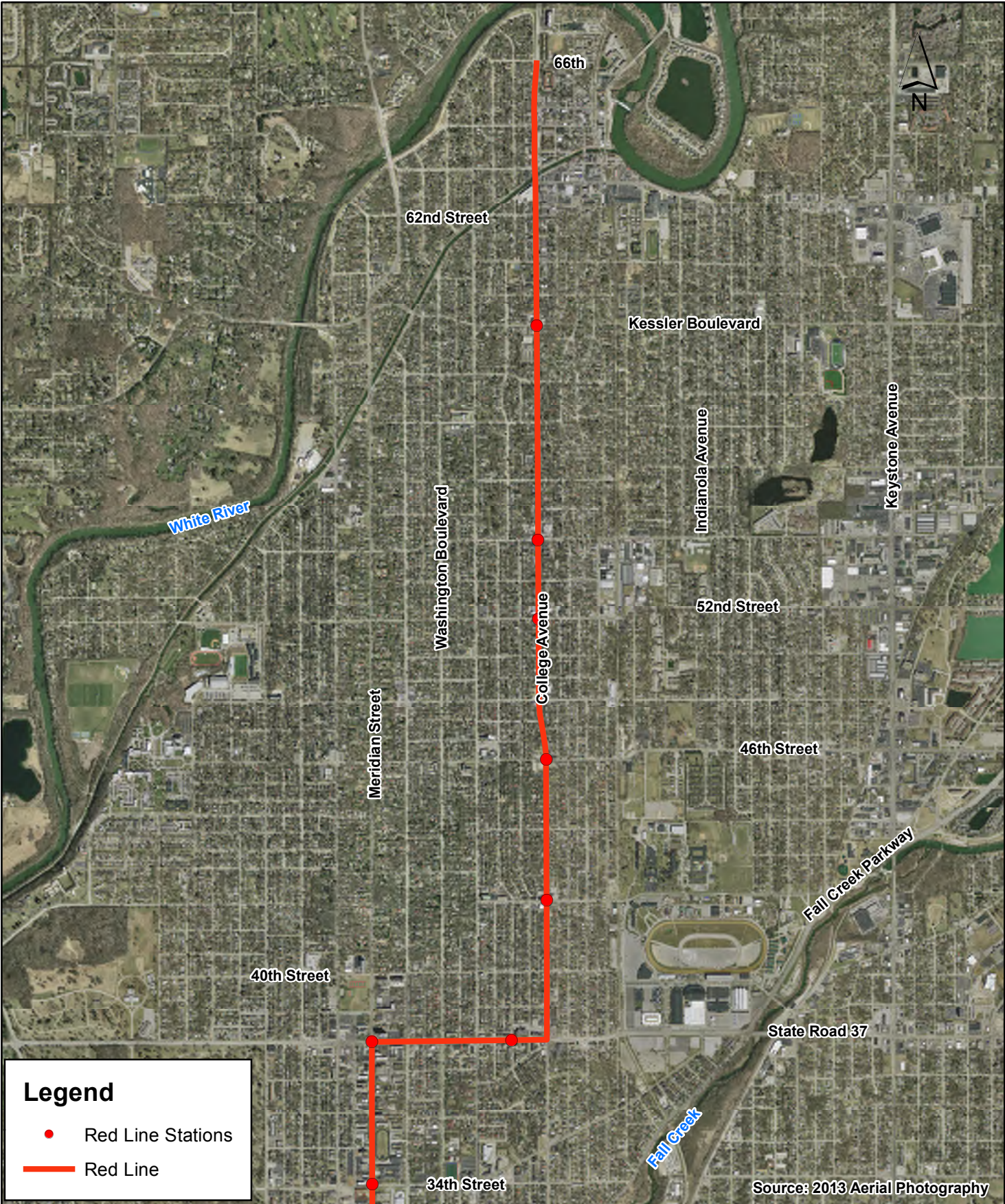


0 0.225 0.45 0.9 Miles

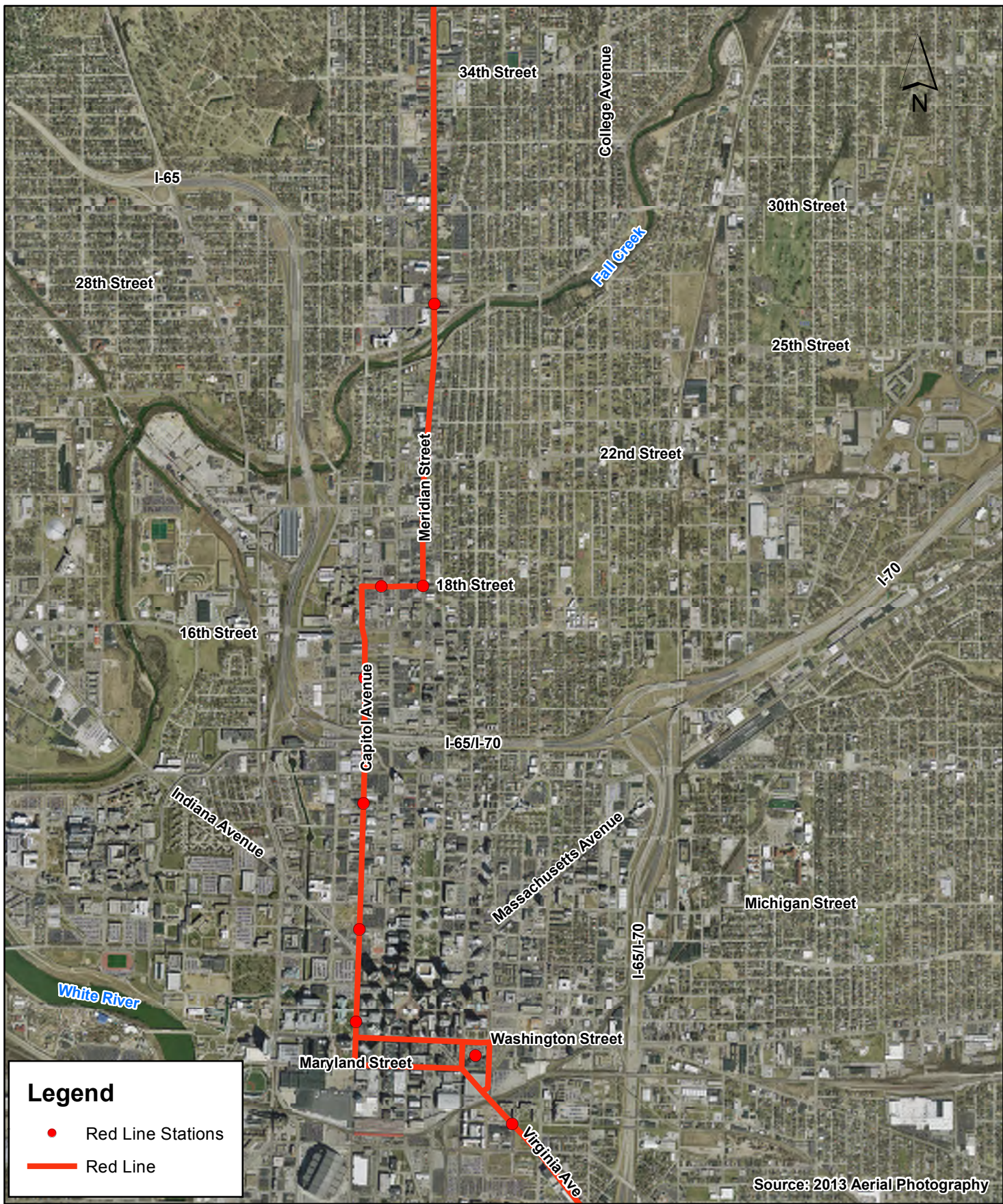
IndyGo Red Line - USGS Quadrangle Map



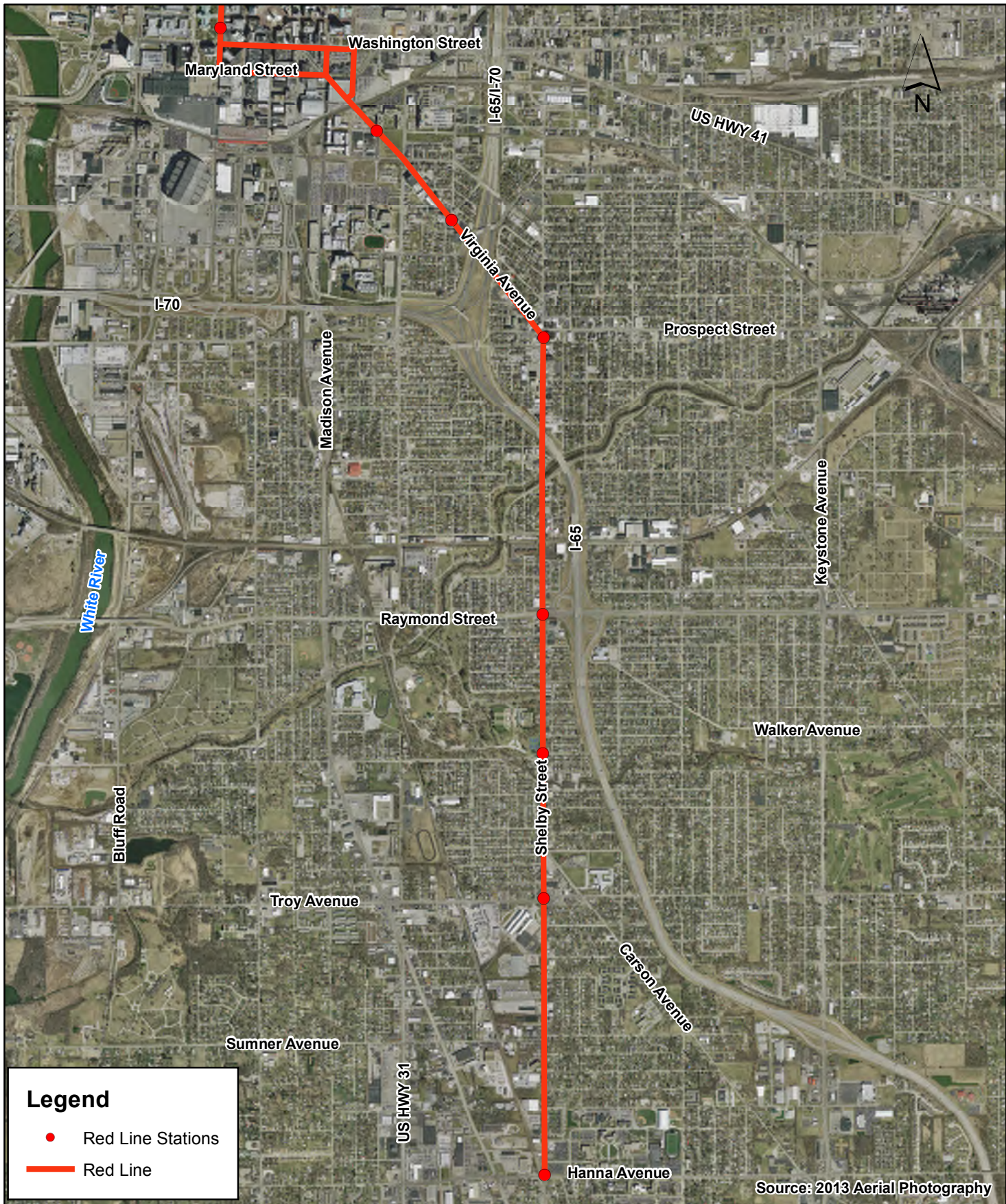
IndyGo Red Line - 2013 Aerial Photography Map



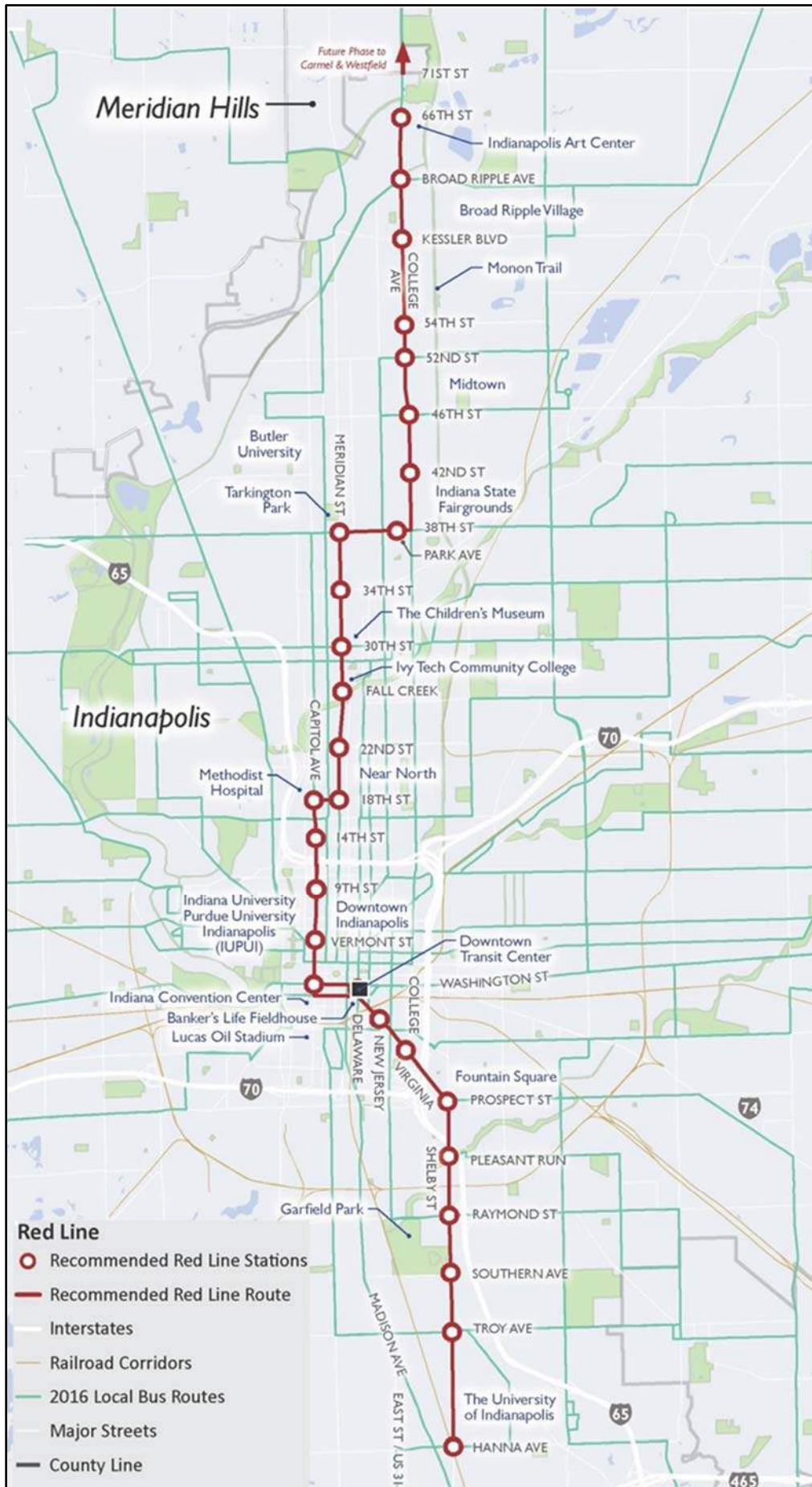
IndyGo Red Line - 2013 Aerial Photography Map



IndyGo Red Line - 2013 Aerial Photography Map



PHASE 1 RED LINE ROUTE MAP
INDIANAPOLIS, MARION COUNTY, INDIANA



**PHASE 1 RED LINE RENDERING/CONCEPTUAL SKETCH
INDIANAPOLIS, MARION COUNTY, INDIANA**

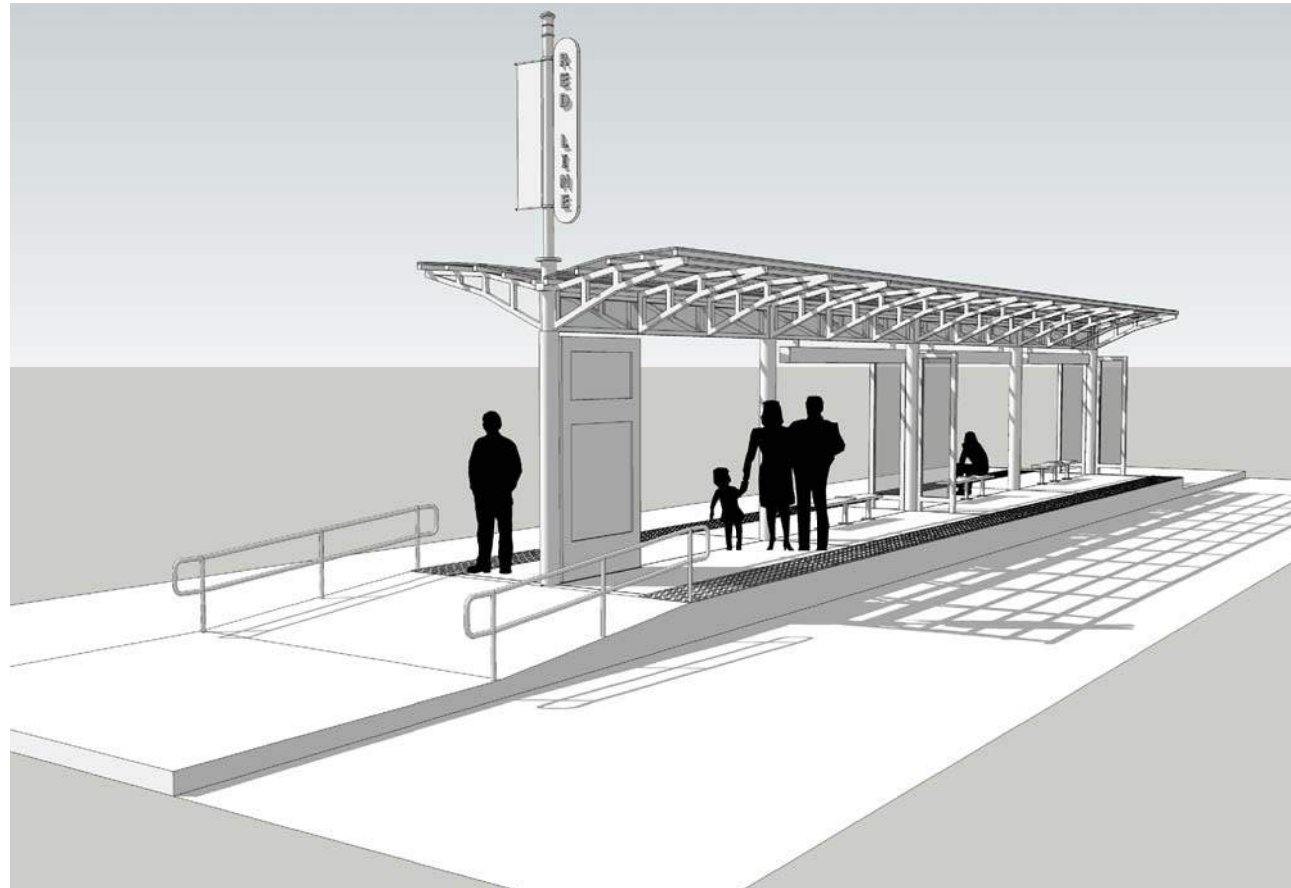


Rendering of proposed Red Line-BRT route. Looking north along Meridian Street through the 30th Street intersection.

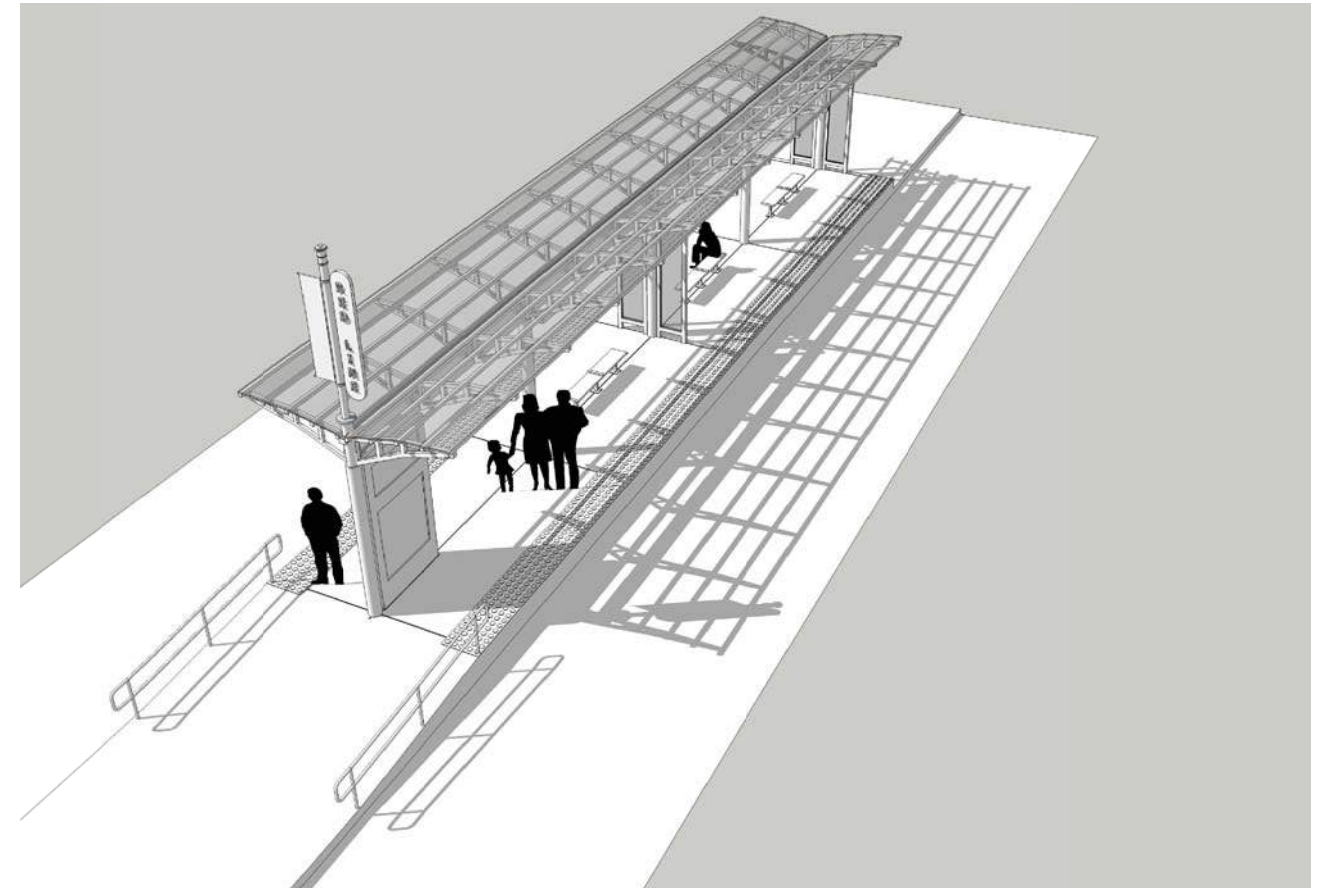


Rendering of proposed Red Line-BRT route. Looking northeast from the Meridian Street / 30th Street intersection.

PHASE 1 RED LINE RENDERING/CONCEPTUAL SKETCH
INDIANAPOLIS, MARION COUNTY, INDIANA



CENTER PLATFORM
PERSPECTIVE VIEW



CENTER PLATFORM
BIRD'S EYE VIEW

Hanner, Audrey

From: Sangillo, Jeffrey M. <sangillojm@cdmsmith.com>
Sent: Thursday, May 05, 2016 10:36 AM
To: Costa, Chad
Cc: Hanner, Audrey
Subject: FW: IndyGo Red Line Rapid Transit Project - Phase 1

Sorry for delay. Here's the response from USFW. Could you double check the email address for IDNR. Sounds like she was just missing a period and I assume her second attempt went through.

Thanks,

Jeffrey Sangillo
Transportation Planner
CDM Smith
Office: (312) 780-7757
Mobile: (717) 350-4922
sangillojm@cdmsmith.com

From: Orona, Susan (FTA) [mailto:Susan.Orona@dot.gov]
Sent: Tuesday, May 03, 2016 10:13 AM
To: Justin Stuehrenberg (JStuehrenberg@indygo.net) <JStuehrenberg@indygo.net>; Sangillo, Jeffrey M. <sangillojm@cdmsmith.com>
Subject: FW: IndyGo Red Line Rapid Transit Project - Phase 1

Good morning Justin and Jeffrey,

A very prompt reply from USFW.

I received a bounce back from the IDNR email – think it was just the incorrect email address – I left a vm and resent adding a dot between dnr.in.gov

Thanks,
Susan

From: McWilliams, Robin [mailto:robin_mcwilliams@fws.gov]
Sent: Tuesday, May 03, 2016 9:41 AM
To: Orona, Susan (FTA)
Subject: Re: IndyGo Red Line Rapid Transit Project - Phase 1

Dear Ms. Orona,

This responds to your recent letter, requesting our comments on the aforementioned project.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

Based on a review of the information you provided, the U.S. Fish and Wildlife Service has no objections to the project as currently proposed. This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act of 1973, as amended. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinitiate consultation.

To protect water quality in areas where additional drainage outlets are proposed, we recommend using pollutant-trapping technology such as storm drain inserts, etc. to reduce the runoff of urban pollutants directly to the stream system.

We appreciate the opportunity to comment at this early stage of project planning. If project plans change such that fish and wildlife habitat may be affected, please recoordinate with our office as soon as possible. If you have any questions about our recommendations, please call (812) 334-4261.

Sincerely,

Robin McWilliams Munson

Robin McWilliams Munson

U.S. Fish and Wildlife Service
620 South Walker Street
Bloomington, Indiana 46403
812-334-4261 Fax: 812-334-4273

Monday, Tuesday - 7:30a-3:00p
Wednesday, Thursday - telework 8:30a-3:00p

On Tue, May 3, 2016 at 10:19 AM, Orona, Susan (FTA) <Susan.Orona@dot.gov> wrote:

Good morning Mr. Pruitt and Ms. McWilliams,

Attached please find a coordination letter from the Federal Transit Administration (FTA) for the IndyGo Red Line Rapid Transit Project – Phase 1.

Supporting documentation are included in the enclosures file.

Should you have any questions, please do not hesitate to contact me.

Thank you,

Susan

Susan M. Orona, AICP

US DOT | FTA | Region V

200 W. Adams Street, Suite 320 | Chicago, IL 60606

P: 312.353.3888



Please consider the environment before printing this email. Thank you.

THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

DNR #: ER-19033

Request Received: May 3, 2016

Requestor: US Department of Transportation
Susan Orona
Federal Transit Administration
200 West Adams Street, Suite 320
Chicago, IL 60606-5253

Project: IndyGo Red Line Rapid Transit Project, Phase 1: 66th street to Hannah Avenue, Indianapolis

County/Site info: Marion

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

Regulatory Assessment: This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile. Please submit more detailed plans to the Division of Water's Technical Services Section if you are unsure whether or not a permit will be required.

Natural Heritage Database: The Natural Heritage Program's data have been checked. The managed lands, natural community, and species below have been documented within 1/2 mile of the project area. The Division of Nature Preserves does not foresee any impacts to the nearby nature preserves, natural community, or plant species as a result of this project.

I. PLANT: Rose Turtlehead (*Chelone obliqua* var. *speciosa*), state watch list

II. NATURAL COMMUNITY: Mesic Floodplain Forest

III. MANAGED LANDS:

A) Indy Parks Properties:

1. Marrot Park Woods Nature Preserve
2. Watson Road Bird Preserve
3. Arts Center Canoe Launch
4. Greenways Depot
5. Canterbury Park
6. Arsenal Park
7. Boulevard Station
8. McCord Park
9. Tarkington Park
10. Broadway & 29th Park
11. Al E Polin Park
12. George E. Kessler Park
13. Barton Park
14. Fall Creek & 16th Park
15. Peace Park
16. Presidential Place
17. Edna Balz Lacy Park

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

- 18. Hot Shot Tot Lot
- 19. Stacy Park
- 20. Ringgold Park
- 21. Sandorf Park
- 22. Garfield Park
- 23. Fountain Square Fountain
- 24. Greenway - Fall Creek
- 25. Pleasant Run Greenway
- B) White River State Park Commission Properties:
 - 1. Eiteljorg Museum
 - 2. Imax Theatre
 - 3. NCAA Headquarters
 - 4. White River State Park Headquarters
 - 5. Victory Field (Indians Baseball)
- C) Indiana War Memorial Commission Properties:
 - 1. American Legion Mall
 - 2. Veteran's Memorial Plaza
 - 3. Indiana War Memorial
 - 4. University Park
 - 5. Military Park
 - 6. Monument Circle
- D) Indianapolis Department of Metropolitan Development Properties:
 - 1. Canal Walk
 - 2. Monon Greenway
- E) Indianapolis Water Company Property: IWC Canal Towpath Greenway
- IV. ANIMALS:
 - 1. Kirtland's Snake (*Clonophis kirtlandii*), state endangered
 - 2. Peregrine Falcon (*Falco peregrinus*), state special concern
 - 3. American Badger (*Taxidea taxus*), state special concern

Fish & Wildlife Comments: Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project area:

1) Animal Species:

A. KIRTLAND'S SNAKE: Kirtland's snakes inhabit urban landscapes and are regularly found in the Indianapolis metropolitan area. This species is known for using crawfish burrows during both the active (April 15 through November 1) and inactive (November 1 through April 15) phases as hibernaculum and for refuge, while using manmade trash and debris only during the active phase for refuge and cover. To avoid impacts to Kirtland's snakes, we recommend the following:

- a. If work is planned to occur during the active season, then all trash and debris should be removed from the worksite one week prior to the start of construction. Then, a trenched-in drift fence should be placed around the site and remain in place until the project is completed. Any snakes found at the site, regardless of species, should be removed, unharmed, and immediately relocated to suitable habitat outside of the drift fence and away from roads.
- b. If work is planned to occur during the inactive season and crawfish burrows are present or have been known to occur at the site, then no work should take place until the active season begins and the guidelines above for the active season are followed.
- c. If work is planned to occur during the inactive season and no crawfish burrows are present or have been known to occur at the site, then we do not foresee any impacts to Kirtland's snakes as a result of this project.

**State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment**

B. PEREGRINE FALCON: A peregrine falcon nest is located 0.8 mile from the project area. The project site is a suitable distance from the nest to provide a buffer against any disturbance. Therefore, we do not foresee any impacts to this species as a result of this project.

C. AMERICAN BADGER: Badgers are a wide ranging species that prefer an open, prairie-type habitat, with Indiana being at the eastern edge of their natural range. The range of the badger continues to expand as a result of land-use changes from forest to farmland and open pastureland. Impacts to the American badger or its preferred habitat are unlikely as a result of this project.

2) Stormwater Drainage:

The information submitted indicates there may be a need to construct drainage outlets from the proposed stations to local waterways. However, a detailed drainage design has not been done yet. The Division of Fish and Wildlife recommends considering a more sustainable approach to stormwater management in general. The traditional model of stormwater management aims to drain urban runoff as quickly as possible with the help of channels and pipes, which increases peak flows and costs of stormwater management. This type of solution only transfers flood problems from one section of the basin to another section. A more sustainable approach aims to rebuild the natural water cycle by using storage techniques (retention basins, constructed wetlands, rain gardens, etc.), recharging groundwater using infiltration techniques (infiltration basins or trenches, pervious pavement, etc.), and reusing runoff for irrigation elsewhere in the basin. The following link gives a good overview of traditional and sustainable stormwater management systems and their pros and cons:
<http://www.sswm.info/content/stormwater-management>.

3) Landscaping:

We recommend using native plants for any proposed on-site landscaping around the stations or along the transit corridor. The following is a link to information on landscaping with native plants on the Indiana Native Plant And Wildflower Society (INPAWS) website: <http://www.inpaws.org/landscaping/>

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood tree species as soon as possible upon completion.
2. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
3. Seed and protect all disturbed streambanks and slopes that are 3:1 or steeper with erosion control blankets (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.
4. Plant five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height.
5. Do not deposit or allow demolition/construction materials or debris to fall or otherwise enter the waterway.

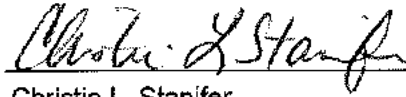
THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

Contact Staff:

Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife

Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.



Date: June 2, 2016

Christie L. Stanifer
Environ. Coordinator
Division of Fish and Wildlife